

## Doug McIntyre

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**From:** Paul Stickney <stick@seanet.com>  
**Sent:** Tuesday, July 28, 2020 3:47 PM  
**To:** EIS  
**Subject:** EIS Scoping Comment (Part 2 of 2)  
**Attachments:** 2of 2 Elegant Detailed Researched Part 2 with PDFs H I and J.pdf; H. Common Cause Housing Balance.pdf; I. Achieving Housing Affordability Through Balanced Sustainable Housing.pdf; J. Making the Case for Housing Balance.pdf

[CAUTION - EXTERNAL EMAIL]

EIS Scoping Team,

As an EIS scoping comment, I am submitting the written public comments submitted to the City Council for their Special Meeting of 7.28.20.

These comments support having Enrich & Sustain be an alternative studied In the SEPA EIS.

This is Part 2 of 2 of this comment.

Regards,

Paul Stickney  
425-417-4556

Please be aware that email communications with members of the City Council, City Commissioners, or City staff are public records and are subject to disclosure upon request.



**From:** Paul Stickney stick@seanet.com

**Subject:** Elegant. Detailed. Researched. (Part 2 with PDF's H, I and J)

**Date:** July 28, 2020 at 3:23 PM

**To:** Sammamish City Council citycouncil@sammamish.us

**Cc:** Dave Rudat drudat@sammamish.us, David Pyle dpyle@sammamish.us, Kellye Hilde khilde@sammamish.us, Mike Sugg msugg@sammamish.us, Debbie Beadle dbeadle@sammamish.us, Lita Hachey lhachey@sammamish.us, Tammy Mueller tmueller@sammamish.us

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Sammamish City Council,

Here is Elegant. Detailed. Researched. (Part 2 with PDF's H, I and J)

Regards

Paul Stickney  
425-417-4556



H. Common  
Cause...ce.pdf



I. Achieving  
Housin...ing.pdf



J. Making the  
Case f...ce.pdf

# Common Cause

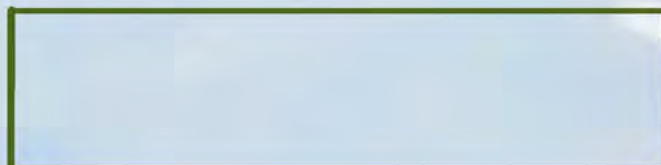
**Bringing the Private-Built Environment  
into  
optimal *Internal Balance*  
with  
the Natural Environment and  
the Public-Built Environment  
primarily through**



## ***Housing Balance*** **for Sammamish !!**

**Index to *Housing Balance* documents and PowerPoint presentations:**

- |  |                  |
|--|------------------|
| 1. Define - Principles and Outcomes            | 4 slides         |
| 2. Quintessence - Transcendence                | 1 page/13 slides |
| 3. Taglines - Orbits                           | 2 slides/2 pages |
| 4. Three Errors - Basic Ailment - Now -- Focus | 4 pages          |
| 5. Advantages to Bridging Long-Standing Divide | 8 slides         |
| 6. In a 10-Minute Nutshell                     | 11 slides        |
| 7. The Whats, the Whys and the Wherefores      | 38 slides        |
| 8. Jubilance and Well-Being                    | 27 slides        |
| 9. By the Numbers                              | 11 slides        |
| 10. POV - Introduction - Overviews             | 8 pages          |



# Housing Balance - Its Mighty Healing Powers

Reducing single-family home build-out from about 6,000 to 4,500 across the City.

Plus

Having those 4,500 single-family homes built on larger “Sahalee” sized lots.

Plus

Reducing congestion and car trips from around 1,500 fewer large homes citywide.

## AND

Allowing 4,000 to 8,000, or more, of our own households to remain in Sammamish in Centers - rather than having to leave the City - as their housing situations change over cycles-of-life.

Plus

Reducing congestion and car trips below those planned for in the Town Center EIS.

Plus

Further lowering congestion with “critical mass” for *Internal Trips* and *Effective Transit*.

## AND

70 Million to 150 Million, or more, in short/near term one-time revenues.

to use for

Deficient Capital Projects + Community Desires + Residential/Commercial Subsidies.

## AND

Helping to resolve, or resolving over a dozen *Significant Issues* facing the community.

Plus

Creating immense and generational wealth in *Four Major Sectors* for our Citizens and the City.

## AND

Renewable revenue increases, 6 to 10+ million annually, for the General Budget and Transfers.

## AND

Our City becoming Inclusive, Equitable and Sustainable through balancing housing supplies.

## AND

Enriching the Overall Quality of Life in Sammamish.

Plus

Improving Community Character and Neighborhood Identities.

## Is There Anything Wrong with Any of This?



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## Is There Anything Wrong with Any of This?

# Common Cause

***NOW,* is the Perfect Time for**  
***Housing Balance***  
**for Sammamish !!**



## **M e m o r a n d u m**

pertaining to this Compilation:

- Tabs 1, 2, 3, 6, 7, 8, 9 and 10 are complete.
- Tabs 4 and 5 are presently empty.  
We will present this material, when we get together for private meetings in the near future.
- Two additional documents will be presented when we meet:

*Constructive Directives*

Suggested roadmap of the process to attain *Housing Balance*.

*Consensus for Spanning IPP's*

Recommended *Housing Balance* starting points, that will span and bridge Ideologies, Perspectives and Points of view (IPP's).

**The long-term 'Solution and Salvation' for Sammamish, is to bring our Private-Built Environment into optimal *Internal Balance* with our Public-Built Environment and our Natural Environment - to Enrich Lives and establish Enduring Community Consensus on Character.**

**Balance Housing, then right-size Economics and Affluence.**



**1. Define. Principles  
and Outcomes.**

# ***Housing Balance***

## ***Definition***

*Housing Balance* in Sammamish is, when the City's housing supply optimally meets the full spectrum of housing Needs and Wants – at thirty percent or less of household income – of those living and/or working within the City throughout the recurring Cycle-of-Life.



# ***Housing Balance*** **for Sammamish**

**~~ Principles and Outcomes ~~**



# ***Housing Balance for Sammamish*** ***~~ Principles and Outcomes ~~***

- ✓ ***Lessen additional citywide oversupplies of large single-family housing sprawl.***
- ✓ ***Optimally increase undersupplies of smaller, more affordable homes in Centers.***

---
- ✓ ***Reduce congestion and car use well below that planned for and zoned for.***
- ✓ ***Create tremendous wealth for our City and Citizens – short, as well as long-term.***
- ✓ ***Helping to set right, or resolving, several significant issues we are facing as a City.***

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- ✓ ***Housing Sustainability & Inclusiveness – tailored to our own cycle-of-life changes.***
- ✓ ***Enrich our Quality of Life, Community Character and Neighborhood Identities.***

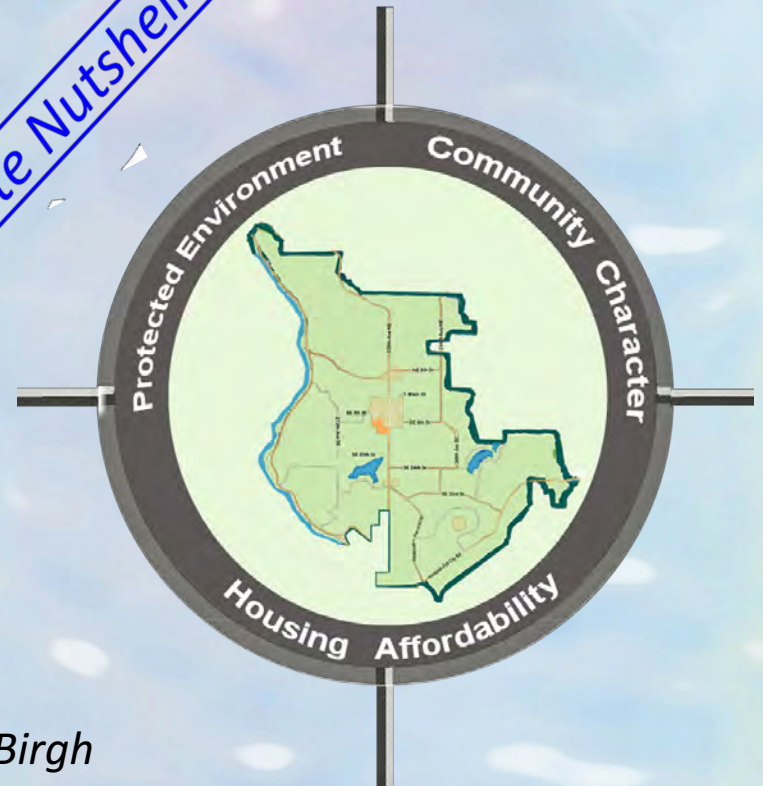
# ~~ Principles and Outcomes ~~



Interweaved and Unabridged

In A Ten-Minute Nutshell

**Housing Balance**  
for Sammamish



*The Whole Story - -  
Four Power Point Presentations*

*created in July, 2017 by Paul Stickney and Richard Birgh*



2. Quintessence.  
Transcendence.

- *Internal* [Housing Balance](#) for Sammamish -

## Its Quintessence\*

### Beneficial Housing Standpoints

1. [Housing for You, your household and your extended family - over time.](#)

*Choices and opportunities to stay in the City as your housing needs and wants alter due to changing situations - planned, unplanned and generational - over the recurring cycle-of-life.*

2. [Housing is balanced to our Citywide magnitude – factoring in over 20,000 households.](#)

*Same statement as in #1 above, but for the entire City ... more than 20,000 times the extent. Recognize that the entire cycle-of-life is happening continuously - on a community wide scale.*

3. [Manage housing supply to morph into being Affordable, Equitable, Inclusive and Sustainable.](#)

*Housing Supply is guided by our own Internal economic and demographic housing Needs and Wants over cycles-of-life. This is achieved by making two positive housing policy adjustments.*

### Favorable Land Use/Housing Policy Adjustments

- A. [Appropriately decrease](#)/lessen additional large single-family home sprawl citywide. This will retain much R-1 lands as-is, allow downzones of R4 and R6 lands and return to larger lot sizes.
- B. [Optimally increase](#)/broaden compact and connected multi-family housing in our Centers. Meet past and present housing shortfalls in Town Center and future shortfalls in our other 3 Centers.

### Holistic Communal Upsides by Virtue of [Housing Balance](#)

- [Reducing car use and traffic congestion](#) well below what is planned for, and zoned for.
- [Vast wealth for our City and Citizens in Four Major Sectors](#) - both short-term and long-term.
- [Helping to resolve, or resolving, many Significant Issues](#) that we are currently facing.
- [Enriching our quality of life.](#) Improved neighborhood and community character. A better City.

Quintessence\*

\* The aspect of something regarded as the intrinsic and central constituent of its character.

\* A refined essence or extract of a topic.

By Paul Stickney and Richard Birgh

August 2017

Email for Paul: [stick@seanet.com](mailto:stick@seanet.com)

Email for Richard: [rbirgh@comcast.net](mailto:rbirgh@comcast.net)

***Internal  
Housing Balance  
for Sammamish***

***Its Transcendence***



*You have read...*

-- *Internal Housing Balance* for Sammamish --

*Its Quintessence\**

The Holistic Values of *Housing Balance*  
*Transcend* the Sum of its Parts.

\* *The aspect of something regarded as the intrinsic and central constituent of its character.*

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## Its Quintessence\*

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### Holistic Communal Upsides by Virtue of *Housing Balance*

- *Reducing car use and traffic congestion* well below what is planned for, and zoned for.
- *Vast wealth for our City and Citizens in Four Major Sectors* - both short-term and long-term.
- *Helping to resolve, or resolving, many Significant Issues* that we are currently facing.
- *Enriching our quality of life.* Improved neighborhood and community character. A better City.

Quintessence\*

\* The aspect of something regarded as the intrinsic and central constituent of its character.

\* A refined essence or extract of a topic.

An Analogy:

*As the value of what the fingers  
on your hand can do working together  
transcends what each finger  
and a thumb can do on its own,  
**Housing Balance** as a whole  
transcends the value of the  
combination of each of  
its individual parts.*



# *Housing Balance* -- Its Transcendence



***It's About You and Your Household Over Time.***



Smaller housing  
Needs and Wants  
for you, your family  
and extended family,  
for planned changes,  
unplanned changes  
and  
generational forethoughts  
over the recurring  
Cycle-of-Life.

# *Housing Balance* -- Its Transcendence



***It's about All Households in the Community - Over Time.***



Ditto that,  
for about 23,000 households  
now in Sammamish,  
which are all over  
the Cycle-of-Life board  
on a community wide scale  
and which will be so  
continuously.

Further, plan for the  
build-out capacity of  
all Single-family zoning.



# *Housing Balance* -- Its Transcendence



***It's about Our Workforce – Over Time.***



Ditto that again, for those presently working in Sammamish that do not live here.

As well as the “right sized” amount of jobs and services, paired to optimal *Internal Housing Balance.*

# *Housing Balance* -- Its Transcendence



***It's about two Beneficial, Positive Land Use Changes.***



Based on the *Internal* housing Needs and Wants, the City makes desirable, informed changes in two significant land use policies - to everyone's advantage:

- Appropriately lessen the oversupplies of additional, big Single-family homes, citywide.
- Optimally increase smaller and different housing in Town Center now and in the other Centers later.

# *Housing Balance* -- Its Transcendence



## *It's about these Beneficial, Positive Community Outcomes.*

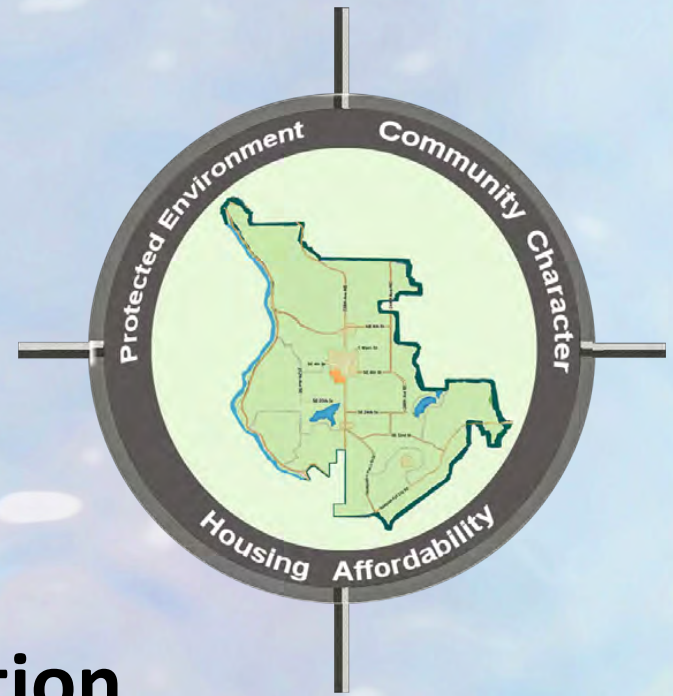
Besides *balancing* housing for the those living and/or working in Sammamish over the Cycle-of-Life , these two favorable and notable land use policy alterations will enable:

- Reduce car use, congestion and traffic below that planned for and zoned for.
- Vast short-term **wealth** and long-term **wealth** for our Citizens and the City.
- Help to set right or resolving, many significant Issues that we are facing.
- Housing in Sammamish becoming more Affordable, Inclusive and Sustainable.
- Enrich our quality of life, community character and neighborhood identities.





# With *Housing Balance*



**Balanced Housing**

**Reduced Congestion**

**Created Wealth**

**Lessened Issues**

**Enriched Lives**



# Without *Housing Balance*

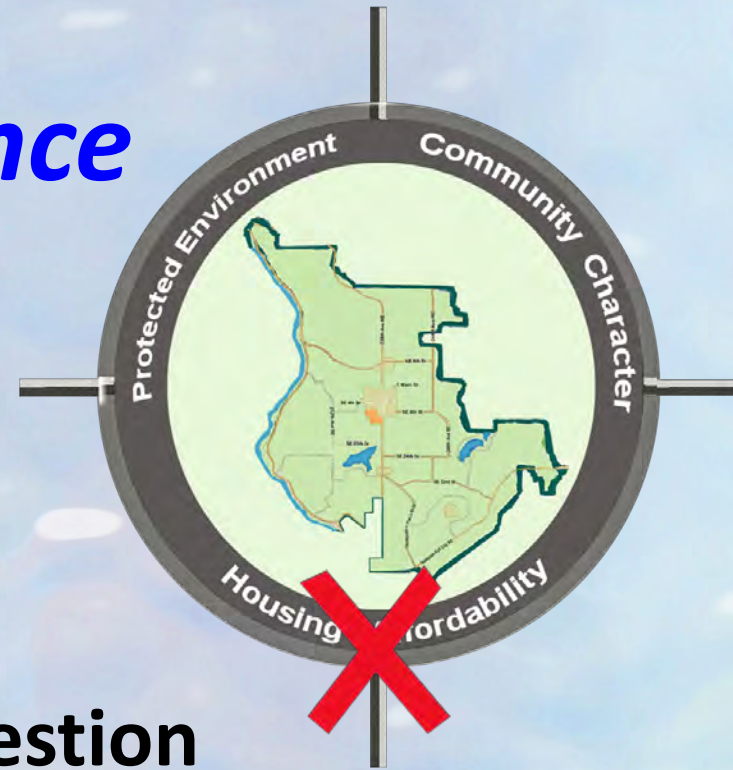
**Imbalanced Housing**

**Exacerbated Congestion**

**Rejected Wealth**

**Intensified Issues**

**Worsened Lives**





**Choose Wisely ...**



**Support**

***Housing Balance!***





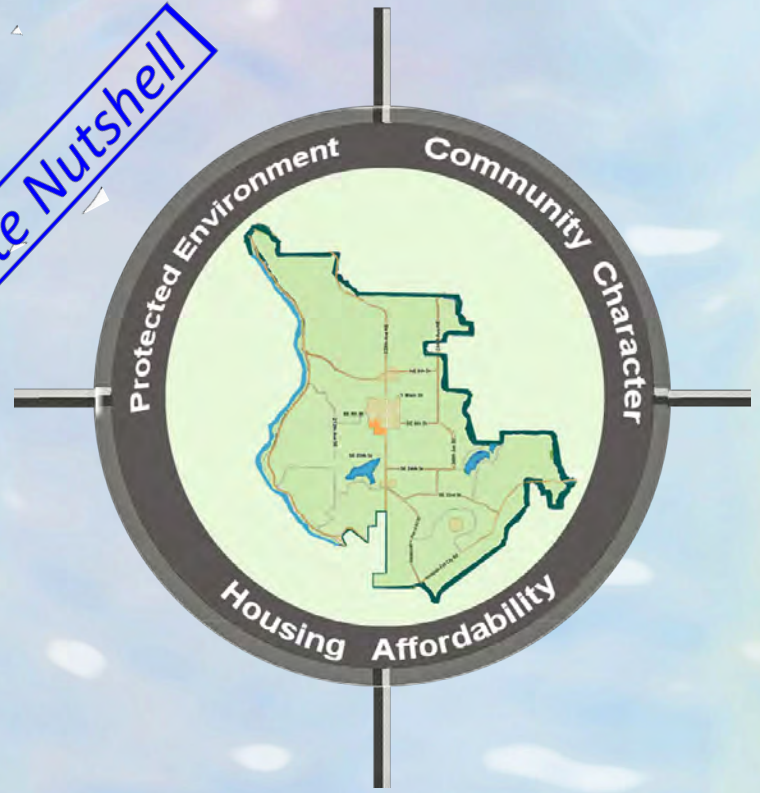
# ~~ Principles and Outcomes ~~

## Housing Balance for Sammamish



Interweaved  
and Unabridged

In A Ten-Minute Nutshell



*The Whole Story - - -  
Four Power Point Presentations*

*Created by Paul Stickney and Richard Birgh*



3. Taglines. Orbits.

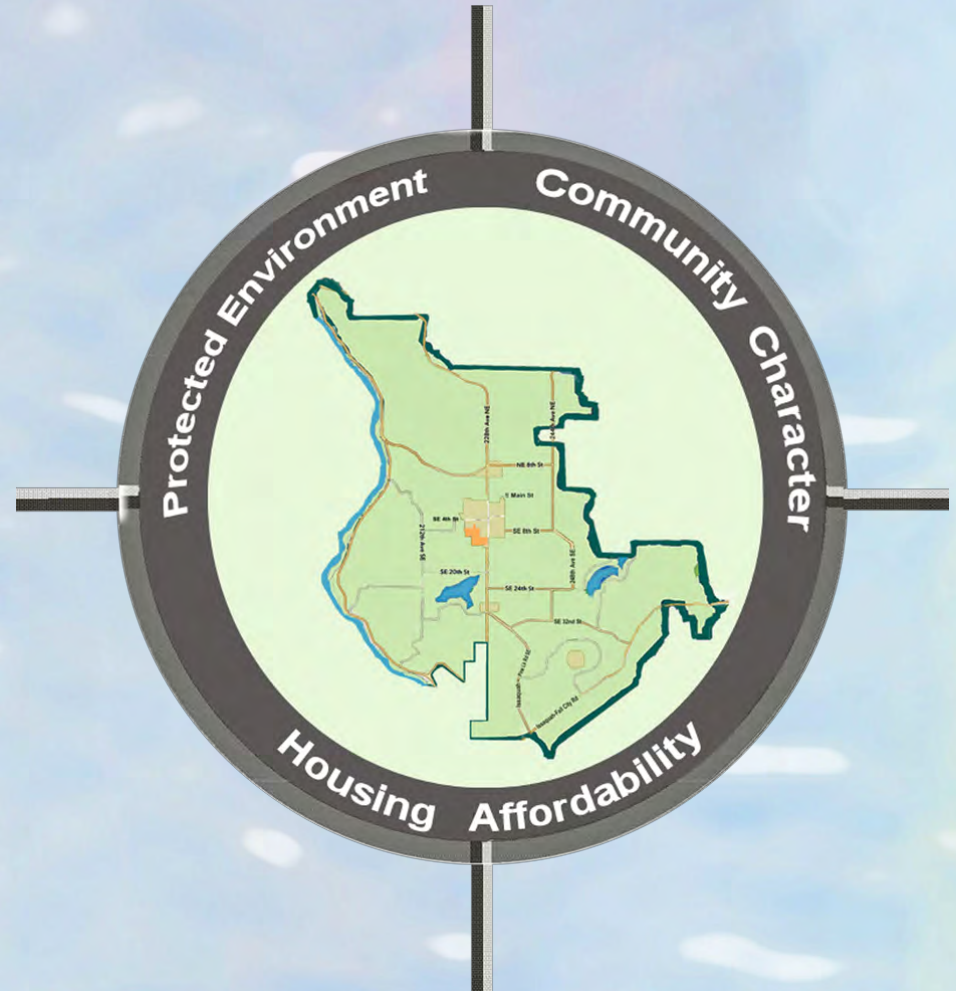


# *Housing Balance for Sammamish*

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## *Advantageous Community Tag Lines*

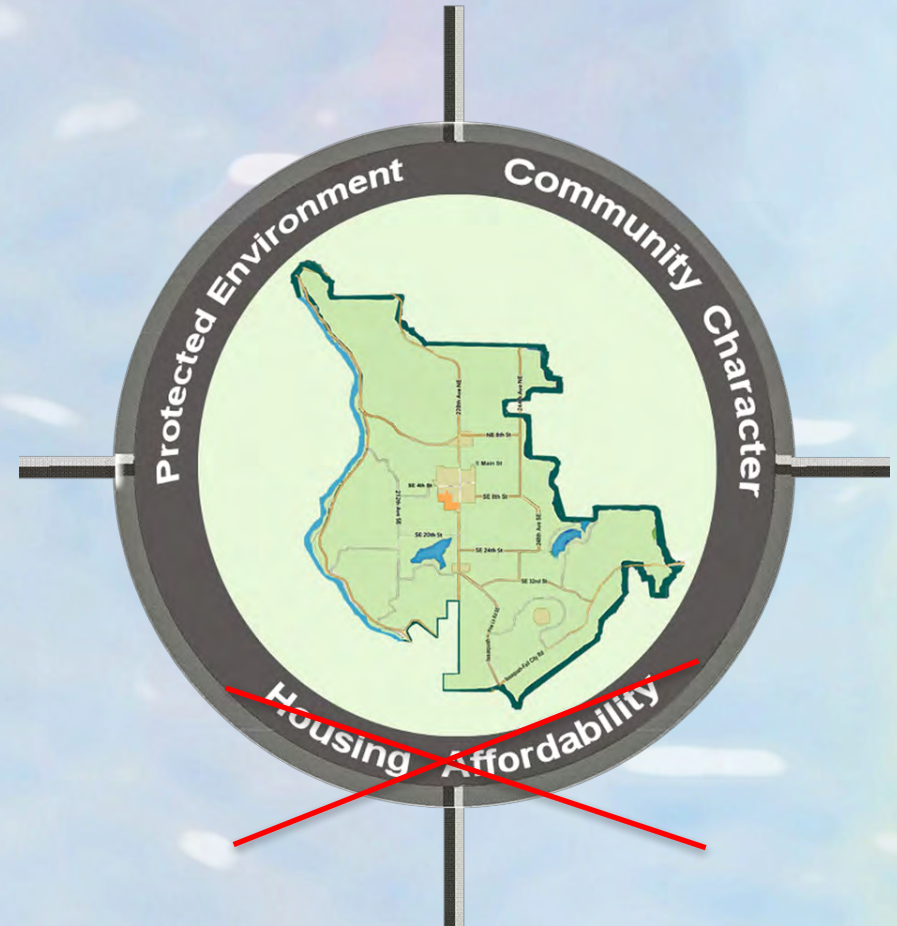
**Balance Housing**  
**Reduce Congestion**  
**Create Wealth**  
**Lessen Issues**  
**Enrich Lives**



# *WITHOUT Housing Balance for Sammamish*

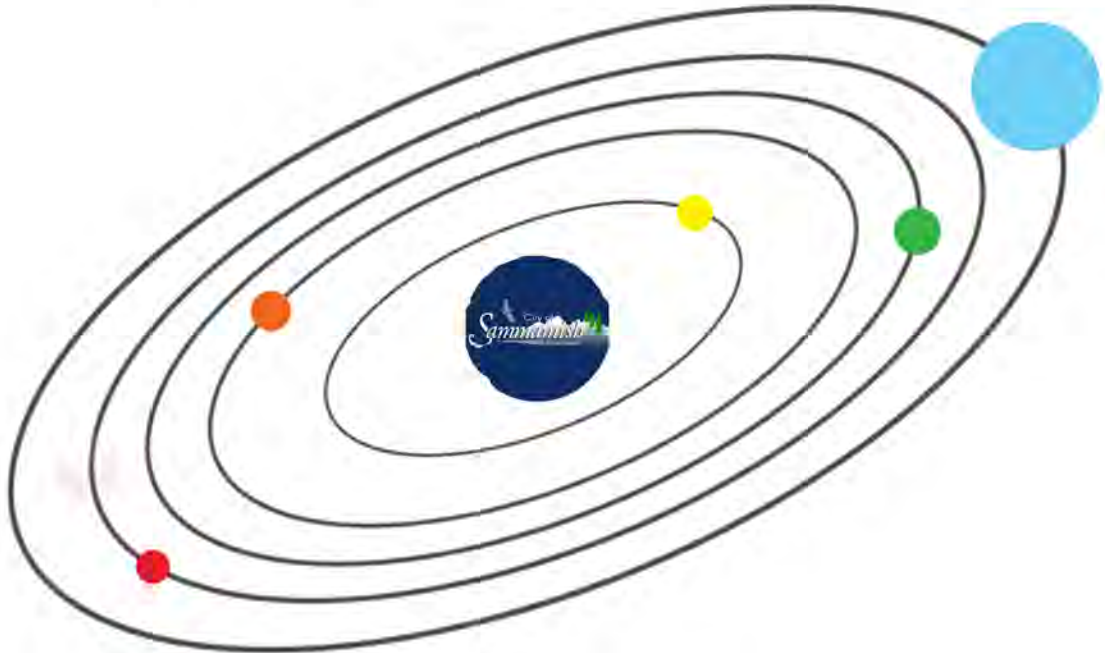
## *Disadvantageous Community Tag Lines*

**Imbalanced Housing  
Exacerbate Congestion  
Reject Wealth  
Intensify Issues  
Worsen Lives**





**Five Weighted Beneficial Orbits**  
for  
**Holistic Change to Town Center in 2014**  
and  
**Key Foundations for Comp Plan 2035 in 2015**



**Mercury: Town Center Property Value** (*smallest orbit*)

Property values similar to those in  
Sammamish Highlands and Pine Lake centers.

**Venus: City of Sammamish** (*small orbit*)

Envisioned Town Center Plan becomes Reality;  
Economic Diversification and Benefits; Heart of City

**Earth: Transportation / Health** (*middle orbit*)

Lessen Car Use and Promote Health from Mixed Use;  
Multi-Modal Realities; Parks; Trails

**Mars: Citizens of Sammamish** (*larger orbit*)

Smaller Housing Options; White Collar Jobs;  
Boutique Services; Social Place to Go.

**Jupiter: Environment / Sustainability** (*largest orbit*)

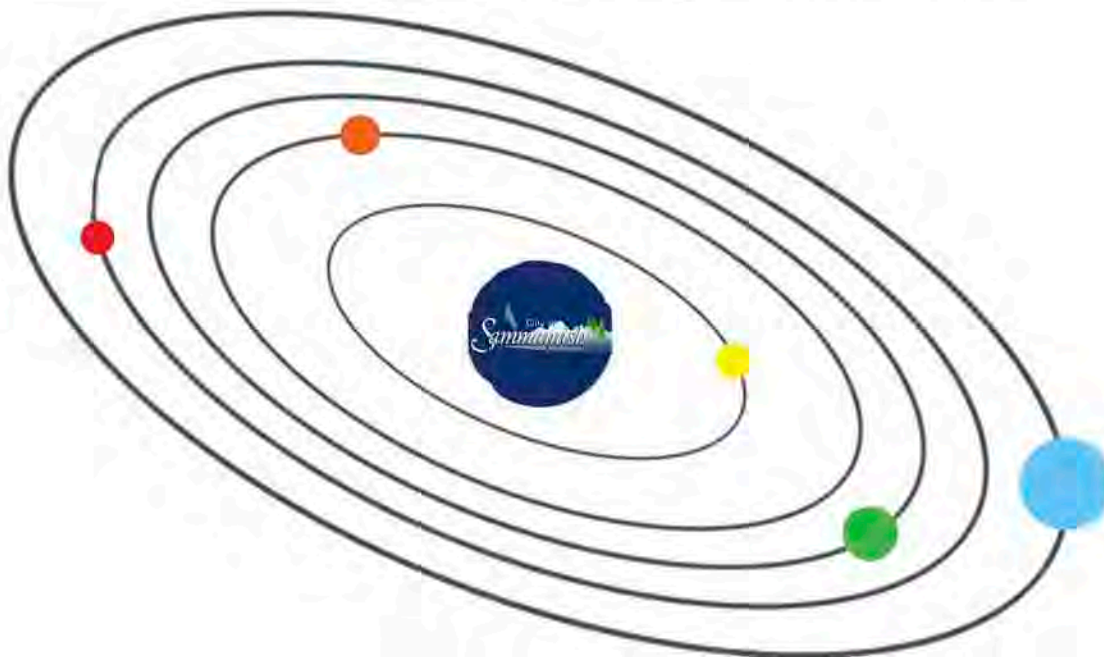
Compact, Complete & Connected; Conserve Natural Resources;  
Reduce Sprawl; Affordable and Senior Housing;  
Sustainable Community Addressing the Three Pillars of Social Equity,  
Economic Vitality and Environmental Quality.

Respectfully submitted to the City Council on March 17, 2014

by Richard Birgh and Paul Stickney; John Hansen and Doug Ramsey



**Five Weighted Detrimental Orbits  
For NOT MAKING  
Holistic Changes to Town Center in 2014  
and NOT INCLUDING them as  
Key Foundations for Comp Plan 2035 in 2015**



**Mercury: Town Center Property Value** (*smallest orbit*)

Property values remain severely diminished.  
Land Owner's have been held hostage since 1999 with moratoria and then with an artificially constrained, unworkable Town Center Plan.

**Venus: City of Sammamish** (*small orbit*)

The "Envisioned" Town Center Plan remains on the shelf impractical and unfeasible.  
Economic benefits for Sammamish go to Redmond and Issaquah while the Heart of the City withers.

**Earth: Transportation / Health** (*middle orbit*)

Suburban uses in the Town Center that are more spread out will encourage car use, but not walkability and multi-modal uses.  
Health goals are lessened and discouraged.

**Mars: Citizens of Sammamish** (*larger orbit*)

Fewer, less desirable housing options and essentially more of the same.  
No meaningful jobs created; meager retail, service and entertainment opportunities.  
Not "the social place to go to".

**Jupiter: Environment / Sustainability** (*largest orbit*)

Stormwater "Best Management Practices" not achieved. Larger carbon footprint created.  
Land use inefficient and squandered. Unnecessary consumption of natural resources.  
Not compact, complete or connected. Less open space. Sustainability goals not met.  
Reduced affordable & senior housing. Furthering city wide "Suburban Sprawl".

Respectfully submitted to the City Council in June, 2014  
by Richard Birgh, Paul Stickney and John Hansen

**4. Three Errors. Basic  
Allment. Now - Focus.**



**5. Advantages to Bridge  
Long-Standing Divides.**



6. In a 10-Minute  
Nutshell



# ***Housing Balance for Sammamish***

***In a Ten-Minute Nutshell***

# ***Housing Balance***

## ***Definition***

*Housing Balance* in Sammamish is, when the City's housing supply optimally meets the full spectrum of housing Needs and Wants – at thirty percent or less of household income – of those living and/or working within the City throughout the recurring Cycle-of-Life.



# ***Housing Balance***

## **Its High Level Merits and Benefits**

- Meaningful reductions in additional, large single-family home sprawl -- citywide.
- Optimal increases of smaller, different and more affordable housing in our Centers.
- Car use and congestion notably lessened below that planned for and zoned for.
- Going a long ways to improve many of the issues we are facing in the City.
- Tremendous short and long-term community wealth -- in all four Major Sectors.
- Inclusiveness -- Housing supply balanced to *Internal* Cycle-of-Life Needs and Wants.
- Enrich Lives. Improve community character and neighborhood identities.

# *Housing Balance in a Ten-Minute Nutshell*



Sammamish has three “Guiding Lights”  
for housing within the Community:

## ***Character***

Ensuring the vitality and character of our existing neighborhoods as well as our community as a whole.

## ***External***

Meeting our negotiated share of the Puget Sound region’s 20-year forecasted growth.

## ***Internal***

Optimally meeting local housing Needs and Wants, past, present and over the recurring Cycle-of-Life.

# Housing Balance in a Ten-Minute Nutshell



## Internal:

Within the city limits of Sammamish, based on these sets of factors:

- Housing that presently exists, is planned for and allowed by zoning.
  - Housing needed and wanted by those living and/or working in the City.
  - Time frames of past, present and the recurring Cycle-of-Life.
- 
- ❑ We are about 30% out of *Housing Balance* within the City -- with too many larger homes and too few smaller and different ones.
  
  - ❑ To balance this, we need to appropriately reduce the amount of additional housing sprawl from large single-family homes, citywide, -- and, at the same time -- optimally increase the amount of smaller, compact housing in Town Center now, and the other Centers later.

☺ And ... as we achieve *Internal Housing Balance*, we will also appreciably lessen citywide car use and congestion below that planned and zoned for.



# *Housing Balance in a Ten-Minute Nutshell*



*Housing Balance* will provide marked progress in setting right many Issues that are facing Sammamish:

- *Trees and Tree Canopy.*
- *Car Use and Congestion.*
- *Citywide Housing Sprawl.*
- *Property Taxes; Budget Revenues.*
- *Housing Affordability.*
- *Environmental Protection.*
- *Deficiencies and Desires.*
- *Open Space; Wildlife; Parks.*
- *Trails; Connections; Transit.*
- *Neighborhood Identities.*
- *Overall Community Character.*
- *Enriched Lives.*

## *Housing Balance in a Ten-Minute Nutshell*



*Housing Balance* will also enable tremendous short-term **Wealth**, as well as long-term **Wealth**, for our Community and the City within each of these Four Major Sectors:

- ✓ **Social**
- ✓ **Transportation**
- ✓ **The Environment**
- ✓ **Financial**

!! And of great importance ... *Housing Balance* will **considerably lessen** citywide car use and congestion, below that planned and zoned for. 😊

# Housing Balance in a Ten-Minute Nutshell



**Internal Housing Balance** is ...

*... Relevant, important, urgent and should be fully remedied by the City at “Light Speed” -- Because:*

**Duration** of our smaller and different housing deficiencies:

- Inherited from 40+ years of county policies before incorporation in 1999.
- That have increased from 1999-2016 under Sammamish governance.
- Rollover cycles every 15± years. Aging-in-place for those who want to stay.

**Magnitude** of our smaller and different housing shortfalls:

- Past and present – it appears that we are about 30% out of Housing Balance.
- Future Cycle of Life – not yet determined, but is quite substantial.

**Effects** from balancing our housing oversupplies and undersupplies:

- Tremendous short and long-term wealth created in each of the Four Sectors.
- Reduce car use and congestion below that planned for and zoned for.
- Significant headway in setting right many of the issues facing our community.

**Town Center** is at a “Critical Crossroads” right now -- as our current Town Center Plan does not fully plan to **optimally** meet *Internal* Cycle-of-Life housing Needs and Wants.

**Major Citywide planning efforts** are presently underway and being fast-tracked, with many of them having *incorrect*, out of balance land use and housing assumptions.



# Housing Balance The Whole Story

*The Whats,  
the Whys  
and the  
Wherefores*

*The Jubilance  
and  
Well-Being*

*By the  
Numbers*

Interweaved  
and Unabridged

# ***Housing Balance***

Holds the keys to help resolving many issues facing Sammamish today -- and for decades and generations to come.

Provides great wealth for our community.

Is a vital component of being inclusive, sustainable -- and making us a better City.



# *Housing Balance* for Sammamish

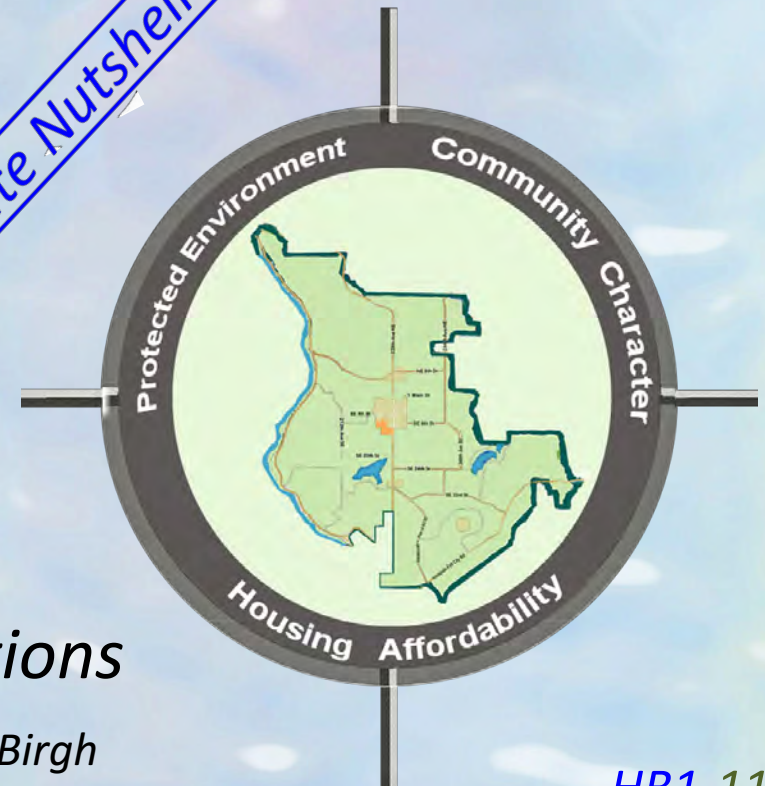
*The Whats,  
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*The Jubilance  
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Interweaved  
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*In A Ten-Minute Nutshell*



*This Slide Show - - -*

*1<sup>st</sup> of Four Power Point Presentations*

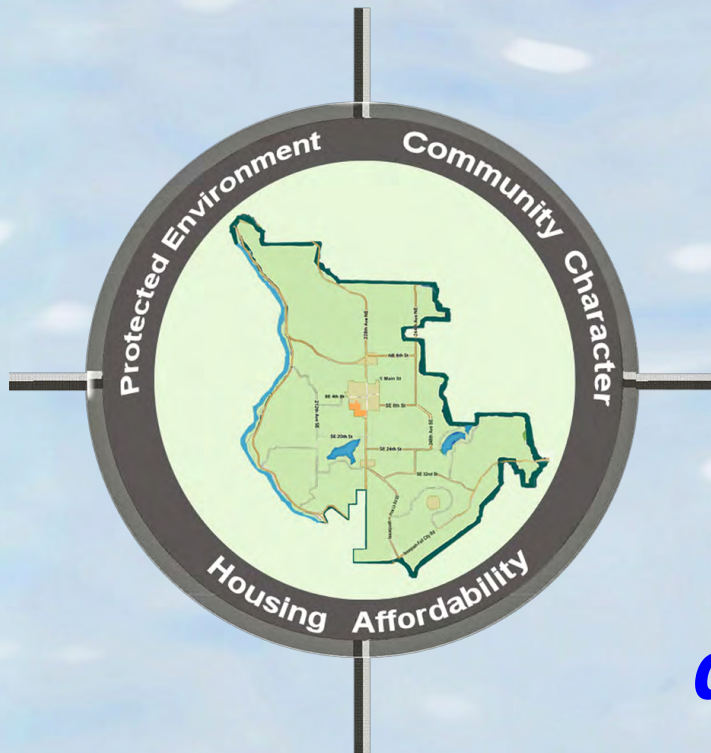
*created in July, 2017 by Paul Stickney and Richard Birgh*



**7. Whats, Whys  
and Wherefores**



# *Housing Balance for Sammamish*



*The Whats,  
the Whys,  
and the Wherefores.*

# Housing Balance

## Definition

*Housing Balance* in Sammamish is, when the City's housing supply optimally meets the full spectrum of housing Needs and Wants – at thirty percent or less of household income – of those living and/or working within the City throughout the recurring Cycle-of-Life.



# Housing Balance

*You've seen the "10-Minute Nutshell" - there are various starting points ... what is Yours?*

- I support it.
- I need more information.
- I have questions.
- I'm concerned.
- I don't support it.
- Or ...

# Housing Balance

*The Whats,  
the Whys  
and the Wherefores.*

## Abstract





Sammamish is a residential bedroom community and housing is one of our most important assets. The City has three guiding lights for housing within the community:

Protect existing neighborhood and citywide character

*-- Character --*

Housing numbers to take our share of regional growth

*-- External --*

Housing numbers to meet our internal needs and wants

*-- Internal --*

Sammamish has fully planned for *Character* and *External*. The City has only partially planned for *Internal*. Now is the golden opportunity - and our responsibility - to fully plan for optimal ***Internal Housing Balance*** and housing affordability.



**Housing Balance** is fundamentally achieved by meeting *Internal* housing Needs and *Internal* housing Wants through:

- Further reductions in the amount of larger single-family home suburban sprawl – citywide.
- Optimal increases to the number of smaller and different housing options in our Town Center.
- Carrying out a *Housing Balance* Master Plan with past, present and future perspectives.





Why should smaller and different “*Internal*” housing numbers be optimally planned for and met in Town Center right now?

Because of:

- ✓ Unmet housing deficiencies from the past 50+ years. (2 Parts)
- ✓ Future and recurring Cycle-of-Life Needs and Wants for our residents.
- ✓ Housing for people working in here that cannot afford to live here.
- ✓ Tremendous 4-Sector short and long-term wealth for our Community.
- ✓ Marked progress in setting right many of the issues we are facing.
- ✓ Effects, connections and consequences that **Housing Balance** has on many major planning efforts in the City, that are underway at this time.
- ✓ Lessen car use and congestion below that planned for and zoned for.

And owing to the fact that ...

... Our City is significantly out of **Housing Balance** -- by 30% or more.



Doing these things, will not only provide the Legacy and Stewardship of **Housing Balance**, but will also provide overwhelming community benefits and **Wealth** in Four Major Sectors ...

- Social Merits.
- Environmental Benefits.
- Financial Gains and Advantages.
- Positive Transportation Effects.

*!! – And ... car use and congestion will notably decrease below that which has been rigorously planned for and zoned for – ☺*



## An Aside of *Housing Balance* –

Everybody is mindful of all the taxes that have been passed in the last year or so, and their cumulative effects on household budgets.

*Housing Balance* will generate **vast**, one-time revenues along with **substantial**, long-term, annual renewable revenues for the City.

This will reduce the need to raise City taxes or take on debt in Sammamish – and provide money to cure infrastructure deficiencies and to enable desires.



# Housing Balance

*The Whats,  
the Whys,  
and the Wherefores.*

## Specifics

---

**Housing Balance** holds the keys to curing, averting, avoiding and/or lessening many of the issues Sammamish is currently facing.



*Sammamish is facing many **Significant Issues:***

- Reducing Negative Impacts of Citywide Suburban Sprawl.
- Trees Coming Down; Wildlife and Environmental Protection
- Major Road and Storm Water Inadequacies.
- Serious, Looming Revenue Shortfalls for Capital Projects.
- Housing Affordability and Affordable Housing.
- Community Desires – Land Preservation; Culture; Arts.
- Getting the Right Amount and Mix of Smaller Homes.
- Funding for the Coveted Emerald Necklace.
- Enhancing Our Tree Canopy and the Urban Forestry Plan.
- Open Space; Trails; Parks; Connectivity.
- Worsening Traffic, Car Use and Congestion.
- Safeguarding Individual Neighborhood Character.
- Preserving our Citywide Identity and Sense of Place.
- Other Issues ...

*Solutions to all of these issues are rooted in*

***Optimal Housing Balance***



***The positive effects and wealth of **Housing Balance** are staggering\* ... Attaining it, will go a long way to solving many of the significant issues facing Sammamish ... And as it is achieved, car use and congestion will reduce below what has already been carefully planned for and zoned for.***

## **A Win-Win-Win Scenario**

*\*For the Environment*

*\*Transportation*

*\*Socially*

*\*Financially*





What is the difference between the **External** Growth Target Number (**GT#**) and the **Internal** Economic and Demographic Needs and Wants Numbers (**ED#'s**) for Sammamish?

**External** and **Internal** numbers are distinctly different -- they exist independently of each other -- they are equally important -- they are cumulative and overlap in their applications.



*How is the External Growth Target **Number (GT#)**  
for Sammamish determined?*

The Office of Financial Management (OFM) gives growth forecasts to the Puget Sound Regional Council (PSRC).

Then, PSRC breaks down that allocation into four parts, with one part going to King County.

King County in turn negotiates the Growth Target Number with each of its 39 cities. The current 20-year Growth Target Number for Sammamish is around 4,600 units.



*How are past, present and future Internal Economic and Demographic Needs and Wants **Numbers (ED#'s)** determined for those living and/or working in Sammamish?*

These *Internal* numbers are ascertained by analysis of each economic group and each demographic group, appropriate for our City's **unique local conditions** -- to determine the surplus or deficient housing gap for each group.

For groups where there is more housing supply than need, the gap is **surplus** and the City has an **oversupply** of housing for these groups.

For groups where there is more need than housing supply, the gap is **deficient** and the City has an **undersupply** of housing for these groups.





These surplus and deficient gap ***numbers are further refined***, by learning the housing wants and preferences of all the groups, ***through statistically valid surveys***, focus groups and other objective methods.

*Internal* Economic and Demographic Need gap numbers for all groups, have ***never*** been determined in Sammamish. Neither have statistically valid survey Want numbers.

Therefore, ***Internal numbers (ED#'s) have neither been fully considered, nor completely planned for***, in our Comprehensive Plan, the Town Center Plan, in zoning or development regulations.



## Essential **Housing Balance** Factors and Assumptions:

- ◆ ED#'s **only** come from our own *Internal* housing Needs and Wants, they are **not** based on external regional market demands.
- ◆ Housing Balance **will allow residents to stay** during their Cycle-of-Life and Aging in Place ... as opposed to being forced to leave the City as their housing situations and desires change.
- ◆ Sammamish will become a far more **Inclusive City** – offering varied, sustainable housing options for all living and/or working in the City.
- ◆ What initially attracts most people to Sammamish will not change.
- ◆ Our Community Character will only improve as we become a more complete City.
- ◆ Sammamish will attain the long-lasting Legacy and Stewardship of sustainable **Housing Balance**.
- ◆ Social, Environmental, Transportation and Financial **wealth** will be tremendous ... right off the bat ... and for generations to come.



## *How can we truly be a Residential Bedroom Community ...*

*When we as a City have never, ever, fully  
planned for our own Internal housing  
Needs and Wants Numbers in positive,  
sustainable, holistic, and long-term ways?*





# *THE Question:*

*What is the optimal amount of smaller and different housing units to primarily have in our Centers - -  
to fulfill the housing wants and needs of those living and/or working within the City over their recurring Cycle-of-Life and Aging in Place - -  
to attain the beneficial Legacy, Stewardship and Inclusiveness of sustainable **Housing Balance?***



## *Context for calculating the **Optimal** number of smaller homes for **Housing Balance**:*

- We now have about 21,000 single-family homes with a build-out of about 25,000, or more, such homes.
- We now have about 2,000 multi-family homes with a build-out of about 4,000 – 5,000 such homes.
- There is enough existing land zoned R1, R4 and R6 outside the Town Center and other Centers, to meet and exceed the City's Growth Target of about 4,600 units.
- We have about 4,000 jobs - that are not within home businesses - and these people are not living in the City. We are forecast to eventually around 6,000 such jobs.



## *Relative to these Sammamish Engines:*

- Population of 60,000, increasing to around 80,000.
- 21,000 single-family homes, growing to 25,000+ homes.
- 4,000 jobs (non-home business) becoming 6,000 or so.

*What is the optimal number of smaller and different units needed in our Centers, to attain **Housing Balance**?*

Consider these Factors:

- Sammamish has had 70% Housing Rollover in the last 15 years. How many of the 10,000± households that left our City during that time wanted to stay, but could not, as smaller, more affordable housing options were not available?
- In future recurring Housing Rollover cycles, how many of our own will want to stay in the City, but with different housing?
- Deficient Housing Gap Numbers of most “ED” Groups.





## *Relative to these Sammamish Engines:*

- Population of 60,000, increasing to around 80,000.
- 21,000 single family homes, growing to 25,000+ homes.
- 4,000 jobs (non-home business) becoming 6,000, or so.

*What is the optimal number of smaller and different units needed in our Centers, to attain **Housing Balance**?*

Consider these Factors too:

- Generational and Extended Family Housing needs.
- Cost Burdened and Severely Cost Burdened households.
- Ethnic Demographic housing preferences.
- Populations of ages 45-55 & 55+ are both increasing.
- 1-2 person households that are on the rise.
- Unplanned changes that many households will face.
- Our residents Housing desires and demands over time?

*-- Attaining Housing Balance –*  
***Types of Smaller Housing,  
Where and When?***

What are the types of smaller housing needed  
to reach optimal Housing Balance? ....  
.... where should they go? ....  
.... and when are they needed?

---

***What will Housing Balance  
mean in Sammamish for ...***

- ... 97% of the City?
- ... 2% of the City?
- ... 1% of the City?

**97% of the City** – Now and for Generations to Come.

- ✓ *Protect and retain existing neighborhood and citywide character.*
- ✓ *Enhance natural and forested identity.*
- ✓ *Increased open space, trails and connectivity.*
- ✓ *Further reductions in large single-family housing sprawl.*

A small number of Accessory Dwelling Units (ADU & DADU)  
and occasional infill Cottage Housing.

-----

**2% of the City** - Town Center - NOW (Long Overdue).

**1% of the City** - Three Other Centers - In the Future.

- ✓ *Complete Compact and Connected – Live, Work, Shop, Play.*
- ✓ *Housing that is more affordable, balanced and sustainable.*
- ✓ *Inclusiveness; Housing Equity; Housing Social Justice.*
- ✓ *Car use and congestion reducing below that planned and zoned for.*

Many styles and kinds of housing, including multi-story condos, senior, mixed-use, rentals, affordable housing, townhouses, live-work and more.





## ***The Optimal Numbers for Housing Balance:***

Decrease single-family homes by 1K to 2K.

Increase multi-family dwelling units by 4K to 16K.

- The ***optimal range*** reduces single-family homes from 25K+ to 23K to 25K – and increases smaller, multi-family units to a minimum of 8K to a maximum of 20K, which includes the 4K to 5K, currently existing and planned for.
- We recommend ***the lower third of the optimal range*** for multi-family housing – which would add between **4K-8K** to those, currently existing and planned for.

Change from 25+/6/4-5 to 23-25/6/8-12 (20)



## *Factors that substantiate our recommendation to add between 4,000 and 8,000 smaller homes to the Town Center:*

- These numbers are within the **lower third of the optimal Housing Balance range**.
- **3,650 to 8,000 dwelling units, or more** can be added to the Town Center **without resulting in additional traffic** generation beyond that already planned for.
- As of 2012, Mercer Island, Newcastle and Mill Creek had multi-family percentages of **25% to 35%** ... Redmond and Issaquah had multi-family percentages of around **50%**. Sammamish has a **scant 10%**, including Klahanie. (6% before Klahanie).
- The lower third of the optimal range will put Sammamish between **24% and 35%**.
- Over the next 20 years, our multi-family housing percentages will, at most, reach the point where residential peer cities were in 2012. We will **stay well below** other peer cities. (Note: their %'s have increased since 2012 and will continue to rise over time.)
- The sizes and footprints of our Centers **stay the same** – *no expansions*.
- All we do, is go from about 9 units per gross acre to between 25 and 40 units per gross acre in our Town Center. Most peer cities have recent urban center densities from 50 to 100 units per gross acre, **or more**. Our Town Center will have one of the lowest if not **the lowest number of units per gross acre ... by far**.
- The amount of **open space** in our Town Center will be **much greater** than how much open space there is in most, if not all, recent peer city urban centers and downtowns.



## *Simply – Housing Balance:*

- Allows for continued appropriate reductions in citywide large single-family housing sprawl - - based on objectivity.*
- Optimally and quickly increasing housing supply that is lacking, needed, wanted and more affordable - in our Town Center.*
- Yields tremendous Community and City **wealth** in 4 Sectors. -- Social, Environmental, Financial and Transportation.*
- Is guided by a holistic Housing Balance Master Plan.*
- Helps set right many of the issues facing Sammamish.*
- Enables inclusiveness – and a much better City.*

... and, car use and congestion will decrease, below what has already been “rigorously” planned for and zoned for.



***Housing Balance  
for  
Sammamish***

***The Whats,  
the Whys,  
and the Wherefores.***

**Conclusions**



## ***Sammamish has minimized all housing since its incorporation, back in 1999.***

From the perspective of *Internal* Economic and Demographic Needs and Wants Numbers (ED#'s) and Optimal **Housing Balance**

.....

- It has been ***Appropriate*** for the City to minimize the oversupplies and negative impacts of large single-family housing sprawl -- citywide.
- It has been ***Inappropriate*** for the City to minimize the undersupplies and positive benefits of smaller multi-family homes in our Town Center and 3 other Centers.



**Sammamish has shrunken the “Circle of Housing” within the City, since its incorporation ... but has never filled in the Circle, to complete it.**

*Housing Balance is not about re-expanding the size of the shrunken housing circle, it is about **filling in the parts that are missing** -- and completing that circle.*

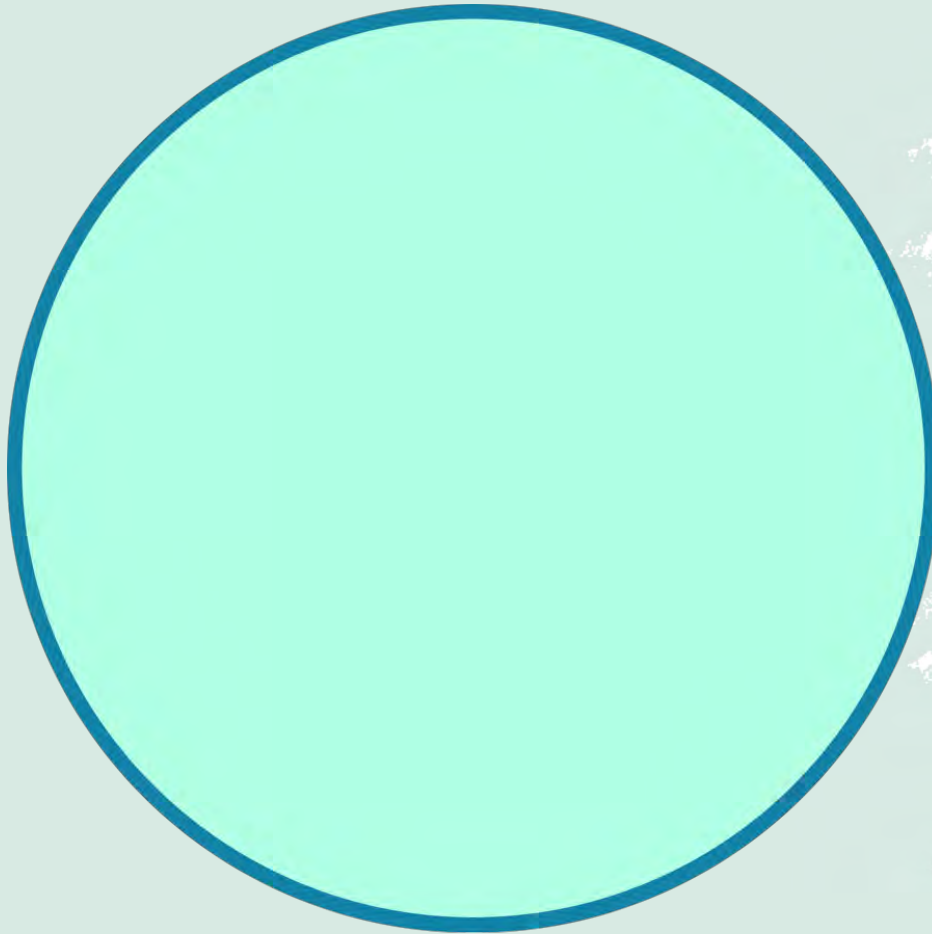


*Conclusions*



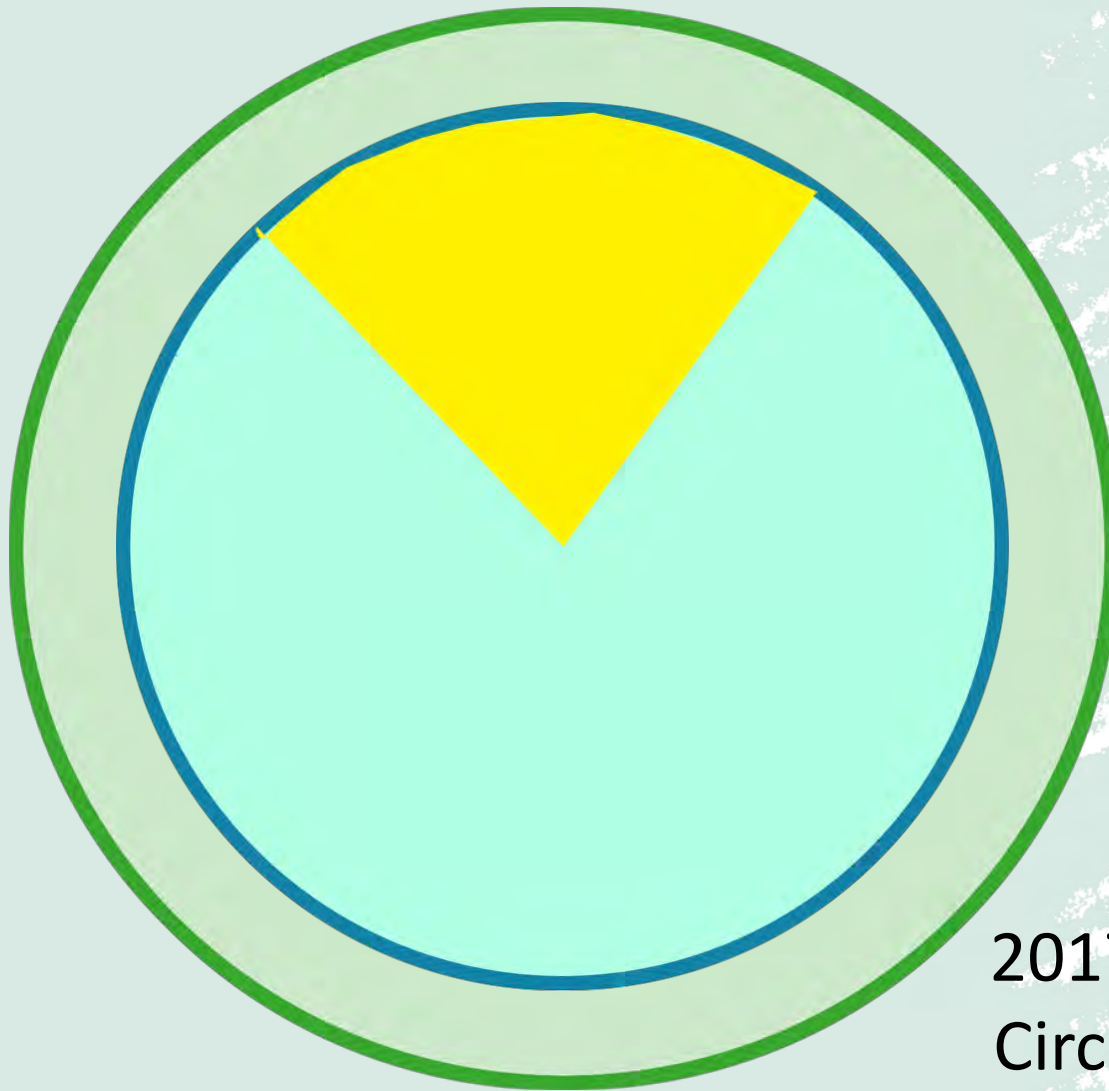
1999 - Circle  
of Housing

*Conclusions*



2015 - Circle  
of Housing

Conclusions



2017 - Complete the  
Circle of Housing for  
***Housing Balance***





**Unique to Sammamish ...  
... our deficient *Internal*  
ED#'s are 2 to 4 times greater  
than our External GT#.**

**-  $ED\#'s = (2 \approx 4) \times GT\#$**



*Relative to increasing the numbers of smaller housing units in our Centers, **NOW** is the time for the City to switch the “long standing” gears on Housing and Centers policies ....*

*.... from “Numbers First & Reasons Second”  
.... to “**Reasons First & Numbers Second**”.*

**Complete Objectivity** must be blended in with **Emotions** and **Character** to attain the Legacy and **Stewardship of *Housing Balance*** in Sammamish.



## *It's time for "Simply - Housing Balance"*

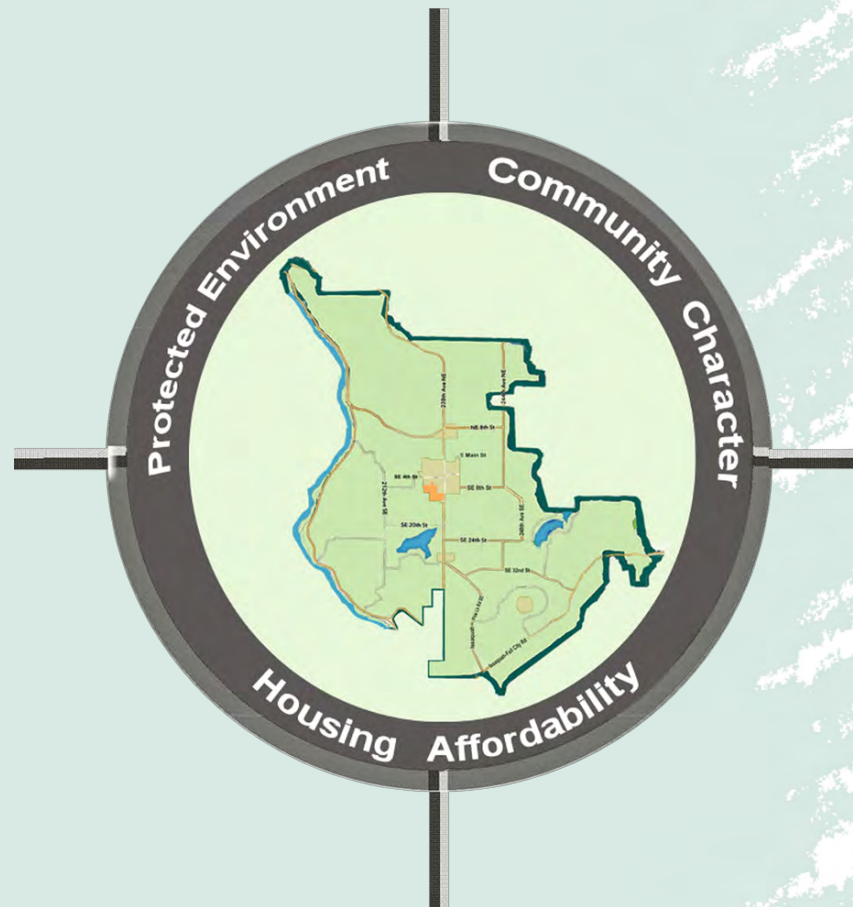
Please tell the City Council Members that *You* agree with and support Housing Balance. Ask them to quickly take actions that fully plan for and attain these essential, beneficial outcomes:

- Further reduce large, single-family housing sprawl -- citywide.*
- Optimal increase of smaller housing supply, in Town Center now, and in our other three Centers, as appropriate, in the future.*
- Tremendous Social, Environmental, Financial and Transportation Four Sector Wealth – right away, and for generations to come.*
- Housing policies guided by a holistic master plan that attains and maintains housing sustainability, balance and affordability.*
- Helping to set right many of the issues facing Sammamish.*
- Sammamish becoming more inclusive - and much better overall.*
- Lessen traffic congestion below that fully planned and zoned for.*



# Housing Balance - -

*Additional Information Is Available*



# Housing Balance for Sammamish

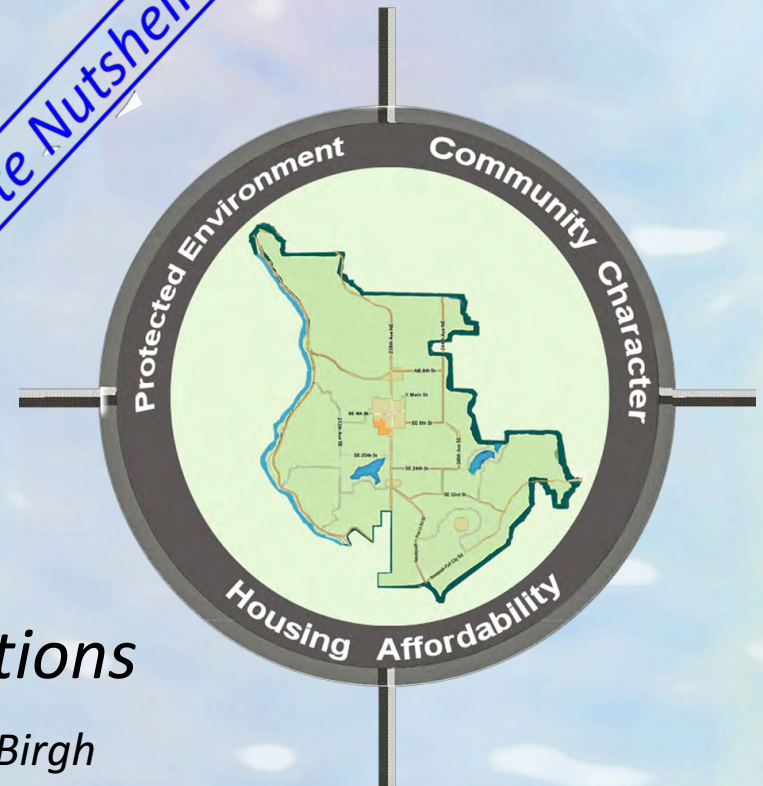
The Whats,  
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The Jubilance  
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*This Slide Show - - -*

*2<sup>nd</sup> of Four Power Point Presentations*

*created in July, 2017 by Paul Stickney and Richard Birgh*



**8. Jubilation and  
Well-Being**





# The Jubilance and Well-Being with Housing Balance



# Jubilance and Well-Being Are:

*Happiness and Triumph!*

*Great Achievement!*

*Comfort and Health!*

*Joy, Satisfaction and Success!*

*Optimal Housing Balance  
in Sammamish!*



---

The Jubilance and  
Well Being with  
Housing Balance



*There are **four major Sectors** of the  
Jubilance and Well Being with Housing Balance.*

Each of which, provides tremendous wealth to our community, both short and long-term:

- Its Social Merits.
- Its Environmental Benefits.
- Its Financial Gains and Advantages.
- Its Positive Transportation Effects.



# The Jubilance and Well Being with Housing Balance!



Before discussing these four major Sectors ...

A quick and vital recap of the  
*What's, Why's and Wherefores*  
of *Internal Housing Balance*  
is in order!

# The Jubilance and Well Being with Housing Balance!



## ~ **INTERNAL** ~

Attaining *Housing Balance* and Housing Affordability tied to the recurring Cycle-of-Life of those living and/or working in Sammamish.

Helping to set right many issues the community is facing.

Making Sammamish more Complete, Inclusive and a much Better City overall.

---

and ... congestion and car use will be notably lessened below what has already been fully planned for and zoned for!

# The Jubilance and Well Being with Housing Balance!



~ **INTERNAL** ~

*Housing Balance* will only complete the shrunken Circle-of-Housing in Sammamish, not enlarge it.

The Growth Target number (GT #) and Economic and Demographic numbers (ED #'s) are distinctly different, exist independently and are equally important.

In Sammamish ... ED#'s = (2  $\approx$  4) X GT#

Deficient Internal ED#'s are 2 to 4 times greater in size than the External GT#.

25+ / 6 / 4-5. --- No!

**23-25 / 6+ / 8-12 (20).** --- Yes!



# The Jubilation and Well Being with Housing Balance!



~ **INTERNAL** ~

*There are Major benefits for 100% of our City.*

In 97% of the City:

Protect and retain Character.      More open space and trails.  
Natural forested identity.      Reduce more large-home sprawl.

In 3% of the City:

Live, Work, Shop, Play.      Sustainable Balanced Housing.  
Complete and Connected.      Housing Equity; Social Justice.

*Now* -- in 2% of the City.

Meet past and present *Housing Balance* needs in our Town Center.

*Future* -- in 1% of the City.

Meet projected *Housing Balance* needs in our three other Centers.

# The Jubilance and Well Being with Housing Balance!



## ~ INTERNAL ~

It has been *appropriate* to continuously minimize the *oversupply* of large, single-family housing sprawl -- citywide.

It has been *inappropriate* to continually minimize the *undersupply* of smaller and different homes -- in our Centers.

To attain sustainable *Housing Balance*, the long standing practice of -- “Numbers first and reasons second” – needs to be reversed to -- “Reasons first and numbers second” --.

Full and complete objectivity needs to be blended with Emotions and Character, to achieve the positive Legacy and Stewardship of sustainable *Housing Balance* and Housing Affordability for Sammamish.

The Jubilation and Well Being with Housing Balance!



***Its Social Merits:***

**Peace of Mind**

An additional 4,000 to 8,000 of our own households can choose to stay and live in the Town Center now, and the other three Centers in the future -- as opposed to having to leave Sammamish -- when their housing situations change over time!

Harmony and contentedness, knowing that housing is available within the City – for both planned and unplanned Cycle-of-Life changes!





# The Jubilation and Well Being with Housing Balance!



## *Its Social Merits:*

### **Saving Money**

Many thousands of households can reduce housing expenses from \$1,000± to \$3,000±, each and every month, -- when they want and/or need to -- for them to use, enjoy and enrich their lives as they see fit.



# The Jubilation and Well Being with Housing Balance!



## *Its Social Merits:*

### Inclusiveness

Think about it, over the last 15 years or so ...

... what have been the unfavorable effects on ***each*** of the households that wanted to stay in Sammamish, but had to leave the City -- because different housing options were not available for them?



# The Jubilation and Well Being with Housing Balance!



*Its Social Merits:*

## Lower Car Expenses

Reduced expenses of owning, operating, maintaining and replacing automobiles, puts more money into monthly budgets.





# The Jubilance and Well Being with Housing Balance!



## *Its Social Merits:*

### Collectively ....

- More Money
- Less Stress
- Save Time
- Inclusiveness
- Convenience
- Less Traffic
- A Better City



The Jubilance and Well Being with Housing Balance!



***Its Environmental Benefits:***

## **Less Storm Water Runoff**

Optimal increases of smaller, compact housing in our Town Center -- and further decreases of citywide, large single-family home sprawl ...

... will cumulatively and holistically lower the amount of storm water runoff in our sub-basins, basins and watersheds throughout the City!



# The Jubilance and Well Being with Housing Balance!



## *Its Environmental Benefits:*

### **Retain our Cherished Community Character**

In the vast majority, 97%, of the City ...

- Keep and Add to our Tree Canopy --
- Increase Open Space and Trails --
  - Foster Wildlife Corridors --
- Strong Critical Area Protections --
- Preserve Neighborhood Identities --





# The Jubilance and Well Being with Housing Balance!



## ***Its Environmental Benefits:***

### **Wise Land Use for Affordability and Balance**

In Our Centers, 3% of the City...

- Effective Storm Water BMP's -  
*(Best Management Practices)*
- Structured Parking Underground = Less Runoff -
  - Far Less Impervious Surface per Unit -
  - LID/Green Infrastructure to Mimic Nature -  
*(Low Impact Development)*



# The Jubilation and Well Being with Housing Balance!



## *Its Environmental Benefits:*

### **Less Citywide Car Use Will ...**

- Conserve finite natural resources -
- Lessen undesirable particulate emissions -
- Lower the City's carbon footprint -
- Curtail detrimental residue deposits -

And do our part for helping in the fight to

- Limit Climate Change --





## *Its **Financial Gains and Advantages:***

### **Holding Down Property Tax Increases.**

The City's need to increase property **taxes is *curbed*** -- by neither having to take all or part of the banked, annual 1% tax increases (8% is banked) -- nor having to take on and then pay back, bonded debt.





# The Jubilation and Well Being with Housing Balance!



## *Its **Financial** Gains and Advantages:*

**\$70± to \$150± Million in One-Time Revenues.**

A massive amount of money to ....

***Fund*** significant infrastructure ***deficiencies***  
and ***Enable*** many worthy community ***desires.***



# The Jubilation and Well Being with Housing Balance!



## ***Its Financial Gains and Advantages:***

**Recurring, Annual Tax Revenue Increases.**

\$3 million to \$6 million ***increase*** in annual property tax revenues to the general fund, which are renewable and sustainable.

A revenue ***increase*** of 10% - 20%.



# The Jubilation and Well Being with Housing Balance!



## *Its Financial Gains and Advantages:*

### **Substantial Increase in Sales Tax Revenues.**

Sales tax revenues will likely ***double***,  
-- adding about \$6 million yearly --  
with spending in the Town Center  
by those living and/or working there  
and also by residents living citywide.

***About a 20% increase*** to our annual, general revenues.





# The Jubilance and Well Being with Housing Balance!



## *Its Positive **Transportation** Effects:*

### **Holistically Reduce Congestion and Car Use**

- I. Multi-modal options (i.e. walk, bike, “NEVs” ...) in and near the Town Center; improved delivery efficiencies.
- II. Local retail, restaurants, services and jobs that will notably reduce the car trips on and off the Plateau.
- III. Households in the Town Center will have fewer cars, ride share, walk, bike and enjoy collective fleet use.



# The Jubilance and Well Being with Housing Balance!



## Its Positive **Transportation** Effects:

### Holistically Reduce Congestion and Car Use

- IV. Frequent Inter-City shuttles for connectivity, productivity, conservation and ease-of-use.
- V. Town Center attaining the critical mass needed to support numerous transit trips to Redmond, Issaquah, Bellevue and Seattle.
- VI. On-demand and customized “Community Connections”, unique to Sammamish. (Metro).



# The Jubilation and Well Being with Housing Balance!



## *Its Positive **Transportation** Effects:*

### **Overarching Advantages:**

- ✓ ***Lowers*** maintenance, repair and replacement ***costs*** of our road network.
- ✓ Citywide improvements to walkability; ***more trails***; neighborhood connections.
- ✓ ***Lessen time, hassle*** and ***stress*** with fewer trips driving off and back on the Plateau.





# The Jubilance and Well Being with Housing Balance!



Tippity

Tap-Tap  
Tap-Tap

Yes !  
There is Jubilance  
and  
Well Being  
with  
Housing Balance.



# The Jubilance and Well Being with Housing Balance!



Please tell the City Council Members that *You* agree with and support Housing Balance. Ask them to quickly take actions that fully plan for and attain these essential, beneficial outcomes:

- Further reduce large, single-family housing sprawl -- citywide.*
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- Helping to set right many of the issues facing Sammamish.*
- Sammamish becoming more inclusive - and much better overall.*
- Lessen traffic congestion below that fully planned and zoned for.*





# *Housing Balance* for Sammamish

*The Whats,  
the Whys  
and the  
Wherefores*

*The Jubilance  
and  
Well-Being*

*By the  
Numbers*

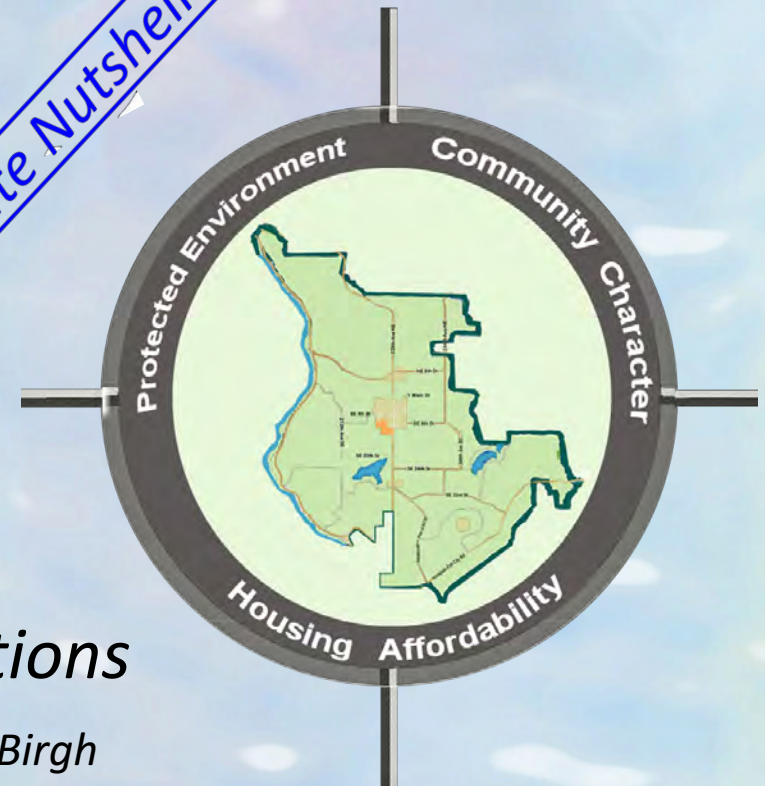
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*3<sup>rd</sup> of Four Power Point Presentations*

*created in July, 2017 by Paul Stickney and Richard Birgh*









# Housing Balance By the Numbers

## **External**

Housing Target Number is known  
*and fully planned for.*

## ***Internal***

Housing Target Numbers are **not** known  
*and **not** fully planned for.*

# Housing Balance by the Numbers



## *Simply and Clearly ...*

Sammamish's *Comprehensive Plan 2015* has a specific **External** Growth Target number (GT#). This number is about 4,650 units over a twenty-year period.

However, Comp Plan 2015 does **not** have specific **Internal** target numbers (ED#'s) to lessen surplus housing gaps and increase deficient housing gaps.

*Internal* numbers are essential to **meet and balance** past, present and projected Economic and Demographic housing Needs and Wants over the recurring Cycle-of-Life.



# Housing Balance by the Numbers



The City's Comp Plan 2015 does not identify the specific target numbers to meet **deficient gaps** (undersupplies) of housing pertaining to the Needs and Wants of the majority of the Economic and Demographic groups within Sammamish.

Further, the extent of **surplus gaps** (oversupplies) of housing for a few of the highest Economic groups in the City is unknown.

Surplus gap numbers are absolutely essential for meaningful, fully informed policy decisions on changes to R4 and R6 zoning.

**Deficient gap numbers** (undersupplies) from within the community are from **two to four times greater** in size than the Growth Target.

Housing supply in Sammamish is ***notably out of Balance*** with our citizens' housing Needs and Wants – past, present and cycle-of-life.

# Housing Balance by the Numbers



Housing and Centers' policy decisions have continuously been made **without** the knowledge of specific Economic and Demographic housing need gap numbers or statistically valid housing wants.

This is insupportable for a large city that prides itself on being a *residential, bedroom community*, especially one, that is highly sophisticated and refined in its approach to nearly all other topics.

Without a doubt -- Housing supply in Sammamish is *far out of balance* with its *Internal Needs and Wants*.

- We are long on large single-family homes. (Too many)
- We are short on smaller multi-family homes. (Too few)

# Housing Balance by the Numbers



Sammamish has made purposeful and deliberate decisions to **not** obtain housing needs analyses gap numbers, or statistically valid surveys of housing wants. Consequently, the City has never had fully informed public opinion on Housing or Centers.

This clearly implies, that unarticulated personal and obscure agendas are at work -- which would most likely not be supported if housing gaps, wants and informed opinions were fully known.

The City of Sammamish has always been, and still is, flying blind by never fully planning for *Internal Housing Balance*.

As a residential community, with housing being one of our most important, long-term infrastructure assets, this is altogether unjustified and highly inappropriate.



# Housing Balance by the Numbers



Four Sets of **NUMBERS** \* matter greatly to **All** of us:

**21 / 4 / 2**

**25+ / 6 / 4-5**

**23-25 / 6+ / 8-20**

**23-25 / 6+ / 8-12**

\* **NUMBERS** (by the thousand) are close approximations, based on publicized information.

# Housing Balance by the Numbers

Four Sets of *NUMBERS* that Matter



Presently, *NUMBERS* in Sammamish are approximately **21 / 4 / 2**.

- 21,000 Single-family homes.
- 4,000 Non-home based jobs - with these persons not residing here.
- 2,000 Smaller multi-family housing units.

# Housing Balance by the Numbers

Four Sets of **NUMBERS** that Matter



Comp Plan 2015, plus zoned land capacity, have built-out **NUMBERS** of about **25+ / 6 / 4-5**.

25,000+	Single-family homes
6,000	Non home based jobs – with most of these persons not residing here.
4,000 - 5,000	Smaller multi-family residences.

These built-out numbers not only perpetuate housing **imbalance**, but actually worsen it significantly. We are planning to become even further **out of Housing Balance**. These numbers add to urban sprawl citywide and increase the oversupply of large single-family housing. These numbers do not even come close to the lowest edge of the *Internal*, optimal range for meeting past and present, smaller multi-family housing deficiencies, that are urgently needed and wanted in our Centers.



# Housing Balance by the Numbers

Four Sets of **NUMBERS** that Matter



*Optimal Housing Balance* has built-out **NUMBERS** within the range of **23-25 / 6+ / 8-20**.

**23,000 - 25,000** Single-family homes.

**6,000+** Non home based jobs - with many of these persons residing here.

**8,000 - 20,000** Smaller multi-family residences.

These numbers fall within the *Internal* optimal range of housing and will yield the *Jubilance and Well-Being that comes with Housing Balance*.

Multi-family housing numbers, below 8,000, or over 20,000, are not within the optimal range of **Housing Balance** and would be detrimental to the City.

# Housing Balance by the Numbers

Four Sets of **NUMBERS** that Matter



We recommend, that *Optimal Housing Balance* has built-out **NUMBERS** of **23–25 / 6+ / 8-12**.

**23,000 - 25,000** Single-family homes.

**6,000+** Non home based jobs - with many of these persons residing here.

**8,000 – 12,000** Smaller multi-family residences.

This suggestion has built-out numbers, falling within the **lower third** of the *Internal Optimal* range, to attain the *Jubilance and Well-Being that comes with Housing Balance*.

Our recommendation decreases citywide, large single-family housing by about *1,000 to 2,000* units and increases multi-family housing in our Town Center by between *4,000 to 8,000* units. This is a modest and careful approach that sets right many issues facing the City – while recognizing and appreciating our community’s desire to maintain character, as well as creating fabulous four-sector **wealth** and lessened car use and congestion.

# Housing Balance by the Numbers



Suggested Course Correction for the City:

Embark on Changing **NUMBERS**

from 25+ / 6 / 4-5 to **23-25 / 6+ / 8-12 (20)**

And our community will realize

the *Jubilance and Well-Being with Housing Balance!*



# Housing Balance by the Numbers

Change from 25+ / 6 / 4-5 to **23-25 / 6+ / 8-12 (20)**



## Effect Change

by means of:

- ❖ Emergency Ordinances.
- ❖ Other Ordinances.
- ❖ Resolutions.
- ❖ Moratoriums.
- ❖ Studies and Surveys.
- ❖ Planning Efforts.
- ❖ Administrative Actions.
- ❖ Other ....

## Set in Motion, Study

and then

## Complete:

- Substantive, broad based “Changes” and “Additions” to Comp Plan 2015.
- Adjustments to the City’s 20-year, long-range “Zoning Map”.
- Alterations to the Town Center Sub-Area Plan.
- Modifications to current citywide “Land Use and Zoning Maps”.
- Appropriately implementing revisions to “Development Regulations”, both 21A and 21B.
- Other ....

# Housing Balance by the Numbers

Change from 25+ / 6 / 4-5 to **23-25 / 6+ / 8-12 (20)**



- Substantive, broad based “Changes” and “Additions” to Comp Plan 2015:
  - ✓ Policies for *Internal Housing Balance*, throughout.
  - ✓ Specific *Internal Housing Balance* target numbers to:
    - Decrease surplus gaps (oversupplies) citywide, now and in the future.
    - Decrease past and present deficient gaps (undersupplies) in our Town Center, now.
    - Decrease future projected deficient gaps (undersupplies) in our 3 other Centers, later.
  - ✓ Add a *Centers* element to the Comp Plan.
  - ✓ Add an *Economic Development* element to the Comp Plan.
  - ✓ Appropriate changes throughout all other elements of Comp Plan 2015.
  - ✓ Other ...

# Housing Balance by the Numbers

Change from 25+ / 6 / 4-5 to **23-25 / 6+ / 8-12 (20)**



Crucially and Earnestly -- Sammamish needs to have *two* sets of Policies.

- One set of Policies for 97% of the City. (The vast majority)
- A different set of Policies for 3% of the City. (Our Centers)

Topics to address in *both* sets of Policies:

- Storm Water – Flow Control Applications.
- Storm Water - Water Quality Treatment Applications.
- Wetland/Stream Regulations and Buffers.
- Other Critical Area Buffers and Regulations.
- Wildlife Habitat and Corridors.
- Tree Retention and Urban Forestry Plan.
- Impervious and Non-impervious Surfaces.
- LID, Green Infrastructure, Green Building.
- Impact Fees and Other one-time Revenues.



# Housing Balance by the Numbers

Change from 25+ / 6 / 4-5 to **23-25 / 6+ / 8-12 (20)**



*cont'd*, Topics to address in *both* sets of Policies:

- Housing – Minimize and Mitigate or Optimize and Mitigate.
- Housing Affordability Incentives.
- Affordable Housing Incentives and Requirements.
- Redevelopment Standards.
- Growth Pays for Growth.
- Net Density or Gross Density.
- Housing Unit Limits – Numbers or Traffic Trips.
- Multi-Modal Transportation and Transit – Intercity and Regional.
- Lessening Car Use/Trips/Congestion - Wholly and Holistically.
- Land Acquisition Strategies – Active - Passive - Open Space
- Parks, Open Space, Buffers, Set-backs, Screening.
- Trails, Paths and Connectivity.
- Preserving Neighborhood Identities.
- Improving Citywide Character. Enriching Lives.
- Others .....

# Housing Balance by the Numbers

Change from 25+ / 6 / 4-5 to **23-25 / 6+ / 8-12 (20)**



## These Relevant Factors:

- You can't just turn off External Growth, but you can plan for and manage it.
- You can't just stop *Internal* 'ED' Needs and Wants, but you can plan for and manage them.
- In protecting "Resource" and "Rural" lands regionally, "Urban" lands must hold up their end of the bargain - as these three uses are interdependent and mutually supportive.
- Why force our residents to other cities – losing them and their four sectors of **wealth** – when their planned or unplanned housing Needs and Wants change over their lives?
- Value, created at housing 100% AMI and above, directed by a nexus of proportionality and fairness - contributes significantly to enduring Affordable Housing below 100% AMI.
- Optimal land use mix in the Town Center is the best method to reduce congestion and car use; promote multi-modal forms of transportation; transit; health and affordability.
- We are fortunate to have the right set of circumstances to reasonably meet External growth targets AND attain the optimal range of *Internal* balance targets, for decades and generations to come -- in positive, whole and holistic ways.

## Lead to and Support ...

# Housing Balance by the Numbers

Change from 25+ / 6 / 4-5 to **23-25 / 6+ / 8-12 (20)**



## These Actions

- Commission a “Housing Balance Master Plan” and complete it at “light speed”.
- Place moratorium on R4 and R6 zoned land during the development process of our long-term “Housing Balance Master Plan”.
- Adopt Emergency Ordinance(s) in the Town Center ASAP, including these changes:
  - Adjust partial Gross Density to Full Gross Density.
  - Make “Property Type PM Peak Trip Factors” the basis for unit constraints.
  - Adopt “Level 2 Conservation Flow Control” and “Basic Water Quality Treatment”.
  - Reduce wetland and stream buffers to those needed for water quality only.
  - Other ...
- Pause other planning efforts that are based on land use assumptions for 1± year, until the “Housing Balance Master Plan” is completed and Comp Plan changes are made.
- Plan for regional storm water systems in each of the four Town Center quadrants.

## These Results

- *Housing Balance* that will enrich our community and make us overall far better.
- Finally reconciling housing perceptions with housing realities, to attain the Legacy and Stewardship of sustainable *Internal Housing Balance* in Sammamish.



# Housing Balance by the Numbers

Change from 25+ / 6 / 4-5 to **23-25 / 6+ / 8-12 (20)**



Please tell the City Council Members that *You* agree with and support Housing Balance. Ask them to quickly take actions that fully plan for and attain these essential, beneficial outcomes:

- Further reduce large, single-family housing sprawl -- citywide.*
- Optimal increase of smaller housing supply in Town Center now, and in our other three Centers, as appropriate, in the future.*
- Tremendous Social, Environmental, Financial and Transportation Four Sector Wealth – right away, and for generations to come.*
- Housing policies guided by a holistic master plan that attains and maintains housing sustainability, balance and affordability.*
- Helping to set right many of the issues facing Sammamish.*
- Sammamish becoming more inclusive - and much better overall.*
- Lessen traffic congestion below that fully planned and zoned for.*

# *Housing Balance* for Sammamish

*The Whats,  
the Whys  
and the  
Wherefores*

*The Jubilance  
and  
Well-Being*

*By the  
Numbers*

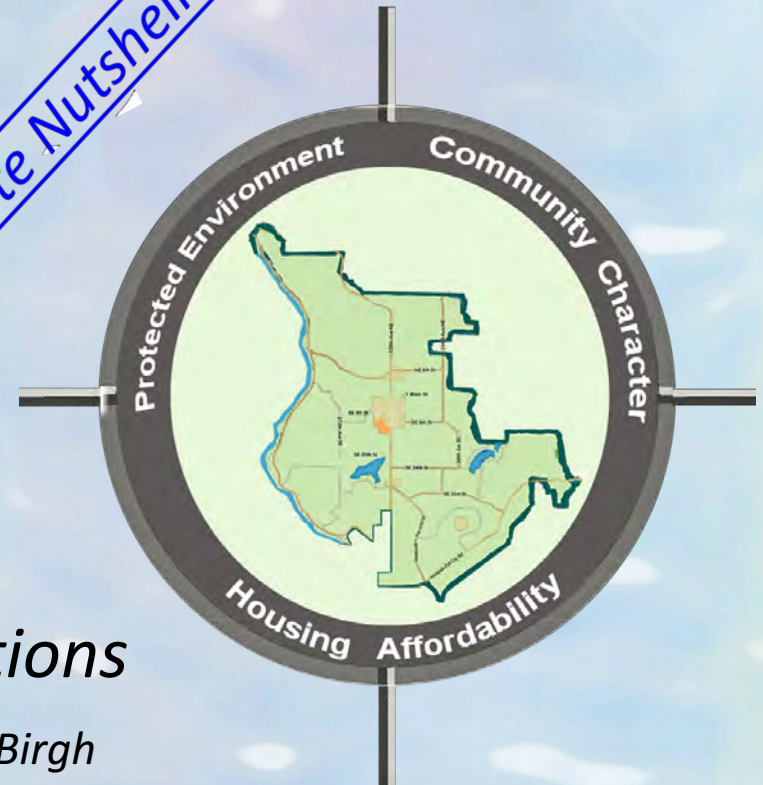
Interweaved  
and Unabridged

*In A Ten-Minute Nutshell*

*This Slide Show - - -*

*4<sup>th</sup> of Four Power Point Presentations*

*created in July, 2017 by Paul Stickney and Richard Birgh*









# Making Sammamish a Better City through **Housing Balance**



*We, as a community, are facing several significant issues, which need to be dealt with right now ...*

*And ...*

*Housing Balance holds the keys to help resolve these issues.*

**Housing Balance** in Sammamish is when the city’s housing supply optimally meets the full spectrum of housing Needs and Wants of those living and/or working within the City - throughout the recurring Cycle-of-Life.

Housing Balance is distinctly different from the city’s **Growth Target** - which is the negotiated share of regional growth that the City of Sammamish must meet.

## Points of View

As you read the attached *Introduction and Overviews One, Two and Three about Housing Balance* in Sammamish - it is important that you fully consider and assess both points of view of the **perspectives** below.

### Narrow Points of View

### Wider Points of View

*How you feel, and what you think NOW.*

*How you feel and what you think, after BEING INFORMED about Housing Balance.*

*You and Your Immediate Family.*

*Your extended family, friends, neighbors, our community, the Eastside and the Puget Sound Region.*

*Only the Present Time.*

*Also, the past 50+ years, as well as future recurring Cycles-of-Life.*

*Solely fixating on the number of housing units needed to attain Housing Balance.*

*Reasoned considerations of pros and cons of optimal increases to housing supply in the Town Center now.*

*Being too busy to give time to these issues.*

*Investing the time to become educated about these issues and be able to give fully informed opinions and input.*

*Not caring that residents have to leave as their housing Needs and Wants change over time.*

*Becoming an inclusive community based on our own internal housing Needs and Wants with the ability to age-in-place.*

*Community Character based only on the physical housing stock.*

*Community Character based on our housing stock, as well as the people that live in these homes.*



# Making Sammamish a Better City

by  
*Averting problems,  
Remedying deficiencies,  
Seizing opportunities.*



## ***There are vital issues facing Sammamish right now:***

- Lessening additional citywide suburban sprawl.  
*We already have a significant oversupply of large, single-family homes.*
- Tackling road and stormwater inadequacies.  
*Over 100 million dollars needed for wide-ranging infrastructure needs and wants.*
- Looming long-term City capital budget revenue shortfalls.  
*As single-family housing is built out, the City will face deficits from the lessening of impact fees.*
- Providing for our residents' Cycle-of-Life housing Needs and Wants.  
*Inclusiveness, Housing Equity and Social Justice for those wishing to remain in the City.*
- Positively addressing internal, smaller housing supply deficiencies.  
*Over 4,000 more dwelling units are needed in the Town Center to meet the lowest threshold.*
- Making immediate changes to our Town Center Plan to meet past and present undersupplies.  
*Wisely utilize this area to provide optimal retail, services and supply increases. of smaller homes*
- Providing monies needed to enable important community desires.  
*More open space; individual neighborhood character; trails; arts; the "Emerald Necklace".*
- Preserving trees; preventing and/or replacing tree canopy loss.  
*Maintain our natural sense of place, community character and identity.*
- Reducing car trips and traffic congestion.  
*Decrease the time spent driving. Optimal internal and external transit. Less hassle and stress.*

**Sammamish residents should be fully informed on each of the issues,  
in order to provide educated opinions and community consensus.**

---

**What is the solution for these problems, deficiencies and opportunities?**

***Housing Balance* is the foremost answer.**

---

Attached, are three Overviews about Housing Balance for Sammamish. They only take a few minutes to read. Please read them in order One > Two > Three, as they build on each other.

For questions and/or more information, please do not hesitate to contact Paul Stickney by phone: (425) 417-4556 or email: [stick@seanet.com](mailto:stick@seanet.com)

Richard Birgh by email: [rbirgh@comcast.net](mailto:rbirgh@comcast.net)



# Making Sammamish a Better City

## A More Complete City with Housing Balance

*Housing supply is about 30% out of balance with housing needs in Sammamish -- and this is not in the Community's best interest!*

Our City has too many larger homes and not enough smaller ones – relative to the past, present and Cycle-of-Life housing needs and wants from within the community.

Remedy and correct our supply of smaller housing to achieve **Housing Affordability** and **Housing Balance**.



**Housing + Health:**  
Building Blocks of Equity and Opportunity

**Housing Affordability** is when the optimal amount of housing is available for ALL economic and demographic groups in Sammamish, at monthly expenses of 30 percent or less of their household income.

**Affordable Housing** is NOT the same as Housing Affordability. It is only a small part of overall Housing Affordability where *subsidies are needed*.



**Housing Balance** is when our housing supply optimally meets the full spectrum of wants and needs for those living and/or working in the City.



In Sammamish, **Housing Balance** and **Housing Affordability** are achieved by doing two things - which are tied together as essential and integral parts.

**One - Lessen negative impacts** of citywide suburban sprawl by reducing the number of additional large single-family homes, of which Sammamish already has a significant oversupply. This will preserve and promote less dense neighborhoods, retaining our "natural" Vision and Community Character in 97% of the City.



**Two - Realize vast, positive benefits** by meeting major deficient housing Needs and Wants from within our community. This is done by optimally increasing the number of smaller and multi-family dwellings in our Centers – only 3% of the City – without adding traffic, beyond what has already been rigorously planned for.

**Increasing the number of smaller and multi-family dwellings in the Town Center now** - and in other Centers in the future - for Affordability and Balance ...

**... will help everyone, and hurt no one.**





# Sammamish

≈ 97% of the City's land area ≈

Preserve natural character, retain trees, support wildlife, lessen traffic congestion and minimize additional large single-family housing sprawl.



## Town Center

≈ 2% of the City's land area ≈  
Opimally meet past and present Housing Balance Needs and Wants.



## Civic Center

City Hall, Aquatic Center, King County Library and The Commons.  
*Community Treasures!*

## Three Other Centers Sammamish Highlands, Pine Lake and Klahanie

≈ 1% of the City's land area ≈

Optimally meet future, projected Housing Balance Needs and Wants.

97% of the City - Housing Oversupply.  
*Too many large singe-family homes.*

3% of the City - Housing Undersupplies.  
*Too few smaller, more affordable homes.*

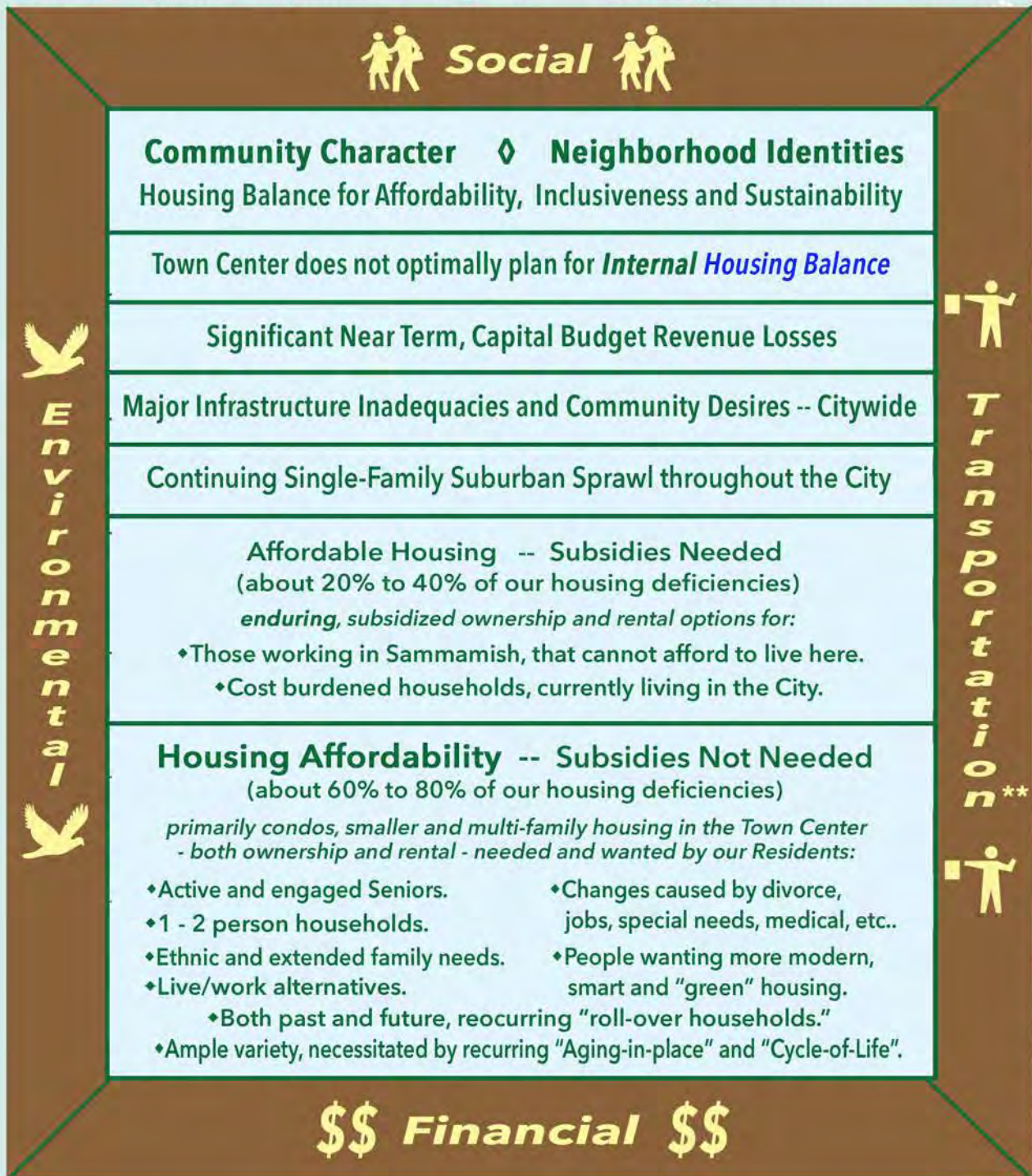


**We Can**  
**Avoid ♦ Prevent ♦ Avert**  
**INTERRELATED CRISES\* IN SAMMAMISH**  
 through  
**Housing Balance**



*\* This is the time when multiple demanding and important decisions must be made.*

Four Major Sectors surround these Interrelated Crises\*. Each one has far reaching effects - positive or negative - depending on the decisions made:



\*\* Including: commuting; in-city trips; live/work; transit; internal shuttles; alternatives; walking; biking; trails; reductions because of land-use; on-line shopping.



# We Can Remedy ♦ Cure ♦ Rectify INTERRELATED CRISES\* IN SAMMAMISH through Housing Balance



**Housing Balance** in Sammamish *IS NOT* about ...



- ♦ Changing the “attraction-engines” of Sammamish.
- ♦ Altering the makeup of the community.
- ♦ Reshaping the character of the City.

**Housing Balance** in Sammamish *IS* about ...



- ♦ Housing that allows “Cycle of Life” changes.
- ♦ Ability for those working here to also live here.
- ♦ Ample supply in meeting local housing preferences.

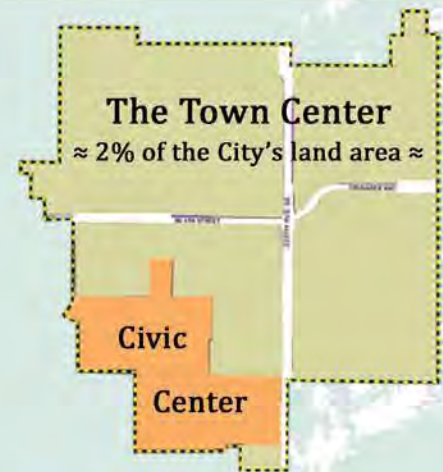
### Immediately:

Re-evaluate **city-wide** vacant and under-developed properties zoned R-1, R-4 and R-6, to lessen significant oversupplies of larger and expensive single family homes - relative to the needs from within the Community.

Ensure that our **Town Center** optimally meets *Past and Present* Needs and Wants deficiencies through increases of smaller, equitable, affordable and sustainable housing for those living and/or working within the City.

### Future:

In our **other Centers** meet optimally, as determined by Needs and Wants, **Projected** Housing Affordability and Housing Balance deficiencies.



**The other Centers**  
 ≈ 1% of the City’s land area ≈  
 Sammamish Highlands (Safeway)  
 Pine Lake (QFC)  
 Klahanie (QFC)

Doing these things will have tremendous, positive **Environmental, Social, Financial and Transportation Effects** - all for the betterment of Sammamish.

*\* At this time ,multiple demanding and important decisions must be made.*

**With Housing Balance**  
Sammamish will become a more Complete City  
with far-reaching Jubilance and Well-Being.



# Responsibility ♦ Opportunity ♦ Suitability ♦ Betterment

## This is About Enabling Wealth and “Setting Right” Many Issues Through the Legacy and Stewardship of Housing Balance.

**Housing Balance** matters to Sammamish right now ...  
... just as it will for decades and generations to come.



Sammamish currently has a significant oversupply of higher-priced, larger single-family homes and an undersupply of smaller, more affordable dwellings- relative to our Past, Present and Cycles of Life economic and demographic needs and wants from within the City.



The overarching fundamentals of **Housing Balance** in Sammamish are:

- **Duration** – the past 50 years, the present, the future Cycles of Life.
- **Magnitude** – housing supply shortages of 30% or more.
- **Effect** – massive consequences across the Four Major Sectors: Environmental, Social, Financial and Transportation.

**Housing Balance** is attained by both optimal increases and optimal decreases of housing:

1. Decrease the amount of additional, large single-family homes citywide.
2. Increase the amount of smaller, multi-family homes in our Centers.
3. Both of these land use changes will significantly reduce traffic, below that planned for.



**Housing Balance** will benefit these four groups – each one being important:

- I. Those who left in the past because smaller housing dwellings were not available.
- II. Households, presently living in Sammamish, that need or prefer different housing.
- III. Housing for people currently working in Sammamish that cannot afford to live here.
- IV. Options tailored to fit future Cycles of Life housing needs and wants of our residents.



Q. How does the City figure out the “Sammamish Sized” **optimal** amounts of smaller, more affordable housing in our Town Center to achieve **past and present** Housing Balance?

A. By going through this comprehensive and complete “7P” process:



- |                  |  |
|------------------|--|
| P1. Public       | (Initial thoughts, current impressions, concerns, beliefs, ?'s)    |
| P2. Policy       | (GMA; Commerce; State Needs; PSRC; KC; Sammamish)                  |
| P3. Professional | (Technical details; Experts; Experience; Specialists; Peer Cities) |
| P4. Personal     | (Needs Analyses; Statistically Valid Surveys; Pro's & Con's)       |
| P5. Public       | (Fully informed community consensus based on P2, P3 & P4)          |
| P6. Politics     | (Change Housing & Centers Policies; adopt Housing Balance #'s)     |
| P7. Plans        | (Modify – Plans; Development Regulations; Zoning)                  |

We are, for many pivotal reasons, at a critical crossroads for attaining **Housing Balance** in Sammamish.

**Housing Balance** is inclusive, long overdue, achieves the Sammamish Vision Statement, **helps everyone and everything** and Sammamish will become **a more Complete City**.



## Housing Balance



## Transportation



## One Time \$\$



## Recurring \$\$



## Preservation



## Environmental



## Social



## Vision & Policies



**Housing at no more than 30% of household income** for those living and/or working in Sammamish, to balance **past, present and Cycle-of-Life** housing undersupplies and oversupplies - based on *Internal* economic and demographic housing Needs and Wants . This is achieved by two positive, significant land use changes - reducing additional single-family sprawl citywide and increasing smaller, multi-family homes in our Centers.

- **Car trips and congestion less than that, fully planned for.**
- Promote the healthy benefits of **multimodal transportation.**
- Critical mass in TC for **transit - regional and inter city services.**
- Lessen cumulative traffic citywide - both time and miles traveled.

**Vast income to remedy citywide deficiencies and enable desires:**

- > Improvements of **existing road inadequacies.**
- > Cure current substandard **stormwater shortcomings.**
- > **Open space and "Emerald Necklace" acquisitions.**
- > Park improvements; **trails;** non-motorized connectivity.
- > Neighborhood character identifiers; Arts; Senior Center.

- **Holds down the need for future citywide property tax increases.**
- Significant and growing renewable annual revenues to the City.
- **Replaces the finite income** of single-family development fees.

- **Protects coveted neighborhood character in 97% of the City.**
- **Reduces the pressure and impacts** of citywide single-family housing.
- Residents have housing options **versus having to leave Sammamish.**
- Lessens multi-family housing being disbursed throughout the City.
- **Retains more trees and separation** in new single-family subdivisions.

- **Notable reductions in the consumption of natural resources.**
- Lower CO<sup>2</sup> and particulate emissions; **reduces our carbon footprint.**
- **Stormwater benefits** on multiple scales – basin/watershed/citywide.
- Doing our part to **lessen and mitigate Climate Change.**
- Green construction; LID techniques; Stormwater BMP's.

- **Monthly savings of \$1K to \$3K+** for thousands of households.
- Stable, inclusive **housing for "Cycles-of-Life" and "Aging in Place".**
- Convenience; services; saving time; alleviating stress and hassle.
- Sammamish Town Center – **the vibrant, fun, go-to place.**

- **"Housing affordability through balanced, sustainable housing".**
- "Support a variety of residential densities and **housing types to meet the needs and preferences** of all Sammamish residents".
- "Promote a **variety of housing types** to meet all housing needs".



# Sammamish

≈ 97% of the City's land area ≈

Preserve natural character, retain trees, support wildlife, lessen traffic congestion and minimize additional large single-family housing sprawl.



## Town Center

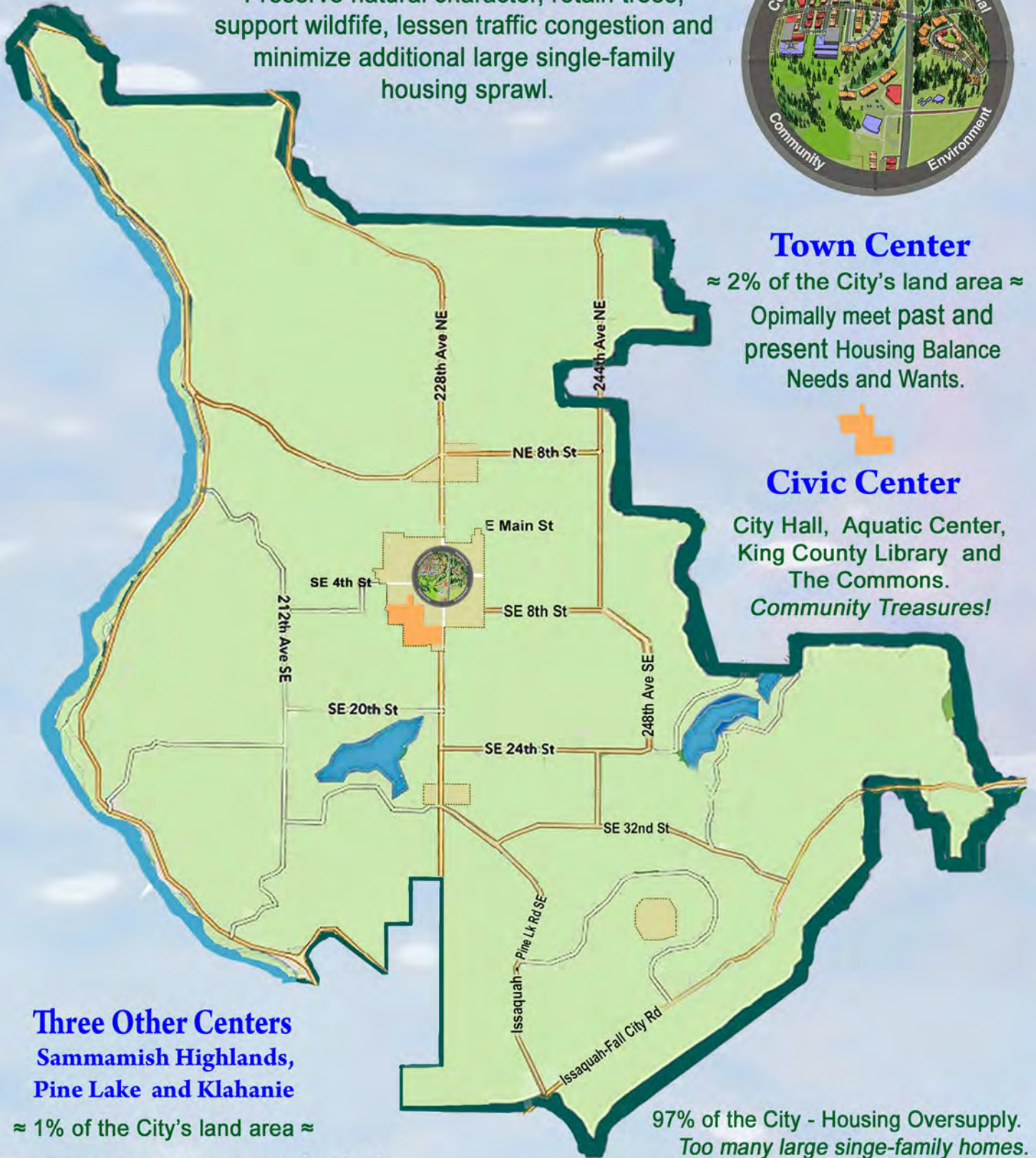
≈ 2% of the City's land area ≈

Optimally meet past and present Housing Balance Needs and Wants.



## Civic Center

City Hall, Aquatic Center, King County Library and The Commons. *Community Treasures!*



## Three Other Centers Sammamish Highlands, Pine Lake and Klahanie

≈ 1% of the City's land area ≈

Optimally meet future, projected Housing Balance Needs and Wants.

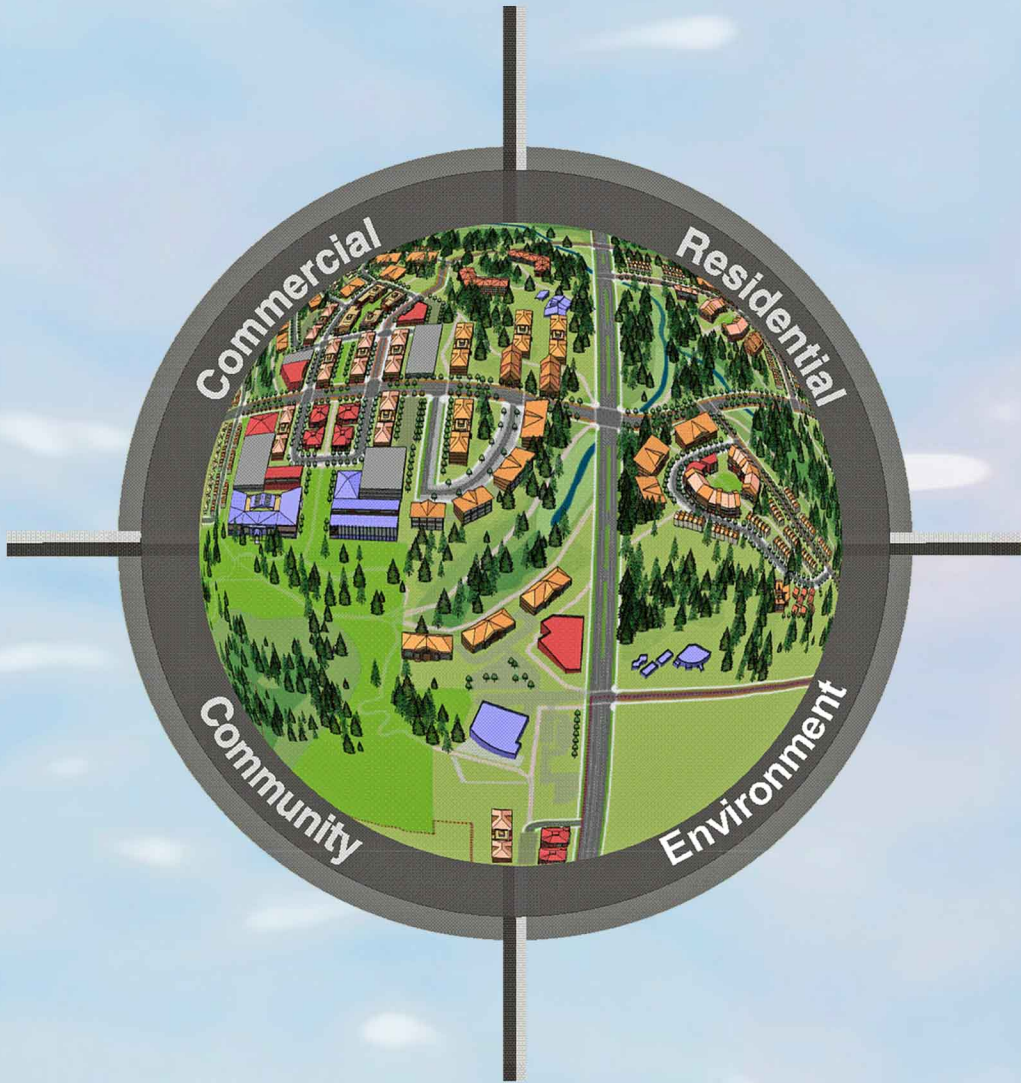
97% of the City - Housing Oversupply. *Too many large single-family homes.*

3% of the City - Housing Undersupplies. *Too few smaller, more affordable homes.*



Save Time, Hassle and Stress through Convenience  
Thriving City Center without Traffic Increases

Achieving "Housing Affordability  
through Balanced Sustainable  
Housing" in Sammamish.



**Sammamish  
Town Center Plan**

Adopted June 2008

Clean and Sustainable with Lasting Prosperity  
Lessen Greenhouse Gases and Particulate Emissions

Strengthen the Local Economy and Increase City Revenues while Protecting the Environment  
Distinctive and Attractive < > Strong Sense of Place < > Civic Pride < > Community Character

Stormwater and other Environmental Benefits for the Town Center Basins, the Watershed and the City  
Complete, Compacted and Connected for Healthy Living, Walkability and "Being in This Place"



# Optimizing the Supply of Smaller, Rental and Senior Multi-Family Housing in The Town Center Now and Other Centers in the Future

Dear Council Member,

Every word in these documents is of great importance for both the short and long term general welfare of the citizens of Sammamish. I urge you to please, take the time to read, reflect, analyze and absorb the contents.

## ***The issue:***

Since 2008, the Town Center's residential unit-cap has been 2,000. This number has been vetted, scaled and controlled, primarily by character and subjectivity, absent complete objectivity and fully informed public consensus about meeting ***past, present and future economic and demographic housing needs and wants from within the community.***

## ***The solution:***

Without delay, reevaluate and increase the unsupported, current residential cap in the Town Center. Also, determine future residential unit numbers in the other Centers.

## ***The results:***

- Housing diversity, for citizens of all incomes and at all stages of life, within the community.
- Monthly savings, averaging over \$1,000 in housing and related expenses, is of great significance for 4,000 to 8,000 households, or more, living and working in Sammamish.
- The City receiving annual, renewable and sustainable, net revenue surpluses (in 8 digit numbers), matters for funding burgeoning, City-wide, road and parks capital improvement projects and substantial, ongoing, yearly maintenance expenses, while holding down property tax increases.
- The City collecting additional Park Impact Fees in the \$20 million to \$40 million range is of great importance, as these fees can fund the coveted "Emerald Necklace" and other open space acquisitions.
- Overwhelming **Environmental and Social** benefits.
- Reduced fossil fuel use with less CO<sup>2</sup> and particulate emissions; thereby helping in the fight against climate change.
- Less stress, hassle and waste of our citizens' time, because of fewer and shorter car trips.
- Stewardship and Legacy of "Housing Affordability Through Balanced Sustainable Housing".

***And ... it is proven that all of this can be done WITHOUT an increase in traffic congestion beyond which was documented in the Town Center SEPA EIS. Therefore, the results above can be achieved with NO new traffic impacts in Sammamish.***

## ***The Fact:***

The single biggest deficiency, the City of Sammamish has not yet remedied, is that of increasing the supply of smaller, rental and senior multi-family housing to a point, within a reasonable and optimized range of balance, to remedy past, present and future economic and demographic housing "needs and wants" from within the community, to achieve housing affordability through balanced sustainable housing.

**CHANGE** from “**minimize** and mitigate”  
to  
“**optimize** and mitigate”

***NOW is the time to optimize the Town Center:***

Multi-family housing polices in the Town Center need to be changed from “minimize and mitigate” to “**optimize** and mitigate”

This, by increasing multi-family residential units to a reasonable point, within the optimized range of discretion, based on past, present and future, economic and demographic needs and wants from within the Community.

And, these issues need to be dealt with quickly and efficiently, - just like the City did with Klahanie, the Homeless situation, Mars Hill and the Tree Ordinance.

***Be Mindful of the P’s and Q’s:***

“Minding your P’s and Q’s” is to be on your best behavior. Over the past three years, I have personally observed what best behavior is, when the City Council deals with many issues.

Best behavior approach means obtaining complete objective facts about a topic and then balancing that information with subjectivity, character and community vision. This approach has achieved thoughtful, impartial and balanced results for many of the topics that the City has dealt with.

The best behavior approach, however, has not been used for the group of issues, pertaining to the private built environment - jobs, services, economic development and multi-family housing.

For reasons, that still remain largely unarticulated, City policy decisions pertaining to the private built environment are predominantly rooted in subjectivity and character, with a few carefully controlled, anecdotal facts thrown in for good measure. This approach, which lacks objectivity, allows for results outside the reasonable range of discretion for the private built environment.

I strongly believe that the City Council wants the best possible for Sammamish, the same as I do. Now is the time for us to ***unite and work together*** to find the “happy middle ground” by balancing subjectivity with objectivity, and then increasing residential multi-family housing in the Town Center in the short and mid terms, and the other Centers in the future.

Included are four documents, all are essential reading... please, take the time to thoughtfully peruse them. Dick Birgh and I look forward to discussing this information with you in detail at your earliest convenience, let us know the days and times that work for you to meet with us.

***Time is of the essence.***

Sincerely and civic-mindedly,

Paul Stickney



Synopsis for  
Policy Changes

Housing Legacy  
& Stewardship

Unmet "E&D"  
Housing Needs

No  
New Traffic

Critique  
Notes



# Synopsis

## Changing multi-family housing policies and creating Centers policies to attain:

- **Housing Affordability** – Where both rental and ownership housing are available with total housing costs no more than 30% of household income.
- **Balanced Sustainable Housing** – The point, where the City's housing supply matches the housing needs for all those living and working in Sammamish.
- **Inclusive Equitable Housing** – Where walk able, accessible and healthy, smaller housing choices are available for residents to stay in Sammamish during their Cycle of Life.

## Cities are required to do the following regarding housing to meet the Washington State Growth Management Act (GMA):

- A. Meet their negotiated share of regional growth targets.
- B. Preserve neighborhood character.
- C. Meet all Economic Housing Needs within their City.
- D. Comply with Multi-County and County housing policies, which call for all Cities to meet all Economic and Demographic Housing Needs within their City.

### Holistic Context, Facts, Problems to Remedy and Solutions:

Sammamish has achieved A and B in the recently adopted Comprehensive Plan 2015.

Sammamish has not achieved C and D in the recently adopted Comprehensive Plan 2015.

Sammamish has about 21,000 single-family homes today - including Klahanie annexation- and an approximate build-out end game of 25,000 detached single-family homes.

Sammamish has about 2,000 multifamily units today - including Klahanie annexation - and an approximate build out end game of 4,000 multi-family homes.

The growth target in Sammamish for the next 20 years is about 4,500 homes. The unmet Economic and Demographic Housing Needs within the City - past, present and over the next 20-year planning horizon of Comp Plan 2015 - are about two to four times the growth target.

Multi-family units presently built and planned for are only one half of the *lowest threshold number* for meeting internal smaller housing needs within the City, past, present and future.

Without increasing traffic or tripping SEPA concurrency, the Town Center, 2% of the City, can easily reach the minimum threshold of multifamily units and leave 97% of the City unchanged.

Immediate and near term changes to the Town Center that remedy deficient housing needs from within the community are long overdue. Then, as/if needed in the future, changes can be made to the three existing centers, 1% of the City.

### The Aspirational Outcome: Vision 97/3:

*Lifestyles and livability will be improved in Sammamish for generations to come with a greater diversity and number of housing types and services in 3% of the City, while preserving existing neighborhood character in the other 97%. Overall, the community retains its "small town feel" and the wooded and natural qualities that are a source of identity, delight and pride.*

Paul Stickney and Dick Birgh in 2016.

# HOUSING IN SAMMAMISH

## Rethinking Stewardship and Community Legacy

### Local and Regional Need to Meet Housing For All

The success of the Puget Sound region lies in focusing growth into central places within its cities with a mix of uses and activities. The regional growth strategy implemented by Puget Sound Regional Council and King County has asked cities to focus housing growth in local centers for a myriad of reasons. **Housing must meet all growth targets and economic and demographic needs essential for both the region and local jurisdictions to strive for housing inclusiveness and sustainability.** The Sammamish Town Center has been designated by city residents as logical place to grow and provide more housing for the city in a cost-efficient manner.

### Doing More—City Leadership and Policy Must Lead the Way for Equitable, Balanced and Sustainable Housing

As the region and individual cities grapple with growth and change, there is a growing impetus for community leaders to do more to meet these challenges. King County Planning Policies to local jurisdictions have asked cities to take a long, hard, and honest look at their housing needs and policies. The Countywide Planning Policies provide a framework for all jurisdictions **“to plan for and promote a range of affordable, accessible, and healthy housing choices for current and future residents, and that the housing needs of all economic and demographic groups are met within all jurisdictions.”**

### “Show Your Work” on Housing

Comprehensive plan policies and development regulations, informed by housing needs analyses that identify supply, demand, and deficient or surplus housing gaps for all economic and demographic groups, create opportunities for a variety of housing types. The balance between policies and housing needs also increases the likelihood of having healthy communities that can support a transportation system with a variety of transportation modes, such as: less car use through internalization, local transit options, bike lanes, and pedestrian pathways.

PSRC requires local jurisdictions planning under GMA to “show-your-work” in the housing element and related sections of the local comprehensive plan—such provisions outline existing measures in place as well as new commitments and anticipated actions to increase housing diversity and the supply of housing to meet the needs of households at all income levels, as well as demographic groups.



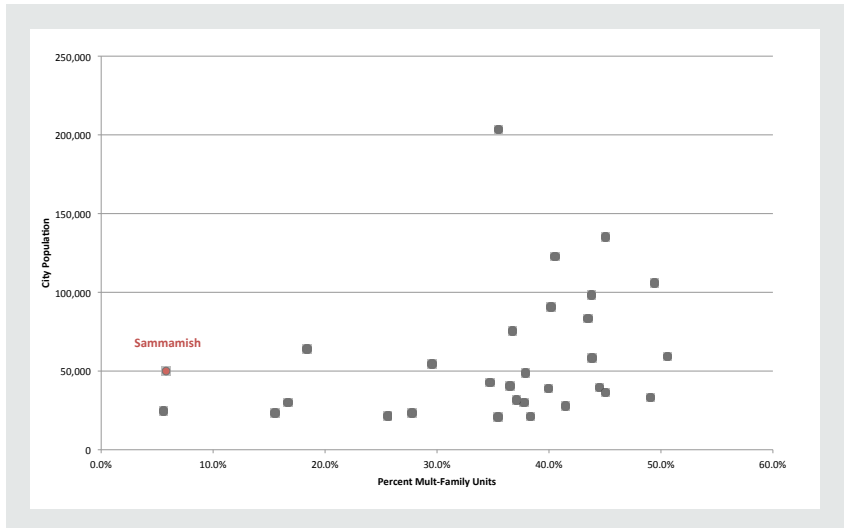
	King County Housing Units 1999		Sammamish Housing Units Existing 1999		Sammamish Target Housing Units		Sammamish Housing Units (Exist + Target)		Sammamish Households by Income 1999	
	Number	%	Number	%	Number	%	Number	%	Number	%
<b>Total</b>	640,355	100%	10,717	100%	3,842	100%	14,559	100%	11,172	100%
<b>Low (0-50%)</b>	93,264	15%	158	1.5%	922	24%	1,080	7.4%	576	5.2%
<b>Moderate (50-80%)</b>	153,134	24%	401	3.7%	653	17%	1,054	7.2%	753	6.7%
<b>Median (80-100%)</b>	62,800	9.8%	253	2.3%	--	--	--	--	374	3.3%

The Housing Needs Assessment in the 2003 Sammamish Comprehensive Plan had more complete and conclusive numbers overall than the Housing Needs Analysis in the 2015 Sammamish Comprehensive Plan, which did not determine housing supply, need, or gaps for all of the economic and demographic groups within Sammamish.



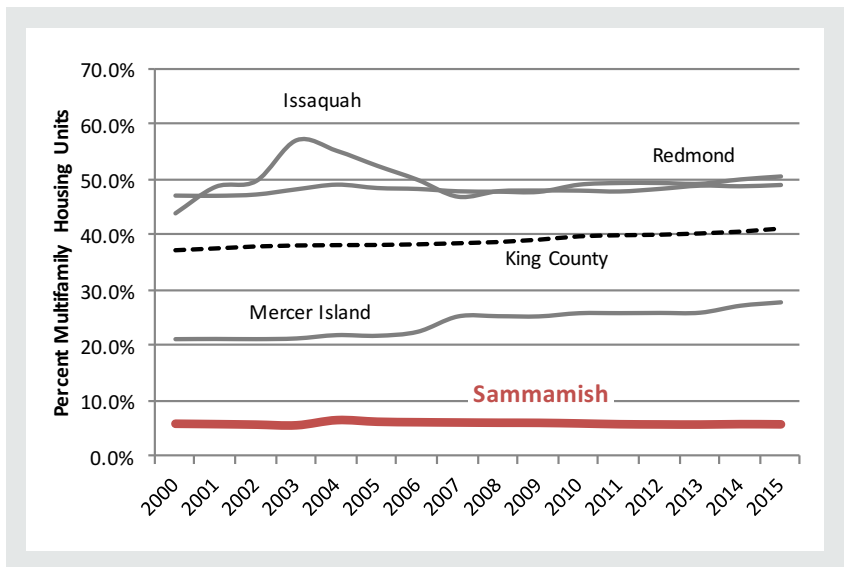
### Sammamish is a Regional Anomaly on Housing

For a city its size and stature in the region, Sammamish has one of the smallest proportion of non single-family housing options in the Puget Sound. **Less than 10% of the housing is anything but a single-family home.** In comparison, the typical city over 15,000 people are between 25% to 50% of their housing stock in structures that accommodate more than one housing unit. This picture demonstrates how regional policy guidance has directed the vast majority of cities to provide more housing diversity balanced to the specific housing needs from within their community.



### Sammamish is Not Keeping Pace with Changing Housing Needs

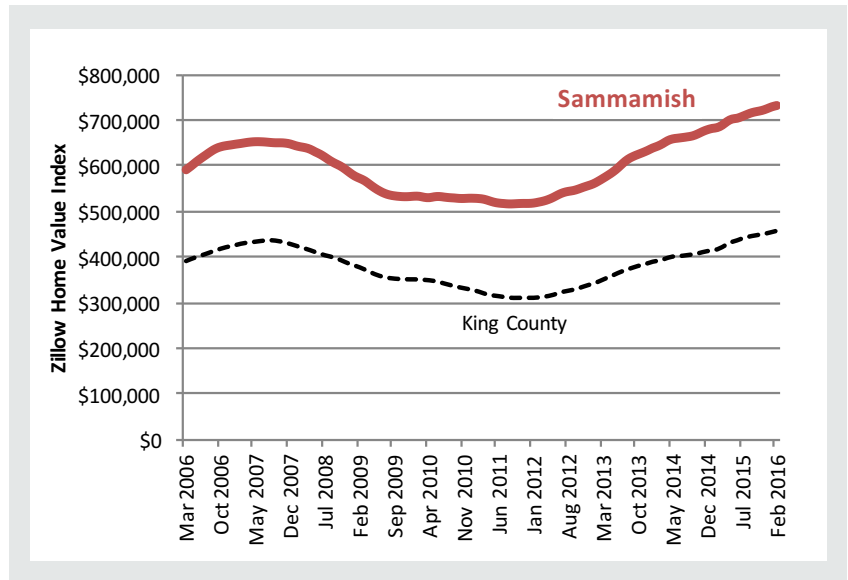
Sammamish inherited a housing supply typical of rural county housing policies since its inception as a city from King County in 1999. The characteristics of this supply has changed little after the GMA of 1990 and the creation of its Urban Growth area. Over the last 15 years, the housing supply has grown even further out of balance relative to the growing needs of the community and region. Based on needs from within the community from 2000 to 2015, the supply of larger single-family homes has increased while the supply of smaller, rental, and senior housing options has not changed.



Given the legacy of housing in the area, the recently adopted comprehensive plan should provide stronger remedies for deficiencies from over 40 years of inherited King County policies and the growing demand for more housing options. In addition, best housing practices from State, Regional, and County codes and policies require cities to contemplate housing needs for all residents at various stages of their lives (families, singles, older persons, etc.)

## Housing Policy Impacts Community Success and Livability

The region is one of the fastest growing metropolitan areas in the nation. It has experienced increased demand for housing that has outpaced supply growth, creating an expensive shortage that has especially hurt low and middle-income households, first-time homebuyers, and residents looking to downsize. Housing affordability and its broad impacts are even more significant issues in Sammamish, where the median value of a home in 2016 was approximately \$730,000, over \$275,000 more than the median home price in the King County. Median home prices in Sammamish are substantially above those in King County and they exceed the steep price increases seen in the County overall.



## Delivering Housing to Meet All Needs from Within the Community

Not only is the region already growing in number of people and households, significant changing demographics will impact the nature of the housing that they will need. It is important to note that the greatest shift in demand will come from housing ownership to housing rentership. Regulatory policies that allow for multifamily developments or other increases in the City's housing supply will generate a local increase in housing options and housing affordability.

## Demographics Matter

Changes in housing needs over the past 15 years and for the next 20 years in Sammamish are being driven by:

- Aging baby boomers and active seniors looking to shift their housing needs.
- Growing demand from ethnic households and their unique needs.
- New-to-the-market millennials who are forming households later in life that have Sammamish roots.
- Fewer Gen-X households needing homes compared to their baby-boomer parents.
- Increasing numbers of 1 and 2 person households in Sammamish.



## Creating Optimal, Balanced, Sustainable Housing

Sammamish is known across the region for its efforts on natural environment stewardship. However, better stewardship over housing policy may be the greatest legacy that current leaders leave to future generations of residents. There is an increasing body of knowledge that points to failures in local housing policy as a main driver such as social challenges like wealth inequality, and declining economic mobility. Creating strategies that embrace balancing housing supply with needs and wants from within the community will drive a host of long-term benefits for the City and its citizens:



**Create More Housing that is Affordable:** Permitting more multifamily developments will help ensure that future residents of Sammamish are not restricted to exclusive, high-priced homeownership options. Sammamish's zoning regulations that determine its supply of housing need to reflect an increase in housing that meets significant deficient internal housing needs. Doing this will achieve the Sammamish Comprehensive Plan 2015 Vision statement of "housing affordability through balanced sustainable housing."



**Better Fiscal Position:** When development is located within existing urban centers (like Sammamish Town Center), there are significant opportunities to leverage existing service and infrastructure capacity. These economies of scale present a significant opportunity for cities that can attract targeted housing development to markedly bend the fiscal sustainability curve in their favor.



**Address Climate Change:** Multifamily developments also concentrate population densities, which help mitigate urban sprawl and promote complete, compact, and connected communities. Concentrating optimal multi-family housing within the Town Center will lessen overall car trips through internalization and convenience, while also improving the efficiency of mass-transit services. As global climate change becomes an even more significant issue, the decreases in natural resource consumption and greenhouse gas and particulate emissions resulting from increased population densities will be vital for the future of our planet.



**Better Support for Local Businesses:** More households also create larger consumer populations, which benefits local businesses. This presents an opportunity to maximize the economic health of Sammamish's town center businesses, offers expedience and time savings to citizens, and also creates long term substantial and ongoing revenue surpluses for the City of Sammamish.



**Compact, Low Impact Development:** Mixing residences and other buildings in pedestrian- and transit-friendly places offers many benefits outlined above, but also fosters the emergence of vibrant, walkable communities that take advantage of existing investments in transportation infrastructure; efficient water use management and best stormwater run-off practices; healthy living options; and inclusiveness.

## Our “E&D” Housing Needs are 2 to 4 times greater than our Growth Target

*The size of our deficient, “Economic and Demographic Housing Needs and Wants from within the Community” number is 2 to 4 times - or more, than the size of our housing “Regional Growth Target” number.*

### **Vital Background:**

The City of Sammamish has about 21,000 single-family homes now, and is on course to a build out of about **25,000** single-family homes. The City has approximately 2,000 multi-family homes now, with an additional 2,000 such homes planned in Town Center, which puts the City on a path to **4,000** multi-family homes.

### **The question we are solving for:**

*In order to achieve the City Vision of “housing affordability through balanced sustainable housing” - what is the optimal number of smaller, rental and senior multi-family homes required to meet deficient, economic and demographic housing needs and wants from within the community - past, present, over the 20 year planning horizon of Comp Plan 2015 and for the reoccurring 80+ years cycle of life?*

The following three categories:

- Part 1 – Contextual Facts and Statements,
  - Specific Calculations, Comments and Questions and
  - Part 2 – Contextual Facts and Statements,
- are of major significance in providing “reference points of view” while evaluating the answer to “the question we are solving for”.

### **Part 1 – Contextual Facts and Statements.**

The Housing Needs Analyses that was prepared for Comp Plan 2015, was incomplete, in-conclusive and out-of-date.

“Supply”, “Need” and exact “Gap” results were not determined for any of the two dozen, or so, economic segments or demographic groups within our community.

Statistically valid surveys were not performed to determine our citizens’ housing wants and preferences currently, over the next 20 years, or for their long-term Cycle of Life.

The Klahanie Annexation was not a part of our Housing Needs Analyses.

Population and demographics data were primarily based on the years 2010 and 2011.  
- Off by about 8,000 residents.

Numbers, pertaining to rental supply and need were completely missing.

Specific, forecasting trend-line numbers were not determined, based on past, present and future economic and demographic needs and wants from within the community.

### **Specific Calculations, Comments and Questions.**

The Specific Calculations that follow, were discerned from my analysis and informed opinion. The information for the below calculations, was obtained from these three sources:

- *Background Information, HOUSING – Comp Plan 2015 (Pages H1 to H88).*
- *Appendix D. Housing Needs Assessment – Comp Plan 2003 (Pages D1 to D20).*
- *City of Sammamish Community Profile January 2014 – (Pages 1 to 33).*



## Our “E&D” Housing Needs are 2 to 4 times greater than our Growth Target

### **Housing at 100% AMI and Below.**

About 3% supply vs. 18% income-gap deficiency of about **2,200** units.

### **Jobs in Sammamish.**

4600 Jobs, of which 700 live here.  
Gap deficiency of about **3,900** Units.

### **With 69% Housing Rollover the last 15 Years.,**

How many of those **8,000** households  
wanted to stay?

### **With 50±% Housing Rollover during the 80 year cycle of life.**

(Four more housing rollovers besides the next 15 years.)  
How many of **50,000+** households will want to stay?

### **Cost Burdened and**

#### **Severely Cost Burdened.**

From 2000 to 2010, these numbers  
have increased by nearly **2,000** households.  
What are the 2015 numbers?

### **Special Needs and At Risk Population.**

In the year 2000, there were about  
**2,400** persons with disabilities.  
What are the numbers today?

### **Housing at 100% AMI and Above.**

100-120 AMI; 120-180AMI; 180+ AMI.  
Vast majority of Sammamish - info missing.  
Gap deficiency likely over **4,000** Units.

### **1 to 2 Person Households.**

As of 2010, there were 7,100± one to two  
person households with a supply of about  
1,800 homes. This is a Gap of over **5,000**.

### **With 50±% Housing Rollover the next 15 Years.**

How many of **10,000**  
households will want to stay?

### **Ethnic Needs.**

Increasing from about 5,000 to  
**12,000** people from 2000 to 2010.  
What are their demographic housing needs?

### **Population, 55 Years and Older.**

People 55+ have grown  
from 3,800± in 2010 to 7,800± in 2010.  
An increase of over **3,000** persons.

### **Unplanned Household Changes.**

Income adjustments; divorces; death;  
health issues; extended families; etc.  
Needs in the **Thousands**.

## Our “E&D” Housing Needs are 2 to 4 times greater than our Growth Target

### **Part 2 – Contextual Facts and Statements.**

The examples in the previous section do NOT include numbers, based on what was missing from the issues outlined in Part 1. After completing all information in Part 1, the overall numbers in the “Specific Calculations, Comments and Questions” section will **increase** significantly.

*Q. What is the range of numbers necessary to achieve City-wide housing affordability through balanced sustainable housing and to remedy deficient past, present, future and “Cycle of Life” economic & demographic housing needs and wants from within the community for smaller, rental and senior multi-family housing to an optimized level?*

A. The **optimized** range is from a low of 8,000 to a high of 20,000 multi-family units and that is **4,000 to 16,000 more multi-family units** than is presently planned for.

The Town Center can handle from 3,650 to 8,000 or more multi-family units than the 2,000 currently planned for, with no new traffic impacts. This totals 5,650 to 10,000 units.

**Optimized** changes should be appropriately phased in over four time frames:

- Immediately, before the end of July 2016.
- Between August and December 2016.
- During 2017 and 2018.
- Over the 20-year planning horizon of Comp Plan 2015.

The statement, that unmet economic and demographic needs are two to four times the growth target, is **LOW**, not high.

**This information is right.**

**It is imperative, that the City Council acts with conviction and at “light speed” to make changes to multi-family housing policies and to add Centers policies. Sammamish, by attaining “housing affordability through balanced sustainable housing”, will provide the many benefits of housing legacy and stewardship for generations.**

Sincerely and civic-mindedly,

Paul Stickney



## MEMORANDUM

Date: September 22, 2015

To: Paul Stickney

From: Chris Breiland and Sarah Keenan

**Subject: Analysis of Sammamish Town Center Trip Generation Rates and the Ability to Meet Additional Economic and Demographic Housing Needs Without Resulting in Additional Traffic Generation and Traffic Impacts**

SE15-0388

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This memorandum summarizes our review and analysis of the trip generation assumptions and observations that we have made in Sammamish. The goal of this memorandum is to provide insight to whether the trip generation estimates made by David Evans and Associates as part of the Town Center EIS accurately reflect a “suburban center” like that proposed for Town Center. The risk of overstating trip generation in Town Center is that it limits development opportunities in the City to provide housing to meet the economic and demographic needs of Sammamish residents. This memorandum does not call into question the total number of vehicle trips identified in the SEPA document, as that is fundamental to the City’s level of service policy. In this document, we explore whether additional development could be accommodated under the vehicle “trip cap” identified in the EIS by taking a more in-depth evaluation of the following factors:

- Trip generation rates based on a variety of residential and commercial land use categories<sup>1</sup>
- Urban form and location factors—the “Ds”<sup>2</sup>
  - Density of development

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<sup>1</sup> The Institute of Transportation Engineers (ITE) *Trip Generation Manual* has many different land use categories that transportation professionals have been collecting trip generation data on for many years. Land use categories can include both specific and generalized uses; for example, the manual has trip generation rates for “apartments,” “condominium/townhome,” “senior housing” “mid-rise apartments,” and “high-rise condominiums” just to name a few.

<sup>2</sup> As we note later in this document, not all of the “D” factors are relevant to Sammamish. Fehr & Peers has a tool to identify the major and minor factors based on where the city is located in the region and the transportation networks around the city. The “Ds” are explained in page 2 of this memo.



- Diversity of land uses (residential, retail, office, etc.)
- Design of the pedestrian, bicycle, local roadway system
- Distance to major employment centers
- Distance/accessibility to transit
- Demographics of residents (household size, income)
- Driving preferences (including whether people own a car)
- Comparisons of different types of developments in Town Center
  - Relative proportions of 1-2 story housing and 3-7 story housing
  - Senior housing versus all-age housing
  - Balancing retail and office/commercial uses
  - High-intensity retail (e.g., grocery stores that generate a lot of car trips) versus smaller-scale retail

**Summary of DEA Trip Generation Results**

As a first step of this analysis, Fehr & Peers reviewed the trip generation assumptions used by David Evans and Associates (DEA) in the Town Center EIS, as documented in a table emailed by Jeff Brauns to Paul Stickney on January 29, 2014. This table is provided below:

From: Jeff Brauns <[brauns@sammamish.us](mailto:brauns@sammamish.us)>  
Date: January 29, 2014 5:14:20 PM PST  
To: Paul Stickney <[stick@seanet.com](mailto:stick@seanet.com)>  
Subject: RE: Town Center Trip Generation

Hi Paul,

After looking back through the Town Center FEIS and supporting documentation, I think what you are primarily interested can be summarized by the table below. Please let me know if you'd like to discuss this in more detail.

Breakdown of Town Center modeled land uses:

Land Use Category	ITE Land Use Code	Town Center Units	Trip Rate per Unit	PM Pk Hr Trips
Single Family	210	100	1.01	101
Condominium	231	950	0.78	741
Apartment	220	950	0.62	589
<b>Residential Total</b>		<b>2,000</b>		<b>1,431</b>
Retail (broad avg)	**	397	6.81	2,703
Office	710	197	1.49	294
<b>Commercial Total (1,000 SF)</b>		<b>594</b>		<b>2,997</b>
<b>Net New Trips</b>				<b>4,428</b>

\* ITE Trip Generation (7<sup>th</sup> Edition) for PM peak hour of adjacent street traffic (4-6 PM)  
 \*\* The trip rate used above for Retail (6.81) is in the middle of broad range for all types of retail, and consistent with the traffic model rates.





Further review indicates that the total trips above were reduced by 24 percent to account for "internalization" within the Town Center (e.g., vehicle trips that begin and end in Town Center and therefore do not add to traffic outside of the area). Additionally, DEA quantified the number of Town Center trips that remain within the City (51 percent) and those that are external to the City (24 percent). These findings are outlined in the following figure taken from the FEIS and Impact Fee Study.

**Table 3-8. Sammamish Town Center PM Peak Hour Trip Generation Summary**

Trip Type	Trip Generation Area	Preferred Alternative		Discount Open Space Trips		
		Trips	Percent	O.S. Trips	Net Trips	Percent
1	Connects Within Town Center	1,468	30%	400	1,068	24%
2	Connects Within Sammamish	2,394	48%	150	2,244	51%
3	Connects External to City	1,116	22%	0	1,116	25%
<b>Total Gross Trips</b>		<b>4,978</b>	<b>100%</b>	<b>550</b>	<b>4,428</b>	<b>100%</b>

(DEA Analysis)

Source: 2006 Impact Fee Study

**1. Growth Trips in 2006 Impact Fee Calculation (Table 11)**

Land Use Category	Remaining Units	Trip Rate per Unit	PM Pk Hr Trips
Single Family	2,402	1.01	2,426
Multi-Family	285	0.62	177
Office			30
<b>Net New Trips</b>			<b>2,633</b>

**DEA Analysis:**

**2. Growth Trips in Town Center: Match with 4,978 above less 550 open space trips = 4,428 (see above)**

Land Use Category	Town Center Units	Remove Intra-Town Center Trips			Discount Intra-Sammamish Trips			Town Center Net New Trips	
		Trip Rate per Unit	PM Pk Hr Trips	0.24 Intra-Town Ctr Trips	Intra-City Trips (%)	Intra-City Trips (#)	Discount 50%		
Single Family	100	1.01	101	-24	77	15%	12	-6	71
Condominium	950	0.78	741	-179	562	15%	84	-42	520
Apartment	350	0.62	589	-142	447	15%	67	-34	413
Retail (broad avg)	397	6.81	2,703	-652	2,051	96%	1,969	-985	1,066
Office	197	1.49	294	-71	223	50%	112	-56	167
<b>Net New Trips</b>			<b>4,428</b>	<b>-1,068</b>	<b>3,360</b>		<b>2,244</b>	<b>-1,123</b>	<b>2,237</b>

Internal TC Rate = 0.24

**3. 2030 No Action Trips in Town Center Area (FEIS Table 3-4)**

**4. 2030 Growth Trips Resulting from Town Center Plan (net)**

**1. Growth Trips in 2006 Impact Fee Calculation (Table 11)**

**5. Total Growth Trips (Original Plan + Town Center Plan)**

**6. Number of through trips per 2006 Impact fee update was 10 trips. Town Center does not materially change this.**

**Key Assumptions:**

- a. Open space trips used in the traffic model should not be included in the basis for impact fees. In any event, they are largely internal to Town Center.
- b. All trips modeled as intra-Town Center should be removed as not contributing to capacity needs citywide
- c. Half of trips modeled as intra-Sammamish should be removed as double-count with existing planned trips.
- d. Allocation of intra-city trips to Town Center land uses in part (2) above is approximate but realistic. Effort to extract from traffic model trip tables would be large, and not change the outcome much.
- e. Trip rate used above for Retail (6.81) is in the middle of broad range for all types of retail, and consistent with the traffic model rates.
- f. Retail trips internalized are equivalent to pass-by discounts using ITE methodology. Net new trip rate for retail =  $1066/397 = 2.67/ksr$

Based on our professional review, the internalization results (24 percent) are reasonable for an area like Sammamish Town Center, however, there is no documentation on how the internalization rate



was calculated. A review of the intra-Sammamish trip results indicates that this is reasonable based on travel model information summarized in a December 19, 2007 memorandum from DEA entitled *Sammamish Town Center Traffic Redistribution Effects*.

To confirm the reasonableness of the overall trip generation and internalization calculations, we reviewed the ITE *Trip Generation Manual* and applied Fehr & Peers' MXD+<sup>3</sup> trip generation model, as documented in the following section.

### **ITE Trip Generation Land Use Category Review**

Table 1 summarizes the following land use categories DEA used to calculate the trip generation for Town Center.

**Table 1- Town Center Trip Generation Rates and Land Use Categories**

Land Use Code	Description	PM Peak Hour Trip Rate
210	Single family home	1.01 per unit
231	Low-rise condominium	0.78 per unit
220	Apartment	0.62 per unit
N/A	Retail	6.81 per 1,000 sq. ft.
710	Office	1.49 per 1,000 sq. ft.

As noted in the DEA documentation, "a broad average" of ITE rates was used to estimate retail trip generation.

ITE's recommended practice is to use locally-collected and validated trip generation data, supplemented, if needed, with the national data in the *Trip Generation Manual*. Land Use Codes 210, 220, and 710 are commonly used around the region to estimate trips for generic land uses where there is no locally available data to use.

#### *Multifamily Trip Generation Rates*

The application of land use code 231 is unusual. Typically ITE code 230 (condominium/townhome) would be used to represent a generic condominium development. A review of the *Trip Generation Manual* shows that the trip generation rate for ITE code 231 was based on five samples. In contrast,

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<sup>3</sup> Fehr and Peers MXD+ analysis and process is further explained on pages 7 and 8.



the trip rate for ITE code 230, with a PM peak hour trip rate of 0.52, is based on more than 340 samples and has half the standard deviation in the sample as compared to code 231.

Given the difference in trip generation rates between land use code 230 and 231, and ITE's recommendation to collect locally valid data, Fehr & Peers performed a trip generation count at the Saffron Apartments at 22850 NE 8<sup>th</sup> Street. Saffron was chosen because it is a mid-rise multifamily development in a mixed use development, typical of what is expected in Town Center. To obtain the trip generation count, Fehr & Peers contacted Saffron management and obtained permission to place a traffic counter at the entrance to the residential garage and collected two-days' worth of trip generation data at the complex. The trip generation results are summarized in the table below.

**Table 2- Saffron Trip Generation Rate Results**

Date		PM Peak Hour Observed Trip Count
Wed. April 22		24
Thurs. April 23		29
Average		27
Apartment Units	Occupied	Total Units
Studio	40	41
One Bedroom	30	30
Two Bedroom	27	27
Total	97	98
PM Peak Hour Trip Generation Rate Per Dwelling Unit		
Wed. April 22		0.24
Thurs. April 23		0.30
Average		0.28

As shown in Table 2, the Saffron trip generation rates are *much* lower than either land use code 220 or 231. While we cannot know for certain (since ITE does not collect demographic data when performing trip generation counts), it is likely that the characteristics of the people living in the Saffron are different than the average apartment/condo in the US. Specifically, we assume that there are fewer families with children and more singles or two-person households without children living in Saffron than a typical US multifamily home.





A closer examination of other ITE trip generation rates suggests that the following land use categories are closer to the observed rate from Saffron:

- Code 223: Mid-rise apartment<sup>4</sup> – 0.39 PM peak hour trips per dwelling unit
- Code 232: High-rise condominium<sup>5</sup> – 0.38 PM peak hour trips per dwelling unit

While still higher than the Saffron observation, the above rates are based on 12 observations and we feel that these better represent likely trip generation rates for multifamily development in Town Center. Additionally, when considering the potential trip generation rate reduction/internalization of a location like Town Center (or even the mixed use area where Saffron is located), the 223/232 rates are comparable to Saffron.<sup>6</sup> The list below summarizes how Saffron's trip generation rate compares to other ITE multifamily land use categories.

#### *Saffron Trip Generation Rates Compared to ITE Categories*

- 64 percent lower than ITE code 231 (the rate used in the DEA analysis for Town Center)
- 55 percent lower than ITE code 220 (the most commonly used multifamily trip generation rate)
- 46 percent lower than ITE code 230 (commonly used trip generation rate for condos and townhomes)
- 26 percent lower than ITE codes 223/232 (the ITE codes that are closest to Saffron)

#### *Senior Housing Trip Generation Rates*

Given the strong demographic trend toward aging in place (in other words, aging within the same community) and the transition of the large baby-boomer generation into the senior age category, it is reasonable to assume that Sammamish could see a significant increase in demand for senior housing in the coming years. As noted by the *Trip Generation Manual*, senior housing has distinctly different trip generation rates compared to all-age housing. Senior households tend to be smaller, have lower auto ownership rates, and tend to have less overall auto travel compared to other residential land use categories. The majority of senior housing developments in the Puget Sound Region are attached senior housing units that have a mix of assisted and independent living

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<sup>4</sup> Buildings with 3-10 floors

<sup>5</sup> Buildings with more than 3 floors (there is no mid-rise condominium category)

<sup>6</sup> As identified on page x, the expected trip reduction/internalization rate for an area like Town Center is between 20-40%, which is then deducted from these "base" or "raw" trip generation rates from ITE.



residents. ITE has land use code 252, which covers this category. ITE code 252 has a PM peak hour trip generation rate of 0.25 trips per dwelling unit.

#### *Retail Trip Generation Rates*

General retail trip generation is typically evaluated using ITE land use category 820 (Shopping Center), which has a PM peak hour trip generation rate of 3.71 trips per 1,000 square feet of floor space. Fehr & Peers research over the past 30 years has indicated that the trip generation rates for land use code 820 is accurate for retail strip centers that contain a mix of retailers. The DEA trip generation rate for retail is assumed to be 84 percent higher than the generic ITE category. This high trip generation rate would suggest that high-trip rate uses like grocery stores or restaurants are expected to constitute a large proportion of the land uses in Town Center.

To replicate the DEA trip generation rate, 40 percent of the land use in the Town Center or 160,000 square feet, would need to be a high-generation use like a supermarket. The upcoming Metropolitan Market project is likely to be in the 30,000-50,000 square foot range. Given the proximity of existing grocery stores just north and south of Town Center, it is unlikely that Town Center will have the high retail trip rate suggested in the DEA analysis. In summary, we find the retail trip generation rate assumption to be unrealistically high for Town Center and would recommend that a rate closer to the standard shopping center rate be used.

For the purposes of this memorandum, we are allocating the 400,000 square footage of commercial use in the Town Center plan as follows- 65,000 square feet to High Generation Retail ITE land use code 850 and 335,000 square feet to Shopping Center ITE land use code 820.

#### *Trip Generation Rate Conclusions*

Overall, our review of trip generation rates indicates that the assumptions used in the DEA analysis are higher than would be used in traffic studies for similar developments in surrounding communities. Based on a localized trip generation observation for multifamily uses and a more realistic assumption for retail uses, it is our opinion that the Town Center SEPA analysis overstates vehicle trip generation rates.

#### **Fehr & Peers MXD+ Analysis Results**

In addition to getting the trip generation rates correct, it is important to account for urban form and location characteristics that further influence how people travel. As described earlier, DEA



performed an “internalization” analysis which is a simplistic way to account for urban form and location characteristics. The purpose of this section is to compare DEA’s internalization rate to the output of Fehr & Peers MXD+ model, which is a tool that was specifically developed to estimate the degree that auto trips are reduced due to urban form and location characteristics. MXD+ was developed in conjunction with the ITE and the US Environmental Protection Agency (EPA) to better estimate the vehicle trip generation of mixed-use developments in both urban and suburban settings. From 2010 to 2012, Fehr & Peers studied over 260 suburban mixed-use projects to determine and develop the MXD+ tool. In addition, we are continuing to monitor dozens of projects in order to validate and improve upon the MXD+ tool. More detailed documentation and peer-reviewed journal articles are available upon request.

MXD+ starts with standard ITE trip generation rates and provides a reduction factor based on the following characteristics:

- Land use density of the study area, both internal and external to the development
- Diversity of land uses, both internal and external to the development
- Design of the pedestrian/bicycle network as measured by the number of intersections per acre (an industry-standard approach for measuring active transportation access—more intersections are related to more walking/biking routes)
- Amount of transit service immediately near the development area
- Household characteristics (household size, average car ownership) as reported by the US Census Bureau
- Proximity to major employment destinations (i.e., a “gravity” model measurement of how close the development is to major employment centers like Redmond, Bellevue, and Seattle)

The land use scenario analyzed as part of the Town Center EIS was input into MXD+ and the results are presented in Table 3.





**Table 3- Unadjusted ITE PM Peak Hour Trip Generation Results**

Land Use	ITE Land Use Code	Units/Square Feet	Trips	
			Fehr & Peers Results	DEA Results
Single Family	210	100 dwellings	101	101
Condo/Apartment	223/232	600	228	1,330*
Townhome	230	700	364	
Senior Housing	252	600	150	
<b>Residential Total Units/Trip Generation</b>		<b>2,000</b>	<b>843</b>	<b>1,431</b>
Shopping Center	820	335,000	1,243	N/A – a blended rate was used
High-Generation Retail (restaurant, grocery, drug store)	850	65,000	616	
<b>Retail Total Square Footage/Trip Generation</b>		<b>400,000</b>	<b>1,859</b>	<b>2,703</b>
Office	710	197,000	294	294
<b>Total Raw Trip Generation</b>			<b>2,996</b>	<b>4,428</b>
Internalization/MXD+ Reduction Rate			21%	24%
<b>Total Trip Generation (trips leaving Town Center)</b>			<b>2,373</b>	<b>3,360</b>

\* DEA assumed a mix of 950 apartments and 950 condos (ITE Codes 220 and 231)

Based on the urban form characteristics of the Town Center, MXD+ estimates a 21 percent reduction from the raw ITE rates, resulting in 2,373 new PM peak hour trips being generated. Note that the MXD+ trip internalization/reduction rate is somewhat lower than DEA's reduction, however the DEA analysis assumed much higher base trip generation rates, as noted above (48 percent higher than the trip rates we used for this analysis). The final results after internalization show that the DEA trip generation total is higher by 42 percent.

The 21 percent reduction is on the low-end of mixed-use center trip generation reductions as calculated by MXD+. For example, typical internalization reductions range from 20-40 percent for suburban mixed-use centers. The reason behind the relatively low 21 percent trip generation reduction stems from the lower densities of Town Center compared to other suburban town centers (e.g. a considerable proportion of Town Center is devoted to open space—not a common feature



of other town centers). Table 4 shows the results of Fehr & Peers validation of the MXD+ tool in two other high-income suburban town center areas with little transit service.

**Table 4 - Observed Trip Generation Results from Other Suburban Town Centers**

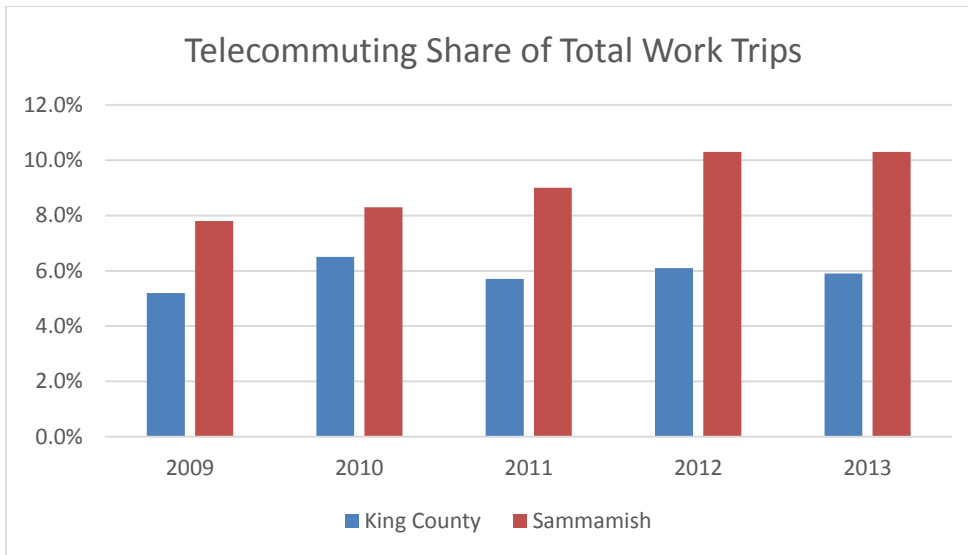
Name	Location	Relative Difference in Observed Rates to ITE Rates
The Villages	Irvine, CA	-18%
Rio Vista Station Village	San Diego, CA	-30%

As shown, the Sammamish Town Center would be in between the two centers identified above. The Irvine example, is a very large residential area with not as much in the way of retail or civic uses as Town Center, and thus has a relatively low internalization rate despite high densities. The San Diego site has a mix of use that is closer to Town Center, but has higher densities and thus a higher trip internalization/reduction rate. *The bottom line is that while Town Center has a somewhat lower trip internalization rate than other mixed use centers, a 20 percent internalization/reduction rate is still substantial and confirms that the overall strategy of creating a mixed use, connected center that provides a more environmentally sustainable choice of housing and retail for future Sammamish residents.*

#### **Other Trends Influencing Trip Generation**

In addition to the factors considered by MXD+, there are other trends that will have a tendency to reduce long-term trip generation in Sammamish. Fehr & Peers has prepared a series of research papers on the long-term trends that may affect vehicle travel, two of which we would like to focus on for Sammamish:

- **Telecommuting:** Telecommuting removes vehicles from the road during the peak travel times since people work from home. As shown in the chart on the following page, the share of people telecommuting is increasing across King County and even faster in Sammamish. Sammamish is home to many workers in the "Management, business, science, and arts occupations," which according to the Census Bureau, is the group of industries most likely to telecommute. Sammamish has an unusually high proportion of workers who telecommute and there is no indication that this will change over the coming years.



- Internet shopping: As people increasingly shop for items online, fewer trips are made to traditional retailers. Delivery trucks are much more efficient at delivering goods to people's homes than individual vehicles and many deliveries are made outside of the congested PM peak hour. High income communities like Sammamish tend to do more shopping online than other communities. Fehr & Peers research suggests that internet shopping could reduce vehicle travel in the 2-5 percent range over the coming years.

While both of these trends suggest that standard ITE trip generation rates may be high for Sammamish, we did not take these into account for our analysis. We point out these trends to emphasize that there are many factors that have the potential to impact future trip generation, and most of the trends are for fewer trips per capita. The amount of vehicle-miles generated per capita in the United States and Washington State peaked in 2004 and has been lower ever since. These trends tend to make the trip generation rates used in the original Town Center EIS look even more unrealistic.



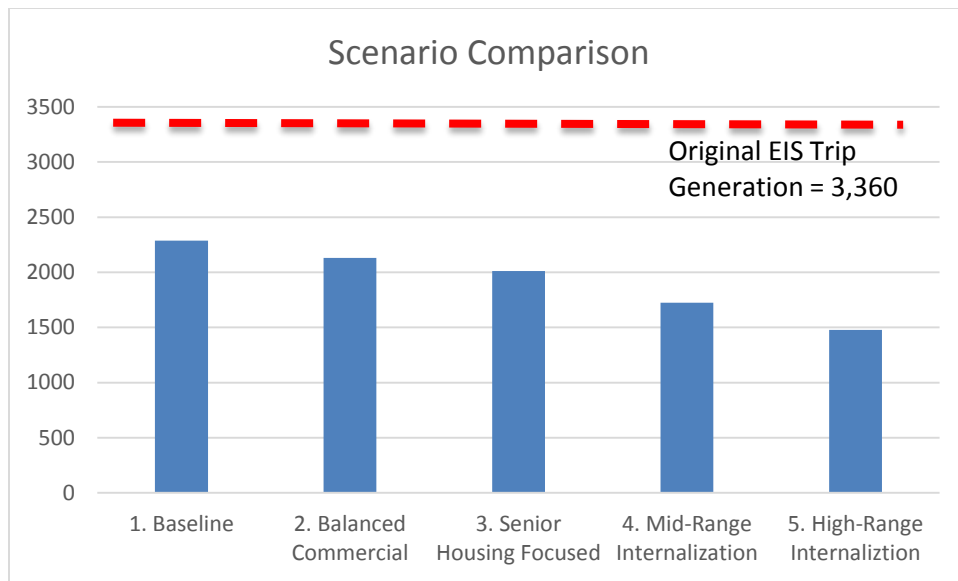


### **Trip Generation: Range of Scenarios**

The trip generation results presented in Table 3 reflect a land use concept that is similar to what was evaluated in the Town Center EIS, but with more appropriate multifamily and retail trip generation rates. However, given the economic and demographic housing needs in Sammamish and typical ratios of retail/office in other Eastside communities, we explored several other land use scenarios to understand their implications on trip generation. Note that all scenarios have the same number of total dwelling units and same amount of retail/office development. The scenarios are described below:

1. *Baseline: Assumes a balanced mix of housing types as shown in Table 3, above.*
2. *Balanced Commercial: Ratio of retail-to-office equal to that seen in downtown Mercer Island.*  
This scenario has the same housing assumptions as the baseline, but assumes less retail and more office space is developed, matching the ratio currently in place in downtown Mercer Island, which is 65% office and 35% retail.
3. *Senior Housing Focused: 50 percent of dwelling units are reserved for seniors. Same commercial mix as Scenario 2 but with 1,000 senior dwelling units, 500 townhomes, and 500 mid-rise apartments.*
4. *Mid-Range Internalization: Same as Scenario 2 but with a 30 percent internalization/MXD+ trip reduction.* Assumes a 30 percent internalization/MXD+ trip generation reduction, consistent with the mid-range of other suburban mixed-use areas researched by Fehr & Peers.
5. *High-Range Internalization: Scenario 2 with a 40 percent internalization/MXD+ trip reduction.* Assumes a 40 percent internalization/MXD+ trip generation reduction, consistent with the high-range of other suburban mixed-use areas researched by Fehr & Peers.

The chart below summarizes the results of the different scenarios and also includes a reference to the PM peak hour trip generation identified in the Town Center EIS:



\* From DEA "adjusted trips;" see red highlighted column on page 3

Using the revised trip generation rates described above and the MXD+ tool to account for internalized trips within Town Center, it is clear that all the scenarios described above should produce substantially fewer PM peak hour vehicle trips than was assumed in the Town Center EIS.



Table 5 summarizes the number of residential dwelling units assumed for the original Scenario Comparison Graph, *as well the additional residential dwelling units that can be accommodated under the original Town Center EIS assumed PM peak hour trip generation total*. In other words, our analysis evaluates the potential to accommodate additional multifamily housing units without generating more trips than was originally identified in the EIS.

**Table 5 – Summary of Residential Dwelling Units Assumed**

Scenario	Housing Unit Mix Assumed for Scenario Comparison*					Additional Housing Units					Total Housing Units**				
	Single Family	Mid-Rise Condo	Town-house	Senior Housing	Total	Single Family	Mid-Rise Condo	Town-house	Senior Housing	Total	Single Family	Mid-Rise Condo	Town-house	Senior Housing	Total
1	100	600	700	600	2,000	0	1,150	1,350	1,150	3,650	100	1,750	2,050	1,750	5,650
2	100	600	700	600	2,000	0	1,175	1,350	1,175	3,700	100	1,775	2,050	1,775	5,700
3	0	500	500	1,000	2,000	0	1,275	1,500	1,275	4,050	0	1,775	2,000	2,275	6,050
4	100	600	700	600	2,000	0	1,900	2,200	1,900	6,000	100	2,500	2,900	2,500	8,000
5	100	600	700	600	2,000	0	2,500	3,000	2,500	8,000	100	3,100	3,700	3,100	10,000

\* The Town Center EIS planned for 100 single family homes and 1900 multifamily homes. To be consistent in this memorandum, 2,000 housing units were assumed and allocated to the four different housing categories.

\*\* Total housing units that can be accommodated without exceeding PM Peak Hour trip threshold identified in the Town Center EIS.

The results summarized above suggest that Sammamish should change the present residential constraint from number of units to PM peak car trips, adjusted for internalization. Depending on what projects can best satisfy internal housing needs, the mix of land uses and types of residential units provided could vary and have a range of trip generation outcomes. As shown in Table 5, *up to 10,000 dwelling units can be supported in Town Center without additional traffic impacts in the City; this includes 2,000 units originally planned for and 8,000 additional units*. To ease implementation of the trip cap, Sammamish could monitor Town Center trip generation over time to understand the traffic dynamics of the area over time so that the trip rates can be fine-tuned to meet economic and demographic housing needs while protecting existing residents from traffic beyond the SEPA threshold. This type of trip cap monitoring is commonly used for corporate/university campuses and other subarea plans across the country.

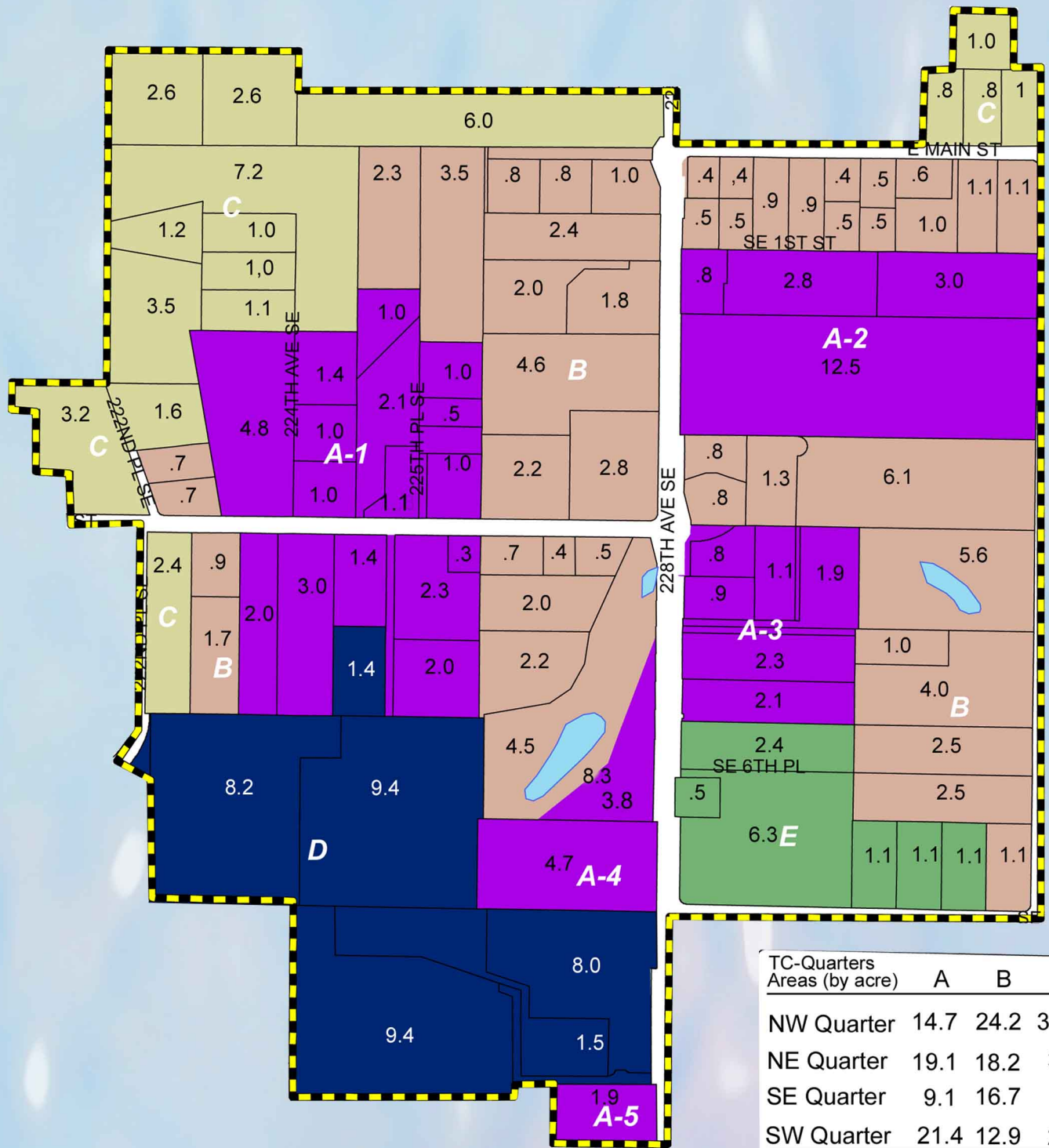




## **Conclusions and Recommendations**

Several important conclusions can be drawn from our analysis of Town Center:

- The distinct demographic characteristics of Sammamish residents who are likely to live in multifamily developments in the Town Center combined with the mix of retail and office uses in Town Center result in a substantial reduction in vehicle trip generation rates compared to raw ITE averages for suburban areas.
- The trip generation rates assumed in the original DEA analysis are high and are not supported by local data. We recommend using ITE land use category 223 or 232 for multifamily developments in Town Center based on our traffic count observations at Saffron, which are significantly lower than standard ITE rates. We also recommend the use of standard ITE land use codes for retail uses to represent retail development as the blended rate assumed in the EIS is unrealistically high when considering the nearby grocery stores north and south of Town Center.
- Ongoing trends in an aging population, increasing telecommuting, and increasing internet shopping will likely result in slightly lower per-capita vehicle trip generation in the future years. These further reductions have not been factored in to the five scenarios in this memorandum.
- There is likely to be a range of potential vehicle trip generation outcomes in Town Center depending on how development progresses and market forces impact land use demand. To provide developers with the greatest amount of flexibility to meet economic and demographic housing needs while protecting existing residents from excessive traffic congestion, we suggest the City adopt a trip cap and associated monitoring program for Town Center. This would shift the focus of the EIS transportation evaluation from an arbitrary limit on dwelling units/square feet to vehicle trips, which would allow a significant number of housing units to be built to meet economic and demographic needs without increasing PM peak vehicle trips beyond the SEPA threshold.
- There is strong and compelling evidence that the Town Center can support additional housing units, from a low of 3,650 to a high of 8,000, over and above the 2,000 units originally planned for (total units from 5,650 to 10,000) without generating additional traffic beyond which was identified in the EIS.



**Town Center Zoning Legend**

UGB

City Limits

Town Center

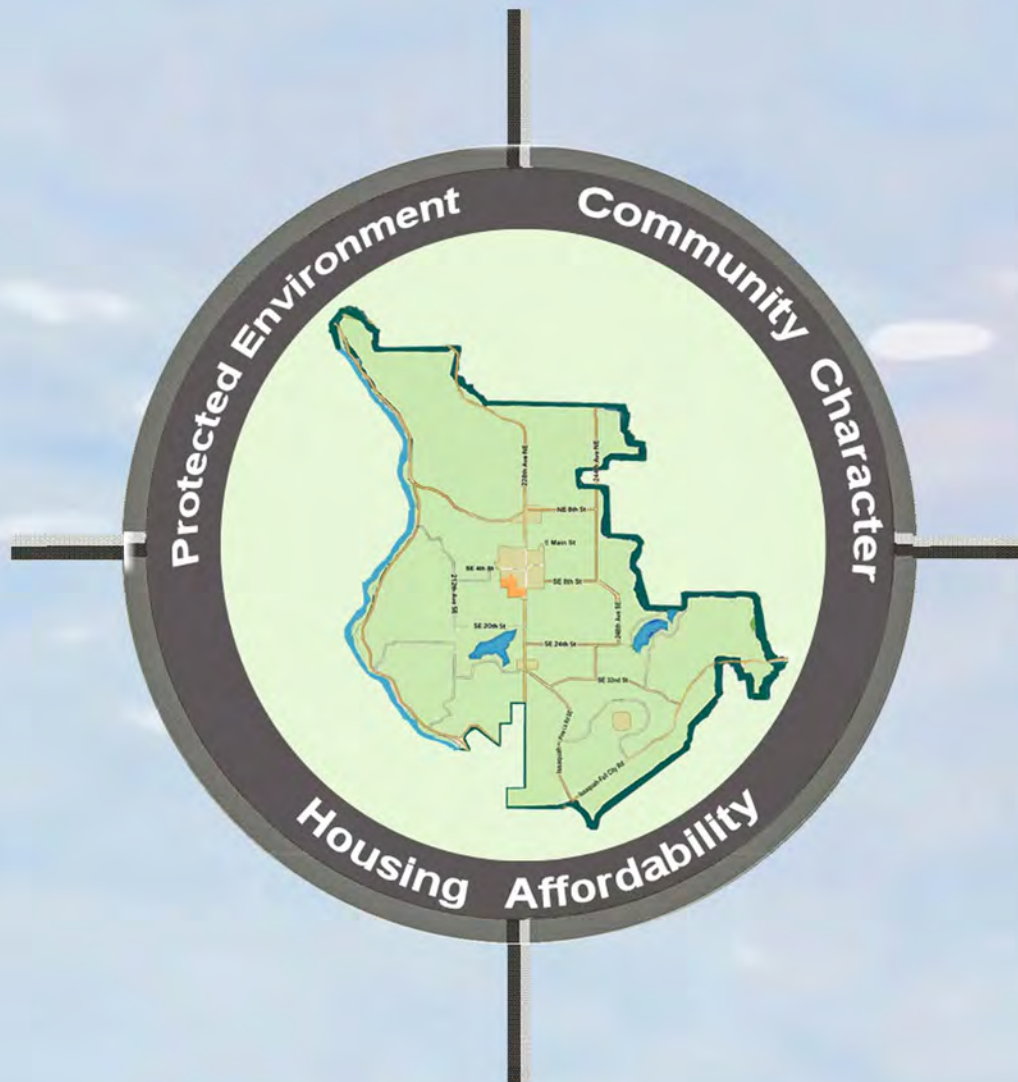
**Zoning CompPlan**

- TCA
- TCA-1
- TCA-2
- TCA-3
- TCA-4
- TCA-5
- TC B
- TC C
- TC D
- TC E

Plot Dte 8/2009

TC-Quarters Areas (by acre)	A	B	C	D/E	Totals
NW Quarter	14.7	24.2	30.7	—	69.6
NE Quarter	19.1	18.2	3.6	—	40.9
SE Quarter	9.1	16.7	—	12.5 <sup>E</sup>	38.3
SW Quarter	21.4	12.9	2.4	37.9 <sup>D</sup>	74.6
<b>Totals</b>	<b>64.3</b>	<b>72.0</b>	<b>36.7</b>	<b>50.4</b>	<b>223.4</b>

**– Making the Case for  
Supporting Housing Balance  
in Sammamish –**



**Please turn over this page  
for an Introduction**



# Making Sammamish a Better City

by

*Averting problems,*

*Remedying deficiencies,*

*Seizing opportunities.*



## ***These are vital issues facing Sammamish right now:***

- Lessening additional citywide suburban sprawl.  
*We already have too many large single-family homes.*
- Tackling infrastructure inadequacies.  
*Over 100 million dollars needed for wide-ranging infrastructure updates.*
- Looming long-term City budget revenue shortfalls.  
*The City will soon face deficits of 30 million dollars a year, or more.*
- Providing for our residents' Cycle-of-Life housing needs and wants.  
*Inclusiveness and Social Justice for those wishing to remain in the City.*
- Addressing internal housing supply shortages.  
*Well over 4,000 additional smaller homes are needed for Housing Affordability.*
- Changes to our Town Center Plan.  
*Wisely utilize this area to provide optimal retail, services and housing supply increases.*
- Making monies available to realize community projects.  
*More open space; individual neighborhood character; trails; Senior Center.*
- Preserving trees and preventing tree canopy loss.  
*Maintain a sense of place, community character and identity.*
- Limiting car trips and traffic congestion.  
*Reduce the time spent driving. Less hassle and stress.*

**Sammamish residents must be fully informed on each of the issues, in order to provide educated opinions and community consensus on these crucial matters.**

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**What is the solution for these problems, deficiencies and opportunities?**

***Housing Balance*** is the foremost answer.

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Attached, are three Overviews regarding Housing Balance for Sammamish. They only take a few minutes to read, so please read them in order One > Two > Three, as they build on each other.

For questions and/or more information, please do not hesitate to contact Paul Stickney by phone: (425) 417-4556 or email: [stick@seanet.com](mailto:stick@seanet.com)

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Richard Birgh by email: [rbirgh@comcast.net](mailto:rbirgh@comcast.net)

**Introduction to Overviews.** This is about attaining and then retaining **Housing Balance** in Sammamish.



## – Making the Case for Supporting Housing Balance in Sammamish –



### ***Index of Tabs:***

**Tab 1. Appeal of the 2015 Sammamish Comprehensive Plan**

*Sammamish has focused primarily on the environment, parks, and the **public** built environment. Now is the time to optimize the **private** built environment – smaller housing, services and retail.*

**Tab 2. Housing in Sammamish – Policy Narrative by ECONorthwest**

*Creating Optimal, Balanced, Sustainable housing for those living and/or working in Sammamish.*

**Tab 3. These three Documents are Imperative to Read and Understand**

- *Synopsis – What, why, holistic details and Outcome/Vision for Housing Balance.*
- *Irreducible Indispensables – principle statements and foundations that are crucial to realize.*
- *Housing Needs – our deficient housing needs are 2-4 times greater than our growth target.*

**Tab 4. Building Better Budgets**

*Mixed-use and Smart Growth have less infrastructure costs, lower service delivery costs and provide far greater tax revenue generation per acre than conventional, suburban sprawl development.*

**Tab 5. Fehr & Peers Transportation Memorandum – One of two**

*Meeting past and present Economic and Demographic smaller Housing Needs and Wants in the Sammamish Town Center now, without resulting in Additional Traffic Generation or Impacts.*

**Tab 6. Fehr & Peers Transportation Memorandum – Two of two**

*Traffic Generation data from Starpoint Condos (on the Plateau) and other Eastside communities.*

**Tab 7. Highlighted Portions of the Growth Management Hearing Board Decision**

*Specific numbers for the housing supply, need and gap of all economic and demographic groups in Sammamish are missing. Without this data, the City cannot evaluate the adequacy of its Housing and Centers policies to meet past, present and projected Cycle-of-Life housing needs and wants.*

**Tab 8. Suggested Remedies to Achieve Housing Balance in Sammamish**

*Knowledgeable, comprehensive and highly refined recommendations for attaining the Legacy and Stewardship of Sustainable Housing Balance – right now, for decades and generations to come.*

For questions and/or more information, please do not hesitate to contact  
Paul Stickney by phone: (425) 417-4556 or email: [stick@seanet.com](mailto:stick@seanet.com)

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Richard Birgh by email: [rbirgh@comcast.net](mailto:rbirgh@comcast.net)





**BEFORE THE GROWTH MANAGEMENT HEARING BOARD  
CENTRAL PUGET SOUND REGION**

PAUL STICKNEY and  
RICHARD BIRGH

Petitioners,

VS.

CITY OF SAMMAMISH

Respondent

Case NO

**PETITION FOR REVIEW**

**I. PETITIONERS**

1. Petitioners to this action are:
  - a) Paul Stickney  
504 228th Ave SE.  
Sammamish, WA 98074  
Email: stick@seanet.com  
Phone: 425 417-4556
  - b) Richard Birgh  
442 228<sup>th</sup> Ave SE  
Sammamish, WA 98074  
email: rbirgh@comcast.net  
Phone 425 997-8641

**II. CHALLENGED ACTION**

City of Sammamish Ordinance O2015-396, adopting the 2015 Sammamish Comprehensive Plan passed by the City Council October 13th, 2015. Date of Publication October 16th, 2015. Effective Date October 21st 2015.

Primarily, the focus of this Petition for Review is on the Housing Element, the Land Use Element, the Introduction and the lack of an Economic Development Element.

Secondarily, the focus of this Petition for Review is on other Elements, as appropriate, so they would be internally consistent should the GMHB determine invalidity of particular parts of this ordinance.

### **III. Background**

Fundamental precursors to Issues A, B, C, and D are:

#### Housing Affordability

Rental and Ownership housing is available for all those living and/or working in Sammamish at a point where total housing costs are no more than 30% of household income.

#### Balanced Sustainable Housing

This refers to reaching the point where the City's housing supply matches the housing needs for all economic segments and demographic groups for everyone living and/or working in the City.

#### **Issue A. Inadequate Goals and Policies to meet several decades of deficient, Internal Economic and Demographic Housing Needs.**

The Growth Management Act (GMA) requires all Cities to meet housing needs for all economic segments of their population and for cities to follow Regional Multi-County and County Planning Policies. Housing policies by both the four-county Puget Sound Regional Council (PSRC) and King County call for every City to meet all economic and demographic housing needs of their citizens.

The City of Sammamish incorporated in 1999 and inherited significant housing deficiencies from over 40 years of prior King County governance. The housing supply in Sammamish in 1999 was deficient in meeting the housing needs for all economic segments and demographic groups of the population at that time.

The housing deficiencies grew from 1999 to 2014 under Sammamish governance. The housing built during this period consisted of predominantly larger, detached single-family homes. Very little smaller or multi-family housing, that was not already in the King County pipeline at the time of incorporation, was produced in this time period.

The City of Sammamish produced a Housing Needs Analysis during the Comprehensive Plan update. The analysis was unfortunately incomplete and inconclusive. Specifically, housing supply numbers were missing for each economic segment and each demographic group. Housing need numbers were not identified for each economic segment and each demographic group. The most important result of a housing needs analysis identifying surplus or deficient gaps and also the magnitude

of each gap for all economic segments and all demographic groups were not determined. Not only did the analysis not determine present housing gaps, nor did it contemplate deficient and surplus housing gaps over the 20 year planning horizon for all economic segments and all demographic groups in Sammamish.

The City did not conduct a statistically valid survey during the update process in order to determine current and future citizens' wants and preferences for smaller, rental and senior housing from the perspective of a sustainable 50-100 year cycle of life.

The Public was not actively or adequately informed during the update process of the what's and why's behind housing requirements, policies, intent and spirit of the GMA, the Department of Commerce, PSRC and King County.

There were no comprehensive pro and con discussions held during the update process in regards to meeting deficient internal housing needs and factoring in any objective gap results from the Housing Needs Analysis; nor in regards to any findings from a statistically valid survey on housing wants; nor the holistic positions of the GMA, the PSRC and King County on housing. There was consequently no fully informed input from the public.

The housing element in Comprehensive Plan 2015 is a subjective fiction, substantially lacking in goals and policies to remedy significant, long-standing deficient internal housing needs as required by the GMA and the PSRC and King County policies.

**Issue B. Planned new Economic Development Element was dropped in obscure public document without a publicly made legislative decision.**

Most cities in the four-county Central Puget Sound Region with over 20,000 people have an Economic Development Element in their Comprehensive Plan. The City of Sammamish did not have an Economic Development Element in its first Comprehensive Plan, which was initially adopted in 2003 and updated in 2005 and 2006.

Through 2014, Sammamish policy on economic development has been tantamount to a de-facto endorsement and continuance of inherited, insufficient King County policies on jobs and services and, in addition, meeting regionally assigned job target numbers.



The City of Sammamish, beginning in 2011 and through 2013, worked on an Economic Development Strategic Plan.

In mid-2013 the City publically began its Comprehensive Plan update, known both as Comprehensive Plan 2035 and Comp Plan 2015. Regarding this update, the City is stating on its website:

“In addition, the City plans to add a new sustainability element, based on the City’s recent work on a sustainability strategy, and a new economic development element based on the on-going work on an economic development strategy.”

The City entered into a contract with a third party consultant, which included adding the Economic Development element. Some of the primary scoping to be addressed were: Jobs Creation and Jobs Housing Ratio; Trade Capture Percentages; Retail, Medical, Professional and General Services; and Local Entrepreneur Business Opportunities.

Instead of building on work already done from 2011 through 2013, and then performing comprehensive needs analyses and statistically valid surveys on jobs, services and business opportunities, the economic development element was dropped in early 2015, buried within an obscure document given to the Planning Commission and without public legislative decision being made by the City Council.

Then, after dropping the Economic Development Element in a quiet, non-transparent manner, the City of Sammamish did something ludicrous. The City stated in recently adopted Comp Plan 2015 that it would “consider” an Economic Development element in the future, while at the same time, the information on the City’s website continues to state that this element was to be included after investing three years on Economic Development Strategic Planning.

Because comprehensive, objective needs analyses and statistically valid Citizen survey results on Economic Development are missing, the current Comp Plan is rooted far too deeply in subjectivity. This allows a political platform for future decision making, based primarily on feelings, absent unbiased facts.

**Issue C. The Town Center Sub-Area plan, slated for Holistic review per City Resolution R2013-561 was quietly discarded in a buried document absent a City Council Vote.**

The Town Center Plan was worked on from 2006 through its adoption in 2008. Most of the Development Regulations were adopted in 2010, with some additional regulations in 2011.

The City Council adopted by resolution in the latter part of 2013 a “holistic” review of the Town Center plan. Much of the Town Center Plan is well crafted, but there are three inadequate areas, which are: 1) The number of residential homes allowed; 2) Impact fees, primarily Transportation fees; and 3) Public-Private proportionality of infrastructure cost sharing.

Pertinent to the number of residential homes allowed in the Town Center, the City Council imposed a limit of 2,000 homes over the 240 acre Town Center area. This political constraint was primarily rooted in meeting future growth targets, SEPA limits on Town Center car trips and subjectivity.

Not contemplated in the Town Center’s 2,000 unit limitation was the magnitude of unmet, internal, economic and demographic housing needs; statistically valid Citizen wants and preferences for smaller, rental and senior housing; peer city multi-family to single-family relationships; constituent parts that make up successful Town Centers.

Another major policy issue pertaining to housing units in the Town Center is “optimize” vs. “minimize”. Most of the City is under housing policy of “minimize and mitigate”, which is understandable in areas where there is a surplus of larger, single-family homes.

Housing policy needs to be different in areas with a deficiency in housing as opposed to where there is a surplus. The appropriate housing policy where there are housing deficiencies is “optimize and mitigate”. Therefore, the Town Center Plan needs reevaluation and reconsideration based on housing policies of “optimizing”.

Pertinent to Transportation and impact fees, what the City is charging for multi-story and senior housing types are overstated relative to the traffic they actually generate. Further, consideration needs to be given to impact fee reductions for internalization car trip adjustments due to the complete, compact and connected form of a Town Center.

Participation in Infrastructure Costs. Virtually all infrastructure costs presently fall on property owners as opposed to cost sharing in a joint public-private relationship. Policy in Sammamish is

“development pays for development”. This is appropriate for new single-family development, where the primary interest is private homes. This policy is not appropriate in the Town Center, where there are three broad public interests other than housing, - the City, the Citizens and Visitors to Sammamish. Nexus of proportionality tests need to be applied and the appropriate percentages of infrastructure costs bourn by both the City and Development.

Rather than addressing the number of housing units, transportation issues and participation cost sharing as parts of the Holistic review of the Town Center, the City instead deferred these matters yet again. The City stealthily dropped the Holistic review of the Town Center without any public City Council discussion or a public vote - an opaque approach.

**Issue D. Cumulatively, Comprehensive Plan 2015 is out of GMA discretionary bounds in favor of the Natural Environment and to the detriment of Private Built Environment.**

The issue here is the level of emphasis and thoroughness that has been given to the Natural Environment as opposed to the level of emphasis and thoroughness given to the Private Built Environment over the past fifteen years.

The Natural Environment refers to the Environment, Parks & Recreation, Open Space and Shorelines vs. The Private Built Environment that refers to Housing, Jobs, Services and Property Rights.

Anecdotally, the City has given the Natural Environment more than ten times the emphasis and thoroughness than it has given the Private Built Environment over the last 15 years. This is out of discretionary bounds relative to GMA Planning Goals for urban cities.

One of the consultants, Joe Tovar, whom the City hired to work on the Comprehensive Plan, used a great analogy of the Mississippi River. Mr. Tovar put up a slide of the Mississippi at a point where it was very wide and then said “think of the river in this picture as a wide range of GMA discretion a city has, but there are still banks”. Expanding on Mr. Tovar’s analogy, let’s call one of the banks the lower threshold of discretion, and the other bank the upper threshold of discretion.

Using this analogy in Sammamish, the cumulative total of Natural Environment actions over the last 15 years are at or beyond the upper bank of discretion, and the Cumulative total of Private Built Environment actions are well below the lower bank of discretion.



Besides the levels of emphasis and thoroughness, another divide between the Natural Environment and the Private Built Environment in Sammamish is the level to which policies and related regulations/codes translate into “on the ground” realities. Most Natural Environment policies and regulations in Sammamish are synchronized to translate into on the ground realities. Most Private Built Environment policies and regulations are not synchronized and do not translate into on the ground realities.

Relative to balancing GMA goals, Sammamish is long on the Natural Environment and short on the Private Built Environment.

#### **IV. STATEMENT OF THE ISSUES**

##### **Relevant Codes and Policies that apply to the Issues in A, B, C and D:**

RCW’s – listed below are included, but not limited to, sections:

- 36.70A.020 - Planning Goals 1 through 14
- 36.70A.210 - (1), (2), (7)
- 36.70A.370 - (1), (2)
- 36.70A.215 - (1a), (1b), (2a), (2b), (2c), (3b), (6)
- 36.70A.110 - (1), (2)
- 36.70A.070 - (2d)

WAC’s – listed below are included, but not limited to, sections:

- 365.196.400 - (1a)
- 365.196.315 - (3xii,) (4b)
- 365.196.310 - (4biiE)
- 365.196.300 - (1), (3b), (3bi), (3bii), (4f), (5)
- 365.196.305 - (3)
- 365.196.050 - (2), (3), (5)
- 365.196.410 - (1a), (1d), (2ai), (2aii) (2b), (2bi), (2bii), (2ci), (2cii), (2civ) (2di), (3civ), (3dii), (3eiC), (3eivA), (3eivB), (3eivC), (3eivD), (3fi), (3fiC), (3fiii)
- 365.196.405 - (2), (2cii), (2f), (2l), (2mii)

PSRC: Puget Sound Regional Council Multi-County Planning Policies (MPP’s) that pertain to housing, land use, economic development and centers.

KC: King County Planning Policies (CPP’s) that pertain to housing, land use, economic development and centers.

**Issue A – Deficient Internal Economic and Demographic Needs.**

1. Did the Housing Needs Analysis in Sammamish determine the specific number of homes available (supply) for all economic segments and demographic groups?
2. Did the Housing Needs Analysis in Sammamish determine the specific number of homes needed for all economic segments and demographic groups?
3. Did the Housing Needs Analysis in Sammamish identify the specific surplus or deficient gaps associated for all economic segments and demographic groups?
4. Is it appropriate for the City of Sammamish to not have statistically valid survey results for Citizen wants and preferences for smaller, rental and senior housing?
5. Does the 2015 Sammamish Comprehensive Plan have enough emphasis and thoroughness on goals and policies to meet deficient, internal housing needs for all economic segments and demographic groups for three time periods: 1) past deficiencies inherited from King County before Sammamish Incorporated 2) over the last 15 years under Sammamish governance? 3) for the next 20 year planning horizon?

**Issue B – Economic Development Element**

6. Is it appropriate for Sammamish to not have an Economic Development Element, in light of the size of the City; the inherited deficiencies in jobs and services while under King County governance; little to no jobs or services added over the last 15 years under Sammamish governance; GMA goals; and the fact that the city has added three other non-mandatory elements in the Comp Plan, Environment & Conservation, Parks and Sustainability?
6. Sammamish did three years of Economic Development Strategic planning from 2011 to 2013; stated continuously on the Sammamish website the City planned to add an Economic Development Element to this Comp Plan; adopted a resolution that included the Economic Development Element; entered into a contract with a 3<sup>rd</sup> party consultant to assist with the Comprehensive Plan which included adding an Economic Development Element; then dropped the Economic Development Element with no public discussion or legislative vote.

7A. Does the above meet GMA goals?

7B. Does the above meet GMA citizen participation and coordination standards?

### **Issue C – Town Center Sub Area**

8. There is a political constraint of 2,000 units in the Town Center that is primarily rooted in meeting future growth targets, partially erroneous SEPA limitations on PM Peak Car Trips, anecdotal evidence and subjectivity. Absent from decisions of the number of units in the Town Center were the following objective factors - comprehensive and complete Housing Needs Analyses; statistically valid citizen surveys for wants and preferences of smaller, rental and senior housing; peer city multi-family to single family percentage comparisons; constituent parts makeup of successful Town Centers; appropriate PM peak car trips and internalization factors. Should the 2,000 housing limit in the Town Center Sub-Area plan be re-evaluated and re-considered in light of the objective factors mentioned above?

9. Housing policy for all of Sammamish is “Minimize and Mitigate”. This may be appropriate where there is a housing surplus, which is the case for most of the City with detached single-family homes in suburban neighborhoods. The policy of “minimize and mitigate” is also applied to the Town Center, which is not appropriate where there are significant deficiencies of smaller, rental and senior housing to meet unmet internal housing needs, past, present and future. Should the City reevaluate and reconsider the 2,000 housing limit in the Town Center Sub Area-Plan with a fundamental policy shift to “Optimize and Mitigate”?

10. Private property owners bear the majority of the burden for infrastructure of Town Center development under the Sammamish policy of development pays for development yet there are three other broad public interests involved - The City; Citizens of Sammamish; and Visitors to the Town Center. Should policy be changed in Sammamish according to nexus of proportionality findings so Town Center infrastructure costs are shared appropriately between private property owners and the City?



**Issue D – Cumulative Bounds and Balance**

- 11. Has Sammamish shown enough thoroughness and emphasis in meeting GMA Planning Goals of Urban Growth; Reduce Sprawl; Transportation; Housing and Economic Development over the past 15 years since incorporation in 1999?
- 12. Is the relative balance between the Natural Environment and the Private Built Environment in Comprehensive Plan 2015 within the range of discretion for meeting all GMA goals?

**V. STANDING**

In the public process leading up the adoption of the Sammamish Comprehensive Plan 2015 (Ordinance O2016-396) the petitioners participated orally and with extensive written documentation.

Petitioner Paul Stickney attended nearly every Planning Commission meeting and City Council meeting for over two years, beginning in October of 2013 and continuously through December of 2015.

Accordingly, the petitioners have standing to bring this Petition for Review.

**VI. ESTIMATED TIME FOR HEARING ON THE MERITS**

Petitioners estimate that the hearing on the merits in this matter will take approximately ½ day.

**VII. RELIEF SOUGHT**

Petitioners request the Growth Management Hearing Board issue a Final Decision and Order that includes a Determination of Invalidity for parts of this Ordinance. Petitioners request this Order of Invalidity include:

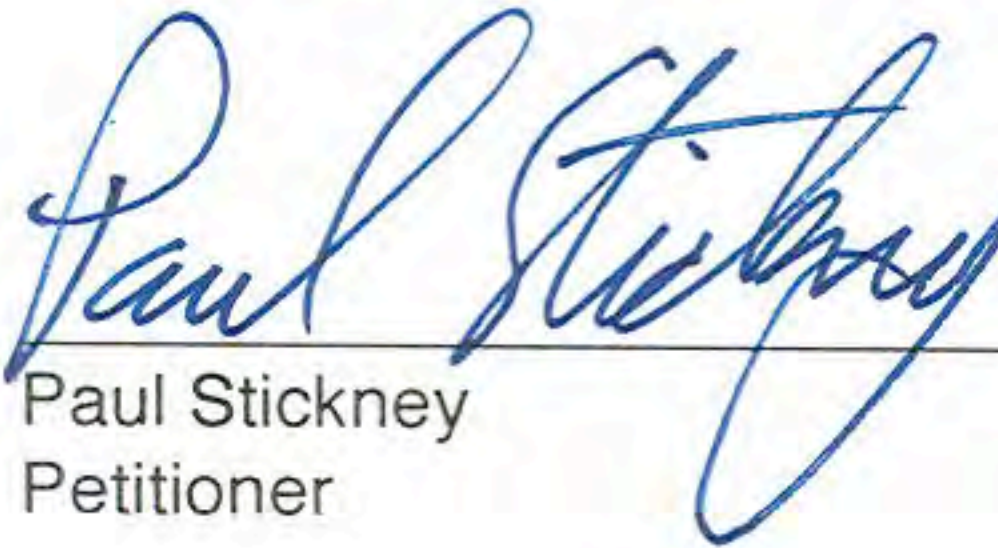
- (a) A determination that the continued validity of parts of the Ordinance would substantially interfere with realizing GMA goals.
- (b) Findings of noncompliance and specifying the parts of the Ordinance that are invalid, and the reasons for their invalidity.

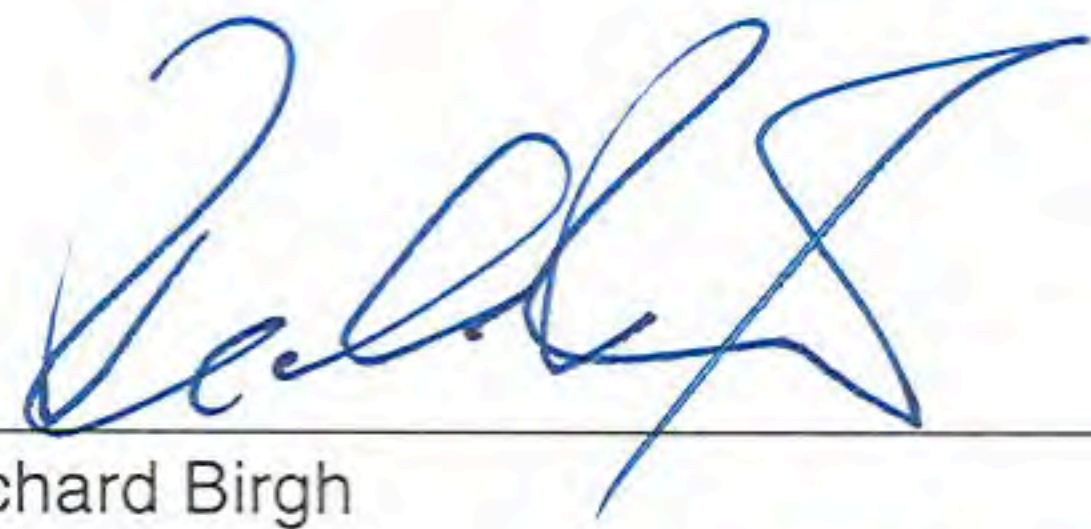
- (c) Remanding the noncompliant findings to the City to take legislative action to make changes to the invalid parts of the ordinance to achieve compliance with the GMA.
- (d) Specifying time frames for major benchmarks in the compliance process.
- (e) Other findings by the GMHB, as warranted and appropriate.

#### VIII. VERIFICATION

The Petitioners have read the Petition for Review and believe the contents to be true.

Dated this 15<sup>th</sup> Day of December 2015.

  
Paul Stickney  
Petitioner

  
Richard Birgh  
Petitioner

**CITY OF SAMMAMISH  
WASHINGTON**

**ORDINANCE NO. O2015 - 396**

---

**AN ORDINANCE OF THE CITY OF SAMMAMISH,  
WASHINGTON, REPEALING THE SAMMAMISH  
COMPREHENSIVE PLAN; ADOPTING THE 2015  
SAMMAMISH COMPREHENSIVE PLAN; PROVIDING  
FOR SEVERABILITY; AND ESTABLISHING AN  
EFFECTIVE DATE**

WHEREAS, the Sammamish City Council initially adopted the City's Comprehensive Plan on September 16, 2003, and has amended it cyclically thereafter; and

WHEREAS, pursuant to the schedule provided in RCW 36.70A.130, each Washington city and county must periodically review and, if needed, revise its Comprehensive Plan and development regulations to ensure that they comply with the Growth Management Act ("GMA"); and

WHEREAS, the City conducted a public scoping process to review its Comprehensive Plan, and on June 17, 2013, approved a scope of work for amendments, including revisions needed to comply with Chapter 36.70A RCW; and

WHEREAS, these revisions include a new Shoreline element, which is consistent with the adopted City of Sammamish Shoreline Master Program; and

WHEREAS, in accordance with WAC 365-195-620, a notice of intent to adopt the proposed Comprehensive Plan amendments was sent to the State of Washington Department of Commerce on January 22, 2015, to allow for a 60-day review and comment period; and

WHEREAS, an environmental review of the proposed Comprehensive Plan amendments has been conducted in accordance with the requirements of the State Environmental Policy Act ("SEPA"), and a SEPA threshold determination of non-significance and notice of adoption was issued on January 22, 2015, and sent to state agencies and interested parties; and

WHEREAS, consistent with RCW 36.70A.035, RCW 36.70A.130(2), and RCW 36.70A.140, the City established and broadly disseminated to the public a public participation program for the review and revision of its Comprehensive Plan; and

WHEREAS, the public process for the proposed amendments has provided for early and continuous public participation opportunities, including inviting public comment on the City's website from November 2013 through October 2015; at the City's Farmers' Market from September 2013 through September 2014; at the City library; in local store displays and at other



occurring between October 2013 and December 2013, and between June 2014 and September 2014; at meetings of business groups and civic organizations from October 2013 through December 2013; at local middle schools and high schools; at a City Hall Youth Board meeting in December 2013, and at the Call to Artists between May 2014 and August 2014; and

WHEREAS, the City also held two public open houses on January 20, 2015, and on May 28, 2015; and

WHEREAS, the Planning Commission also considered the proposed amendments at over 30 open public meetings from September 2013 through February 2015, and which included public hearings held on January 22, 2015 and February 5, 2015; and

WHEREAS, on February 5, 2015, the Planning Commission considered the public comments received and other information presented at various public meetings and public hearings and voted to recommend adoption of an amended Comprehensive Plan to the City Council; and

WHEREAS, the City Council's Committee of the Whole considered amendments to the Comprehensive plan on April 20, 2015; May 18, 2015; June 15, 2015; and September 14, 2015; and

WHEREAS, the of City Council considered amendments to the Comprehensive Plan at study sessions on April 14, 2015; May 12, 2015; June 1, 2015; June 9, 2015 and July 14, 2015 and at public hearings held on March 17, 2015; July 7, 2015; July 21, 2015; September 1, 2015; and October 6, 2015; and

WHEREAS, the City Council has considered the goals of the GMA as set forth in RCW 36.70A.020 and determined that the Comprehensive Plan amendments attached hereto reflect the City's balancing of the public interests under the planning goals of the GMA;

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

**Section 1. Sammamish Comprehensive Plan Repealed.** The Sammamish Comprehensive Plan is hereby repealed in its entirety.

**Section 2. 2015 Sammamish Comprehensive Plan Adopted.** The 2015 Sammamish Comprehensive Plan dated October 1, 2015, which is comprised in its entirety of Volumes 1 and 2 attached hereto, is hereby adopted as if fully set forth herein. Consistent with RCW 35A.21.010, the Comprehensive Plan may be modified by the City Manager in the form of minor and non-substantive grammatical and punctuation edits prior to filing of this ordinance with the Washington State Department of Commerce.

**Section 3. Severability.** Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance 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 Ordinance or its application to other persons or circumstances.

**Section 4. Effective Date.** This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

**ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 13<sup>th</sup> DAY OF OCTOBER 2015.**

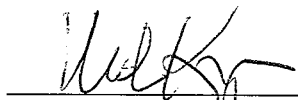
CITY OF SAMMAMISH

  
\_\_\_\_\_  
Mayor Thomas E. Vance

ATTEST/AUTHENTICATED:

  
\_\_\_\_\_  
Melonie Anderson, City Clerk

Approved as to form:

  
\_\_\_\_\_  
Michael R. Kenyon, City Attorney

Filed with the City Clerk:	August 28, 2015
Public Hearing:	July 7, 2015
First Reading:	July 7, 2015
Public Hearing:	July 21, 2015
Second Reading:	July 21, 2015
Public Hearing:	September 9, 2015
Public Hearing:	October 6, 2015
Passed by City Council:	October 13, 2015
Date of Publication:	October 16, 2015
Effective Date:	October 21, 2015

BEFORE THE GROWTH MANAGEMENT HEARINGS BOARD  
CENTRAL PUGET SOUND REGION

PAUL STICKNEY and  
RICJARD BIRGH  
Petitioner(s),

Case No. - -

vs.

DECLARATION OF SERVICE

CITY OF SAMMAMISH,  
Respondent,

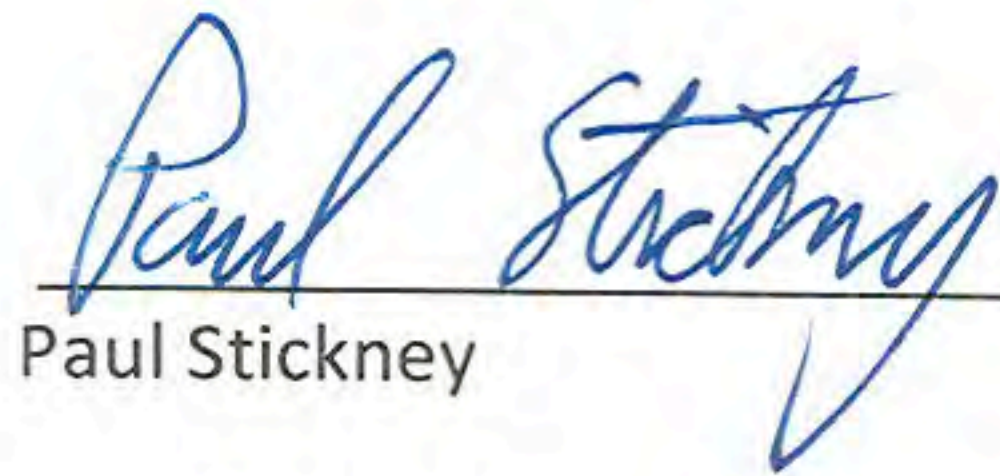
We, Paul Stickney and Richard Birgh under penalty of perjury under the laws of the State of Washington, declare as follows:

We are the PETITIONERS. On the date indicated below, we caused *PETITION FOR REVIEW* to be served on the persons listed below in the manner indicated:

*City Of Sammamish*  
*801 228<sup>th</sup> Aves SE*  
*Sammamish WA, 98075*

- by U.S. Mail*  
 by Express Mail Service  
 by Legal Messenger Service  
 by Facsimile  
 by E-mail

Dated this 15th day of December 2015.

  
Paul Stickney

  
Richard Birgh



**Tab 2**

# HOUSING IN SAMMAMISH

## Rethinking Stewardship and Community Legacy

### Local and Regional Need to Meet Housing For All

The success of the Puget Sound region lies in focusing growth into central places within its cities with a mix of uses and activities. The regional growth strategy implemented by Puget Sound Regional Council and King County has asked cities to focus housing growth in local centers for a myriad of reasons. **Housing must meet all growth targets and economic and demographic needs essential for both the region and local jurisdictions to strive for housing inclusiveness and sustainability.** The Sammamish Town Center has been designated by city residents as logical place to grow and provide more housing for the city in a cost-efficient manner.

### Doing More—City Leadership and Policy Must Lead the Way for Equitable, Balanced and Sustainable Housing

As the region and individual cities grapple with growth and change, there is a growing impetus for community leaders to do more to meet these challenges. King County Planning Policies to local jurisdictions have asked cities to take a long, hard, and honest look at their housing needs and policies. The Countywide Planning Policies provide a framework for all jurisdictions **“to plan for and promote a range of affordable, accessible, and healthy housing choices for current and future residents, and that the housing needs of all economic and demographic groups are met within all jurisdictions.”**

### “Show Your Work” on Housing

Comprehensive plan policies and development regulations, informed by housing needs analyses that identify supply, demand, and deficient or surplus housing gaps for all economic and demographic groups, create opportunities for a variety of housing types. The balance between policies and housing needs also increases the likelihood of having healthy communities that can support a transportation system with a variety of transportation modes, such as: less car use through internalization, local transit options, bike lanes, and pedestrian pathways.

PSRC requires local jurisdictions planning under GMA to “show-your-work” in the housing element and related sections of the local comprehensive plan—such provisions outline existing measures in place as well as new commitments and anticipated actions to increase housing diversity and the supply of housing to meet the needs of households at all income levels, as well as demographic groups.

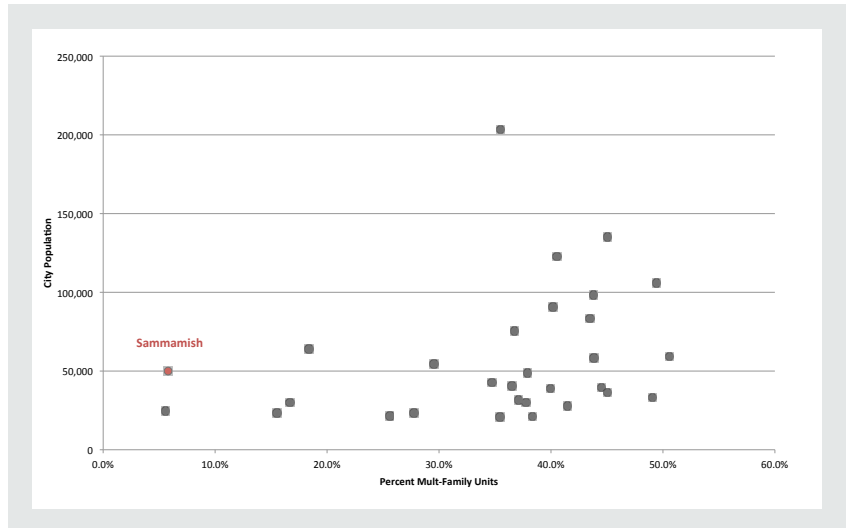


	King County Housing Units 1999		Sammamish Housing Units Existing 1999		Sammamish Target Housing Units		Sammamish Housing Units (Exist + Target)		Sammamish Households by Income 1999	
	Number	%	Number	%	Number	%	Number	%	Number	%
<b>Total</b>	640,355	100%	10,717	100%	3,842	100%	14,559	100%	11,172	100%
<b>Low (0-50%)</b>	93,264	15%	158	1.5%	922	24%	1,080	7.4%	576	5.2%
<b>Moderate (50-80%)</b>	153,134	24%	401	3.7%	653	17%	1,054	7.2%	753	6.7%
<b>Median (80-100%)</b>	62,800	9.8%	253	2.3%	--	--	--	--	374	3.3%

The Housing Needs Assessment in the 2003 Sammamish Comprehensive Plan had more complete and conclusive numbers overall than the Housing Needs Analysis in the 2015 Sammamish Comprehensive Plan, which did not determine housing supply, need, or gaps for all of the economic and demographic groups within Sammamish.

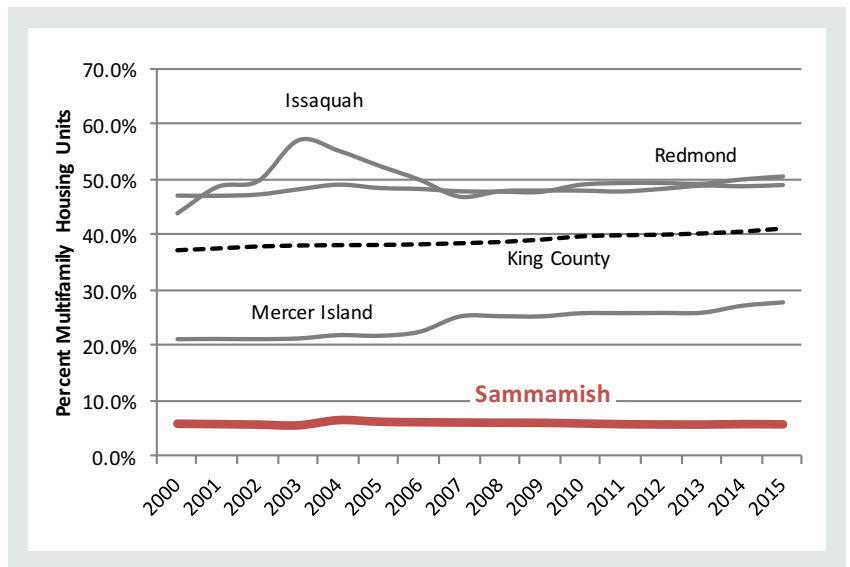
### Sammamish is a Regional Anomaly on Housing

For a city its size and stature in the region, Sammamish has one of the smallest proportion of non single-family housing options in the Puget Sound. **Less than 10% of the housing is anything but a single-family home.** In comparison, the typical city over 15,000 people are between 25% to 50% of their housing stock in structures that accommodate more than one housing unit. This picture demonstrates how regional policy guidance has directed the vast majority of cities to provide more housing diversity balanced to the specific housing needs from within their community.



### Sammamish is Not Keeping Pace with Changing Housing Needs

Sammamish inherited a housing supply typical of rural county housing policies since its inception as a city from King County in 1999. The characteristics of this supply has changed little after the GMA of 1990 and the creation of its Urban Growth area. Over the last 15 years, the housing supply has grown even further out of balance relative to the growing needs of the community and region. Based on needs from within the community from 2000 to 2015, the supply of larger single-family homes has increased while the supply of smaller, rental, and senior housing options has not changed.



Given the legacy of housing in the area, the recently adopted comprehensive plan should provide stronger remedies for deficiencies from over 40 years of inherited King County policies and the growing demand for more housing options. In addition, best housing practices from State, Regional, and County codes and policies require cities to contemplate housing needs for all residents at various stages of their lives (families, singles, older persons, etc.)

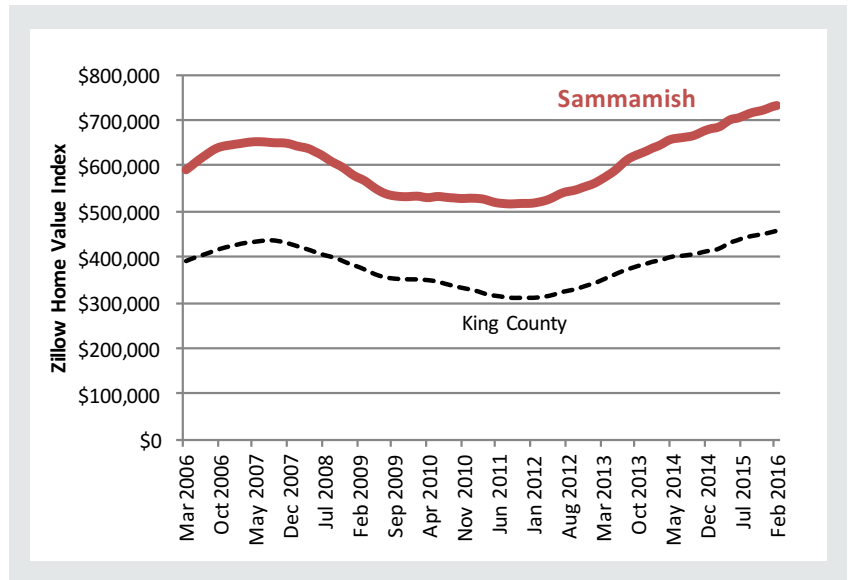


## Housing Policy Impacts Community Success and Livability

The region is one of the fastest growing metropolitan areas in the nation. It has experienced increased demand for housing that has outpaced supply growth, creating an expensive shortage that has especially hurt low and middle-income households, first-time homebuyers, and residents looking to downsize. Housing affordability and its broad impacts are even more significant issues in Sammamish, where the median value of a home in 2016 was approximately \$730,000, over \$275,000 more than the median home price in the King County. Median home prices in Sammamish are substantially above those in King County and they exceed the steep price increases seen in the County overall.

## Delivering Housing to Meet All Needs from Within the Community

Not only is the region already growing in number of people and households, significant changing demographics will impact the nature of the housing that they will need. It is important to note that the greatest shift in demand will come from housing ownership to housing rentership. Regulatory policies that allow for multifamily developments or other increases in the City's housing supply will generate a local increase in housing options and housing affordability.



## Demographics Matter

Changes in housing needs over the past 15 years and for the next 20 years in Sammamish are being driven by:

- Aging baby boomers and active seniors looking to shift their housing needs.
- Growing demand from ethnic households and their unique needs.
- New-to-the-market millennials who are forming households later in life that have Sammamish roots.
- Fewer Gen-X households needing homes compared to their baby-boomer parents.
- Increasing numbers of 1 and 2 person households in Sammamish.

## Creating Optimal, Balanced, Sustainable Housing

Sammamish is known across the region for its efforts on natural environment stewardship. However, better stewardship over housing policy may be the greatest legacy that current leaders leave to future generations of residents. There is an increasing body of knowledge that points to failures in local housing policy as a main driver such as social challenges like wealth inequality, and declining economic mobility. Creating strategies that embrace balancing housing supply with needs and wants from within the community will drive a host of long-term benefits for the City and its citizens:



**Create More Housing that is Affordable:** Permitting more multifamily developments will help ensure that future residents of Sammamish are not restricted to exclusive, high-priced homeownership options. Sammamish's zoning regulations that determine its supply of housing need to reflect an increase in housing that meets significant deficient internal housing needs. Doing this will achieve the Sammamish Comprehensive Plan 2015 Vision statement of "housing affordability through balanced sustainable housing."



**Better Fiscal Position:** When development is located within existing urban centers (like Sammamish Town Center), there are significant opportunities to leverage existing service and infrastructure capacity. These economies of scale present a significant opportunity for cities that can attract targeted housing development to markedly bend the fiscal sustainability curve in their favor.



**Address Climate Change:** Multifamily developments also concentrate population densities, which help mitigate urban sprawl and promote complete, compact, and connected communities. Concentrating optimal multi-family housing within the Town Center will lessen overall car trips through internalization and convenience, while also improving the efficiency of mass-transit services. As global climate change becomes an even more significant issue, the decreases in natural resource consumption and greenhouse gas and particulate emissions resulting from increased population densities will be vital for the future of our planet.



**Better Support for Local Businesses:** More households also create larger consumer populations, which benefits local businesses. This presents an opportunity to maximize the economic health of Sammamish's town center businesses, offers expedience and time savings to citizens, and also creates long term substantial and ongoing revenue surpluses for the City of Sammamish.



**Compact, Low Impact Development:** Mixing residences and other buildings in pedestrian- and transit-friendly places offers many benefits outlined above, but also fosters the emergence of vibrant, walkable communities that take advantage of existing investments in transportation infrastructure; efficient water use management and best stormwater run-off practices; healthy living options; and inclusiveness.

**Tab 3**



# Synopsis

## Changing multi-family housing policies and creating Centers policies to attain:

- **Housing Affordability** – Where both rental and ownership housing are available with total housing costs no more than 30% of household income.
- **Balanced Sustainable Housing** – The point, where the City's housing supply matches the housing needs for all those living and working in Sammamish.
- **Inclusive Equitable Housing** – Where walk able, accessible and healthy, smaller housing choices are available for residents to stay in Sammamish during their Cycle of Life.

## Cities are required to do the following regarding housing to meet the Washington State Growth Management Act (GMA):

- A. Meet their negotiated share of regional growth targets.
- B. Preserve neighborhood character.
- C. Meet all Economic Housing Needs within their City.
- D. Comply with Multi-County and County housing policies, which call for all Cities to meet all Economic and Demographic Housing Needs within their City.

### Holistic Context, Facts, Problems to Remedy and Solutions:

Sammamish has achieved A and B in the recently adopted Comprehensive Plan 2015.

Sammamish has not achieved C and D in the recently adopted Comprehensive Plan 2015.

Sammamish has about 21,000 single-family homes today - including Klahanie annexation- and an approximate build-out end game of 25,000 detached single-family homes.

Sammamish has about 2,000 multifamily units today - including Klahanie annexation - and an approximate build out end game of 4,000 multi-family homes.

The growth target in Sammamish for the next 20 years is about 4,500 homes. The unmet Economic and Demographic Housing Needs within the City - past, present and over the next 20-year planning horizon of Comp Plan 2015 - are about two to four times the growth target.

Multi-family units presently built and planned for are only one half of the *lowest threshold number* for meeting internal smaller housing needs within the City, past, present and future.

Without increasing traffic or tripping SEPA concurrency, the Town Center, 2% of the City, can easily reach the minimum threshold of multifamily units and leave 97% of the City unchanged.

Immediate and near term changes to the Town Center that remedy deficient housing needs from within the community are long overdue. Then, as/if needed in the future, changes can be made to the three existing centers, 1% of the City.

### The Aspirational Outcome: Vision 97/3:

*Lifestyles and livability will be improved in Sammamish for generations to come with a greater diversity and number of housing types and services in 3% of the City, while preserving existing neighborhood character in the other 97%. Overall, the community retains its "small town feel" and the wooded and natural qualities that are a source of identity, delight and pride.*



## Our “E&D” Housing Needs are 2 to 4 times greater than our Growth Target

*The size of our deficient, “Economic and Demographic Housing Needs and Wants from within the Community” number is 2 to 4 times - or more, than the size of our housing “Regional Growth Target” number.*

### **Vital Background:**

The City of Sammamish has about 21,000 single-family homes now, and is on course to a build out of about **25,000** single-family homes. The City has approximately 2,000 multi-family homes now, with an additional 2,000 such homes planned in Town Center, which puts the City on a path to **4,000** multi-family homes.

### **The question we are solving for:**

*In order to achieve the City Vision of “housing affordability through balanced sustainable housing” - what is the optimal number of smaller, rental and senior multi-family homes required to meet deficient, economic and demographic housing needs and wants from within the community - past, present, over the 20 year planning horizon of Comp Plan 2015 and for the reoccurring 80+ years cycle of life?*

The following three categories:

- Part 1 – Contextual Facts and Statements,
  - Specific Calculations, Comments and Questions and
  - Part 2 – Contextual Facts and Statements,
- are of major significance in providing “reference points of view” while evaluating the answer to “the question we are solving for”.

### **Part 1 – Contextual Facts and Statements.**

The Housing Needs Analyses that was prepared for Comp Plan 2015, was incomplete, in-conclusive and out-of-date.

“Supply”, “Need” and exact “Gap” results were not determined for any of the two dozen, or so, economic segments or demographic groups within our community.

Statistically valid surveys were not performed to determine our citizens’ housing wants and preferences currently, over the next 20 years, or for their long-term Cycle of Life.

The Klahanie Annexation was not a part of our Housing Needs Analyses.

Population and demographics data were primarily based on the years 2010 and 2011.  
- Off by about 8,000 residents.

Numbers, pertaining to rental supply and need were completely missing.

Specific, forecasting trend-line numbers were not determined, based on past, present and future economic and demographic needs and wants from within the community.

### **Specific Calculations, Comments and Questions.**

The Specific Calculations that follow, were discerned from my analysis and informed opinion. The information for the below calculations, was obtained from these three sources:

- *Background Information, HOUSING – Comp Plan 2015 (Pages H1 to H88).*
- *Appendix D. Housing Needs Assessment – Comp Plan 2003 (Pages D1 to D20).*
- *City of Sammamish Community Profile January 2014 – (Pages 1 to 33).*

## Our "E&D" Housing Needs are 2 to 4 times greater than our Growth Target

### **Housing at 100% AMI and Below.**

About 3% supply vs. 18% income-gap deficiency of about **2,200** units.

### **Jobs in Sammamish.**

4600 Jobs, of which 700 live here.  
Gap deficiency of about **3,900** Units.

### **With 69% Housing Rollover the last 15 Years.,**

How many of those **8,000** households  
wanted to stay?

### **With 50±% Housing Rollover during the 80 year cycle of life.**

(Four more housing rollovers besides the next 15 years.)  
How many of **50,000+** households will want to stay?

### **Cost Burdened and Severely Cost Burdened.**

From 2000 to 2010, these numbers  
have increased by nearly **2,000** households.  
What are the 2015 numbers?

### **Special Needs and At Risk Population.**

In the year 2000, there were about  
**2,400** persons with disabilities.  
What are the numbers today?

### **Housing at 100% AMI and Above.**

100-120 AMI; 120-180AMI; 180+ AMI.  
Vast majority of Sammamish - info missing.  
Gap deficiency likely over **4,000** Units.

### **1 to 2 Person Households.**

As of 2010, there were 7,100± one to two  
person households with a supply of about  
1,800 homes. This is a Gap of over **5,000**.

### **With 50±% Housing Rollover the next 15 Years.**

How many of **10,000**  
households will want to stay?

### **Ethnic Needs.**

Increasing from about 5,000 to  
**12,000** people from 2000 to 2010.  
What are their demographic housing needs?

### **Population, 55 Years and Older.**

People 55+ have grown  
from 3,800± in 2000 to 7,800± in 2010.  
An increase of over **3,000** persons.

### **Unplanned Household Changes.**

Income adjustments; divorces; death;  
health issues; extended families; etc.  
Needs in the **Thousands**.



## Our “E&D” Housing Needs are 2 to 4 times greater than our Growth Target

### *Part 2 – Contextual Facts and Statements.*

The examples in the previous section do NOT include numbers, based on what was missing from the issues outlined in Part 1. After completing all information in Part 1, the overall numbers in the “Specific Calculations, Comments and Questions” section will **increase** significantly.

*Q. What is the range of numbers necessary to achieve City-wide housing affordability through balanced sustainable housing and to remedy deficient past, present, future and “Cycle of Life” economic & demographic housing needs and wants from within the community for smaller, rental and senior multi-family housing to an optimized level?*

A. The **optimized** range is from a low of 8,000 to a high of 20,000 multi-family units and that is **4,000 to 16,000 more multi-family units** than is presently planned for.

The Town Center can handle from 3,650 to 8,000 or more multi-family units than the 2,000 currently planned for, with no new traffic impacts. This totals 5,650 to 10,000 units.

**Optimized** changes should be appropriately phased in over four time frames:

- Immediately, before the end of July 2016.
- Between August and December 2016.
- During 2017 and 2018.
- Over the 20-year planning horizon of Comp Plan 2015.

The statement, that unmet economic and demographic needs are two to four times the growth target, is **LOW**, not high.

**This information is right.**

**It is imperative, that the City Council acts with conviction and at “light speed” to make changes to multi-family housing policies and to add Centers policies. Sammamish, by attaining “housing affordability through balanced sustainable housing”, will provide the many benefits of housing legacy and stewardship for generations.**

Sincerely and civic-mindedly,

Paul Stickney



# Irreducible Indispensables

## Pertaining to Housing Legacy and Stewardship for Sammamish

Sammamish is primarily a residential bedroom community. Relative to housing, our principal responsibilities are to be inclusive, equitable, balanced and sustainable.

This can be achieved by optimal additions to the amount of smaller housing in our centers, about three percent of the City's land area, without increasing traffic more than what is already planned for.

Optimized housing supply increases in the Town Center will provide  
***Housing Balance*** for:

- Planned or unplanned changes during one's cycle of life.
- Those, working in Sammamish that want to live here.
- Current residents' needs and wants/preferences.
- The ability to age in place.

Regional Growth Target (GT) housing numbers are ***distinctly different*** than Economic and Demographic housing needs and wants (ED) numbers.

In Sammamish, our deficient ED housing numbers are two to four, or more, times greater than our current GT number.

**Housing Growth** -- is Sammamish's negotiated share of growth that is allocated to King County by the Puget Sound Regional Council (PSRC). Every city in the four-county PSRC area is assigned a share of regional growth in the form of its Growth Target.

**Housing Balance** -- is the optimized point where housing supply meets the Economic and Demographic needs and wants during the ongoing Cycle of Life of those, living and working in Sammamish.

Meeting all economic housing needs has been a requirement of state law since 1990.

Meeting all Economic and Demographic housing needs has been in multi-county (PSRC) code since 2009 and in King County code since 2012.

Meeting housing needs and housing preferences is not only a requirement, but more important, it is the responsible thing to do to achieve Housing Affordability, Balanced Sustainable Housing and Equitable, Inclusive Housing in Sammamish now, and for decades and generations to come



# Irreducible Indispensables

## Pertaining to Housing Legacy and Stewardship for Sammamish

Sammamish has never factored in objective, fully informed Economic and Demographic housing needs and wants (ED) in the City's housing policies, development regulations and zoning. There is a significant ED housing deficiency in Sammamish, which is much larger in magnitude than the Growth Target (GT). The solution is to effect "*Sammamish Sized*" multi-family housing increases in the Town Center now, and in other Centers in the future.

Sammamish has consistently minimized all housing, both single-family and multi-family, since its incorporation. This may be appropriate for detached suburban single-family housing where there are significant surpluses and mostly negative impacts on the City. This is definitely not appropriate for smaller and multi-family housing where there are significant ED inadequacies. Remedy ED shortages through **optimized housing supply increases** to multi-family and smaller housing in our Centers, with the positive and long lasting benefits of Housing Legacy and Housing Stewardship for Sammamish.

Sammamish has remedied many shortcomings since becoming a city. **Now**, that strong environmental protections are in place, is the time to remedy a major, unmet deficiency in Sammamish - which is to optimize ED housing for long-term balance and sustainability.

**Minimize** "even more" growth to our already significant over supply of city-wide, single-family housing and limit **the negatives associated with suburban sprawl** - strains to infrastructure, minimal surplus tax revenue to the City and no other public benefits.

**Optimize** significant and long standing ED housing deficiencies, by "*Sammamish Sized*" increases to compact multifamily housing supply in our Town Center now, and other Centers in future, and enjoy **the immense positives that come from Housing Balance**.

Sammamish is primarily a residential bedroom community. Relative to housing, our principal responsibilities are to be inclusive, equitable, balanced and sustainable.

This can be achieved by optimal additions to the amount of smaller housing in our centers, about three percent of the City's land area, without increasing traffic more than what is already planned for.

Optimized housing supply increases in the Town Center will provide  
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- Current residents' needs and wants/preferences.
- The ability to age in place.



**Tab 4**







[ISSUES](#) | 
 [ADVOCACY](#) | 
 [PROGRAMS](#) | 
 [WORKSHOPS](#) | 
 [COALITION](#) | 
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## Building Better Budgets

**Local governments across the country have compared development strategies to understand their impact on municipal finances.** These studies generally compare two or more different development scenarios, and help local leaders make informed decisions about new development based on the costs or revenues associated with them.

**Many municipalities have found that a smart growth approach would improve their financial bottom line.** Whether by saving money on upfront infrastructure; reducing the cost of ongoing services like fire, police and ambulance; or by generating greater tax revenues in years to come, community after community has found that smart growth development would benefit their overall financial health. Many of these findings have been made publicly available.

**No national survey has examined these savings as a whole until now.** This report is the first to aggregate those comparisons and determine a national average of how much other communities can expect to save by using smart growth strategies.

[Building Better Budgets: A National Examination of the Fiscal Benefits of Smart Growth Development](#) surveys 17 studies that compare different development scenarios, including a brand-new study of Nashville-Davidson County, TN, commissioned specifically for this report.

The report looks at the costs associated with smart growth development and conventional suburban development, as well as both strategies' revenue potential. When compared to one another, we find:

- 1. Smart growth development costs one-third less for upfront infrastructure.**  
 Our survey concluded that smart growth development saves an average of 38 percent on upfront costs for new construction of roads, sewers, water lines and other infrastructure. Many studies have concluded that this number is as high as 50 percent.
- 2. Smart growth development saves an average of 10 percent on ongoing delivery of services.**  
 Our survey concluded that smart growth development saves municipalities an average of 10 percent on police, ambulance and fire service costs.
- 3. Smart growth development generates 10 times more tax revenue per acre than conventional suburban development.**  
 Our survey concluded that, on an average per-acre basis, smart growth development produces 10 times more tax revenue than conventional suburban development.

### An opportunity for municipal leaders

Local leaders everywhere can use this information to make better fiscal decisions about development in their region.

The evidence presented in this report suggests improved strategies for land use and development can help local governments maintain and improve their fiscal solvency. As this report shows, smart growth development can reduce costs and in many cases increase tax revenue. This combination means that in some cases smart growth development can generate more revenue than it costs to operate.

These findings are true for any rural, suburban or urban community, anywhere in the country. Local governments throughout the United States are already facing unprecedented challenges in providing high-quality infrastructure and adequate public services to their residents on a tight budget. Choosing financially responsible development patterns can help communities across the country protect their fiscal health for generations to come.

### Download the full report

**Building Better Budgets: A National Examination of the Fiscal Benefits of Smart Growth Development**

Download the report's full findings including summaries of included case studies, full methodology and original research from Nashville-Davidson County, TN.

[Click here to download the full report \(PDF\)](#)



**Building Better Budgets Executive Summary**

Read a brief summary of the report's findings.

[Click here to download the Executive Summary \(PDF\)](#)



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Smart Growth America  
Making Neighborhoods Great Together

EXECUTIVE SUMMARY

watermark

## Building Better Budgets

A National Examination of the Fiscal Benefits of  
Smart Growth Development

May 2013



# Executive Summary

**Local governments across the country have compared development strategies to understand their impact on municipal finances.** These studies generally compare two or more different development scenarios, and help local leaders make informed decisions about new development based on the costs or revenues associated with them.

**Many municipalities have found that a smart growth approach would improve their financial bottom line.** Whether by saving money on upfront infrastructure; reducing the cost of ongoing services like fire, police and ambulance; or by generating greater tax revenues in years to come, community after community has found that smart growth development would benefit their overall financial health. Many of these findings have been made publicly available.

**No national survey has examined these savings as a whole until now.** This report is the first to aggregate those comparisons and determine a national average of how much other communities can expect to save by using smart growth strategies.

*Building Better Budgets: A National Examination of the Fiscal Benefits of Smart Growth Development* surveys 17 studies that compare different development scenarios, including a brand-new study of Nashville-Davidson County, TN, commissioned specifically for this report.

The development scenarios included in our analysis are separated into two categories: “Smart growth development” is characterized by more efficient use of land; a mixture of homes, businesses and services located closer together; and better connections between streets and neighborhoods. “Conventional suburban development” is characterized by less efficient use of land with homes, schools and businesses separated and areas designed primarily for driving. While not all studies use these terms, the scenarios in each category share many of these defining traits. A detailed discussion of individual studies is included in the appendices of this report.

The report looks at the costs associated with each development strategy as well as its revenue potential. When compared to one another, we find:

## **1. Smart growth development costs one-third less for upfront infrastructure.**

Our survey concluded that smart growth development saves an average of 38 percent on upfront costs for new construction of roads, sewers, water lines and other infrastructure. Many studies have concluded that this number is as high as 50 percent.

Smart growth development patterns require less infrastructure, meaning upfront capital costs, long-term operations and maintenance costs, and, presumably, cost for eventual replacement are all lower. Smart growth development also often uses existing infrastructure, lowering upfront capital costs even more.

## **2. Smart growth development saves an average of 10 percent on ongoing delivery of services.**

Our survey concluded that smart growth development saves municipalities an average of 10 percent on police, ambulance and fire service costs.

The geographical configuration of a community and the way streets are connected significantly affect public service delivery. Smart growth patterns can reduce costs simply by reducing the distances service vehicles must drive. In some cases, the actual number of vehicles and facilities can also be reduced along with the personnel required.

## **3. Smart growth development generates 10 times more tax revenue per acre than conventional suburban development.**

Our survey concluded that, on an average per-acre basis, smart growth development produces 10 times more tax revenue than conventional suburban development.

## **An opportunity for municipal leaders**

Local leaders everywhere can use this information to make better fiscal decisions about development in their region.

The evidence presented in this report suggests improved strategies for land use and development can help local governments maintain and improve their fiscal solvency. As this report shows, smart growth development can reduce costs and in many cases increase tax revenue. This combination means that in some cases smart growth development can generate more revenue than it costs to operate.

These findings are true for any rural, suburban or urban community, anywhere in the country. Local governments throughout the United States are already facing unprecedented challenges in providing high-quality infrastructure and adequate public services to their residents on a tight budget. Choosing financially responsible development patterns can help communities across the country protect their fiscal health for generations to come.

## **Download the full report**

Visit [www.smartgrowthamerica.org/building-better-budgets](http://www.smartgrowthamerica.org/building-better-budgets) to read the full report, including detailed findings, full methodology, summaries of the studies and original research from Nashville-Davidson County, TN.





# Smart Growth America

Making Neighborhoods Great Together

**Smart Growth America** advocates for people who want to live and work in great neighborhoods. We believe smart growth solutions support thriving businesses and jobs, provide more options for how people get around and make it more affordable to live near work and the grocery store. Our coalition works with communities to fight sprawl and save money. We are making America's neighborhoods great together.

Smart Growth America is the only national organization dedicated to researching, advocating for and leading coalitions to bring smart growth practices to more communities nationwide. Visit us online at [www.smartgrowthamerica.org](http://www.smartgrowthamerica.org).

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[www.smartgrowthamerica.org](http://www.smartgrowthamerica.org)

studies were not consistent, and levels of service and economic conditions vary. However, all case studies consistently demonstrated a cost reduction in delivery of services examined when pursuing smart growth development. The overall savings figure is a conservative, rough average of savings reflective of available data.

### 3. Smart growth development generates 10 times more tax revenue per acre than conventional suburban development.

Our survey concluded that on a per-acre basis, smart growth development patterns produce far more tax revenue than conventional suburban development. When we refer to tax revenue, we are typically referring to property taxes and sales taxes, and in some instances licensing fees and other small sources of revenue. Property tax in particular is an extremely important source of revenue for most communities. In a 2010 U.S. Census survey of local government budgets nationwide, 48 percent of revenue from municipalities' own sources came from property taxes, and 10 percent came from sales taxes, though the relative importance of these taxes varies across the country.<sup>24</sup>



- In Nashville-Davidson County, TN, a smart growth project in a brownfield location would generate twice as much revenue per unit—and 42 times as much revenue per acre—as a conventional suburban development in a greenfield location.<sup>25</sup> This study examined property tax from the project, sales tax likely to be generated by its residents, and other miscellaneous taxes generated by residents and businesses.
- Fresno, CA, concluded that a smart growth development strategy would generate almost one and a half times as much revenue per acre as a conventional suburban development scenario in greenfield locations. This conclusion holds despite the fact that the market for downtown development in Fresno is relatively weak.<sup>26</sup> This study examined property tax from the project and sales tax likely to be generated by its residents.
- Analysis by the statewide planning effort Vision California found that on a per-acre basis, smart growth development could produce three and a half times as much tax revenue as conventional suburban development.<sup>27</sup> This study examined property taxes from the new development, sales taxes likely to be generated by new residents, and miscellaneous taxes such as vehicle license fees from new residents.
- A study for Raleigh, NC, concluded that a six-story building downtown produces 50 times as much property tax revenue per acre as an average Walmart store (see Figure 3 on page 7). Even a three-story residential building produces more property tax revenue per-acre than a major shopping mall.<sup>28</sup>

FIGURE 3

Municipal property tax yield (per acre) in Raleigh, NC, 2011<sup>29</sup>



The studies typically included both residential and commercial development, though in some cases it was only one or the other. The per-acre measurement of tax revenue is extremely important because land is a precious commodity for every jurisdiction. It is true that in some cases the total dollar amount of tax revenue in conventional suburban settings can be very large, but those conventional suburban developments consume large amounts of land. Many cities in the United States have a constrained land supply and must husband their land resources carefully in order to protect their solvency. Increasingly, counties—especially counties in or near metropolitan areas—are also land-constrained. In addition, increasing the per-acre tax yield from property that is developed will reduce the pressure to either increase taxes or allow additional development on land that is currently used for low-density housing, agriculture or other activities important to a community.

The survey compiled the savings from case studies considering revenue and generated an average. Only the case studies that examined both property tax and sales tax were included.<sup>30</sup> While some case studies included fees and other small sources of revenue, these have only a minor impact on overall revenue. As mentioned previously, the majority of revenue for a municipality is generated through sales and property taxes. Case studies yielding extreme tax revenue differences between development scenarios were considered outliers, and therefore were not factored into the average.



## Turning deficits into surplus

Smart growth development's potential for lower costs and higher revenue means this strategy can sometimes become a steady source of surplus for a municipality. These communities know firsthand:

- In Sarasota, FL, a smart growth residential project required \$5.7 million in infrastructure while generating \$1.98 million in property tax revenue per year, meaning it would take three years for the project to pay back its infrastructure cost. By contrast, a comparable conventional suburban residential project required \$10 million in infrastructure while generating \$239,000 in tax revenue per year, meaning it would take 42 years to pay back the conventional suburban infrastructure cost.<sup>31</sup>
- An analysis of Champaign, IL, found that a smart growth scenario generated a \$33 million surplus to the city, while a conventional suburban scenario generated a \$19 million deficit. This was true even though the conventional suburban scenario generated \$19 million more in aggregate revenue over 20 years, yet its costs are so much greater as to negate any surplus. As with other studies, on a per-acre basis the smart growth scenario generated twice as much revenue than the conventional suburban scenario—about \$48,000 per acre over 20 years compared with \$23,000.<sup>32</sup> Revenues in this analysis included primarily property tax funds but also motor vehicle taxes, sales taxes, and other sources of tax revenue.
- A study of Nashville-Davidson County, TN, found that a smart growth development project downtown produced a net surplus of \$1,930 per unit, or 48 times the surplus produced by conventional suburban development of \$40 per unit. On a per-acre basis, the smart growth project produced a net surplus of \$115,720 per year, or 1,150 times the surplus produced by the conventional suburban development (\$100 per acre).<sup>33</sup> The tax revenue analyzed was mostly property tax, but also sales tax likely to be generated by the project's residents and other miscellaneous taxes.

The research does suggest that conventional suburban development can in some cases create a small operating surplus for local governments providing services. These operating surpluses are highly dependent on home prices, tax rates, impact fees, assessment districts and other factors that can vary greatly. As the Champaign example suggests, in many cases the only way that a jurisdiction can make up the cost of conventional suburban development is to target high tax producers, such as expensive homes.

Overall this analysis would be stronger if more data were available. Smart Growth America found only four municipalities that have studied the ability of different development patterns to generate a surplus. The fact that so few surveys are available clearly shows that more towns, cities, counties and states could benefit from taking a hard look at their development strategies.

**Tab 5**

## MEMORANDUM

Date: September 22, 2015

To: Paul Stickney

From: Chris Breiland and Sarah Keenan

**Subject: Analysis of Sammamish Town Center Trip Generation Rates and the Ability to Meet Additional Economic and Demographic Housing Needs Without Resulting in Additional Traffic Generation and Traffic Impacts**

SE15-0388

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This memorandum summarizes our review and analysis of the trip generation assumptions and observations that we have made in Sammamish. The goal of this memorandum is to provide insight to whether the trip generation estimates made by David Evans and Associates as part of the Town Center EIS accurately reflect a “suburban center” like that proposed for Town Center. The risk of overstating trip generation in Town Center is that it limits development opportunities in the City to provide housing to meet the economic and demographic needs of Sammamish residents. This memorandum does not call into question the total number of vehicle trips identified in the SEPA document, as that is fundamental to the City’s level of service policy. In this document, we explore whether additional development could be accommodated under the vehicle “trip cap” identified in the EIS by taking a more in-depth evaluation of the following factors:

- Trip generation rates based on a variety of residential and commercial land use categories<sup>1</sup>
- Urban form and location factors—the “Ds”<sup>2</sup>
  - Density of development

---

<sup>1</sup> The Institute of Transportation Engineers (ITE) *Trip Generation Manual* has many different land use categories that transportation professionals have been collecting trip generation data on for many years. Land use categories can include both specific and generalized uses; for example, the manual has trip generation rates for “apartments,” “condominium/townhome,” “senior housing” “mid-rise apartments,” and “high-rise condominiums” just to name a few.

<sup>2</sup> As we note later in this document, not all of the “D” factors are relevant to Sammamish. Fehr & Peers has a tool to identify the major and minor factors based on where the city is located in the region and the transportation networks around the city. The “Ds” are explained in page 2 of this memo.





- Diversity of land uses (residential, retail, office, etc.)
- Design of the pedestrian, bicycle, local roadway system
- Distance to major employment centers
- Distance/accessibility to transit
- Demographics of residents (household size, income)
- Driving preferences (including whether people own a car)
- Comparisons of different types of developments in Town Center
  - Relative proportions of 1-2 story housing and 3-7 story housing
  - Senior housing versus all-age housing
  - Balancing retail and office/commercial uses
  - High-intensity retail (e.g., grocery stores that generate a lot of car trips) versus smaller-scale retail

**Summary of DEA Trip Generation Results**

As a first step of this analysis, Fehr & Peers reviewed the trip generation assumptions used by David Evans and Associates (DEA) in the Town Center EIS, as documented in a table emailed by Jeff Brauns to Paul Stickney on January 29, 2014. This table is provided below:

From: Jeff Brauns <[brauns@sammamish.us](mailto:brauns@sammamish.us)>  
 Date: January 29, 2014 5:14:20 PM PST  
 To: Paul Stickney <[stick@seanet.com](mailto:stick@seanet.com)>  
 Subject: RE: Town Center Trip Generation

Hi Paul,

After looking back through the Town Center FEIS and supporting documentation, I think what you are primarily interested can be summarized by the table below. Please let me know if you'd like to discuss this in more detail.

Breakdown of Town Center modeled land uses:

Land Use Category	ITE Land Use Code	Town Center Units	Trip Rate per Unit	PM Pk Hr Trips
Single Family	210	100	1.01	101
Condominium	231	950	0.78	741
Apartment	220	950	0.62	589
<b>Residential Total</b>		<b>2,000</b>		<b>1,431</b>
Retail (broad avg)	**	397	6.81	2,703
Office	710	197	1.49	294
<b>Commercial Total (1,000 SF)</b>		<b>594</b>		<b>2,997</b>
<b>Net New Trips</b>				<b>4,428</b>

\* ITE Trip Generation (7<sup>th</sup> Edition) for PM peak hour of adjacent street traffic (4-6 PM)  
 \*\* The trip rate used above for Retail (6.81) is in the middle of broad range for all types of retail, and consistent with the traffic model rates.



Further review indicates that the total trips above were reduced by 24 percent to account for "internalization" within the Town Center (e.g., vehicle trips that begin and end in Town Center and therefore do not add to traffic outside of the area). Additionally, DEA quantified the number of Town Center trips that remain within the City (51 percent) and those that are external to the City (24 percent). These findings are outlined in the following figure taken from the FEIS and Impact Fee Study.

**Table 3-8. Sammamish Town Center PM Peak Hour Trip Generation Summary**

Trip Type	Trip Generation Area	Preferred Alternative		Discount Open Space Trips		
		Trips	Percent	O.S. Trips	Net Trips	Percent
1	Connects Within Town Center	1,468	30%	400	1,068	24%
2	Connects Within Sammamish	2,394	48%	150	2,244	51%
3	Connects External to City	1,116	22%	0	1,116	25%
<b>Total Gross Trips</b>		<b>4,978</b>	<b>100%</b>	<b>550</b>	<b>4,428</b>	<b>100%</b>

(DEA Analysis)

Source: 2006 Impact Fee Study

**1. Growth Trips in 2006 Impact Fee Calculation (Table 11)**

Land Use Category	Remaining Units	Trip Rate per Unit	PM Pk Hr Trips
Single Family	2,402	1.01	2,426
Multi-Family	285	0.62	177
Office			30
<b>Net New Trips</b>			<b>2,633</b>

**DEA Analysis:**

**2. Growth Trips in Town Center: Match with 4,978 above less 550 open space trips = 4,428 (see above)**

Land Use Category	Town Center Units	Remove Intra-Town Center Trips			Discount Intra-Sammamish Trips			Town Center Net New Trips	
		Trip Rate per Unit	PM Pk Hr Trips	0.24 Intra-Town Ctr Trips	Intra-City Trips (%)	Intra-City Trips (#)	Discount 50%		
Single Family	100	1.01	101	-24	77	15%	12	-6	71
Condominium	950	0.78	741	-179	562	15%	84	-42	520
Apartment	950	0.62	589	-142	447	15%	67	-34	413
Retail (broad avg)	397	6.81	2,703	-652	2,051	96%	1969	-985	1,066
Office	197	1.49	294	-71	223	50%	112	-56	167
<b>Net New Trips</b>			<b>4,428</b>	<b>-1,068</b>	<b>3,360</b>		<b>2,244</b>	<b>-1,123</b>	<b>2,237</b>

Internal TC Rate = 0.24

**3. 2030 No Action Trips in Town Center Area (FEIS Table 3-4)**

**4. 2030 Growth Trips Resulting from Town Center Plan (net)**

**1. Growth Trips in 2006 Impact Fee Calculation (Table 11)**

**5. Total Growth Trips (Original Plan + Town Center Plan)**

**6. Number of through trips per 2006 Impact fee update was 10 trips. Town Center does not materially change this.**

**Key Assumptions:**

- a. Open space trips used in the traffic model should not be included in the basis for impact fees. In any event, they are largely internal to Town Center.
- b. All trips modeled as intra-Town Center should be removed as not contributing to capacity needs citywide
- c. Half of trips modeled as intra-Sammamish should be removed as double-count with existing planned trips.
- d. Allocation of intra-city trips to Town Center land uses in part (2) above is approximate but realistic. Effort to extract from traffic model trip tables would be large, and not change the outcome much.
- e. Trip rate used above for Retail (6.81) is in the middle of broad range for all types of retail, and consistent with the traffic model rates.
- f. Retail trips internalized are equivalent to pass-by discounts using ITE methodology. Net new trip rate for retail =  $1066/397 = 2.67/ksr$

Based on our professional review, the internalization results (24 percent) are reasonable for an area like Sammamish Town Center, however, there is no documentation on how the internalization rate



was calculated. A review of the intra-Sammamish trip results indicates that this is reasonable based on travel model information summarized in a December 19, 2007 memorandum from DEA entitled *Sammamish Town Center Traffic Redistribution Effects*.

To confirm the reasonableness of the overall trip generation and internalization calculations, we reviewed the ITE *Trip Generation Manual* and applied Fehr & Peers' MXD+<sup>3</sup> trip generation model, as documented in the following section.

### **ITE Trip Generation Land Use Category Review**

Table 1 summarizes the following land use categories DEA used to calculate the trip generation for Town Center.

**Table 1- Town Center Trip Generation Rates and Land Use Categories**

Land Use Code	Description	PM Peak Hour Trip Rate
210	Single family home	1.01 per unit
231	Low-rise condominium	0.78 per unit
220	Apartment	0.62 per unit
N/A	Retail	6.81 per 1,000 sq. ft.
710	Office	1.49 per 1,000 sq. ft.

As noted in the DEA documentation, "a broad average" of ITE rates was used to estimate retail trip generation.

ITE's recommended practice is to use locally-collected and validated trip generation data, supplemented, if needed, with the national data in the *Trip Generation Manual*. Land Use Codes 210, 220, and 710 are commonly used around the region to estimate trips for generic land uses where there is no locally available data to use.

#### *Multifamily Trip Generation Rates*

The application of land use code 231 is unusual. Typically ITE code 230 (condominium/townhome) would be used to represent a generic condominium development. A review of the *Trip Generation Manual* shows that the trip generation rate for ITE code 231 was based on five samples. In contrast,

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<sup>3</sup> Fehr and Peers MXD+ analysis and process is further explained on pages 7 and 8.





the trip rate for ITE code 230, with a PM peak hour trip rate of 0.52, is based on more than 340 samples and has half the standard deviation in the sample as compared to code 231.

Given the difference in trip generation rates between land use code 230 and 231, and ITE's recommendation to collect locally valid data, Fehr & Peers performed a trip generation count at the Saffron Apartments at 22850 NE 8<sup>th</sup> Street. Saffron was chosen because it is a mid-rise multifamily development in a mixed use development, typical of what is expected in Town Center. To obtain the trip generation count, Fehr & Peers contacted Saffron management and obtained permission to place a traffic counter at the entrance to the residential garage and collected two-days' worth of trip generation data at the complex. The trip generation results are summarized in the table below.

**Table 2- Saffron Trip Generation Rate Results**

Date		PM Peak Hour Observed Trip Count
Wed. April 22		24
Thurs. April 23		29
Average		27
Apartment Units	Occupied	Total Units
Studio	40	41
One Bedroom	30	30
Two Bedroom	27	27
Total	97	98
PM Peak Hour Trip Generation Rate Per Dwelling Unit		
Wed. April 22		0.24
Thurs. April 23		0.30
Average		0.28

As shown in Table 2, the Saffron trip generation rates are *much* lower than either land use code 220 or 231. While we cannot know for certain (since ITE does not collect demographic data when performing trip generation counts), it is likely that the characteristics of the people living in the Saffron are different than the average apartment/condo in the US. Specifically, we assume that there are fewer families with children and more singles or two-person households without children living in Saffron than a typical US multifamily home.



A closer examination of other ITE trip generation rates suggests that the following land use categories are closer to the observed rate from Saffron:

- Code 223: Mid-rise apartment<sup>4</sup> – 0.39 PM peak hour trips per dwelling unit
- Code 232: High-rise condominium<sup>5</sup> – 0.38 PM peak hour trips per dwelling unit

While still higher than the Saffron observation, the above rates are based on 12 observations and we feel that these better represent likely trip generation rates for multifamily development in Town Center. Additionally, when considering the potential trip generation rate reduction/internalization of a location like Town Center (or even the mixed use area where Saffron is located), the 223/232 rates are comparable to Saffron.<sup>6</sup> The list below summarizes how Saffron's trip generation rate compares to other ITE multifamily land use categories.

#### *Saffron Trip Generation Rates Compared to ITE Categories*

- 64 percent lower than ITE code 231 (the rate used in the DEA analysis for Town Center)
- 55 percent lower than ITE code 220 (the most commonly used multifamily trip generation rate)
- 46 percent lower than ITE code 230 (commonly used trip generation rate for condos and townhomes)
- 26 percent lower than ITE codes 223/232 (the ITE codes that are closest to Saffron)

#### *Senior Housing Trip Generation Rates*

Given the strong demographic trend toward aging in place (in other words, aging within the same community) and the transition of the large baby-boomer generation into the senior age category, it is reasonable to assume that Sammamish could see a significant increase in demand for senior housing in the coming years. As noted by the *Trip Generation Manual*, senior housing has distinctly different trip generation rates compared to all-age housing. Senior households tend to be smaller, have lower auto ownership rates, and tend to have less overall auto travel compared to other residential land use categories. The majority of senior housing developments in the Puget Sound Region are attached senior housing units that have a mix of assisted and independent living

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<sup>4</sup> Buildings with 3-10 floors

<sup>5</sup> Buildings with more than 3 floors (there is no mid-rise condominium category)

<sup>6</sup> As identified on page x, the expected trip reduction/internalization rate for an area like Town Center is between 20-40%, which is then deducted from these "base" or "raw" trip generation rates from ITE.



residents. ITE has land use code 252, which covers this category. ITE code 252 has a PM peak hour trip generation rate of 0.25 trips per dwelling unit.

#### *Retail Trip Generation Rates*

General retail trip generation is typically evaluated using ITE land use category 820 (Shopping Center), which has a PM peak hour trip generation rate of 3.71 trips per 1,000 square feet of floor space. Fehr & Peers research over the past 30 years has indicated that the trip generation rates for land use code 820 is accurate for retail strip centers that contain a mix of retailers. The DEA trip generation rate for retail is assumed to be 84 percent higher than the generic ITE category. This high trip generation rate would suggest that high-trip rate uses like grocery stores or restaurants are expected to constitute a large proportion of the land uses in Town Center.

To replicate the DEA trip generation rate, 40 percent of the land use in the Town Center or 160,000 square feet, would need to be a high-generation use like a supermarket. The upcoming Metropolitan Market project is likely to be in the 30,000-50,000 square foot range. Given the proximity of existing grocery stores just north and south of Town Center, it is unlikely that Town Center will have the high retail trip rate suggested in the DEA analysis. In summary, we find the retail trip generation rate assumption to be unrealistically high for Town Center and would recommend that a rate closer to the standard shopping center rate be used.

For the purposes of this memorandum, we are allocating the 400,000 square footage of commercial use in the Town Center plan as follows- 65,000 square feet to High Generation Retail ITE land use code 850 and 335,000 square feet to Shopping Center ITE land use code 820.

#### *Trip Generation Rate Conclusions*

Overall, our review of trip generation rates indicates that the assumptions used in the DEA analysis are higher than would be used in traffic studies for similar developments in surrounding communities. Based on a localized trip generation observation for multifamily uses and a more realistic assumption for retail uses, it is our opinion that the Town Center SEPA analysis overstates vehicle trip generation rates.

#### **Fehr & Peers MXD+ Analysis Results**

In addition to getting the trip generation rates correct, it is important to account for urban form and location characteristics that further influence how people travel. As described earlier, DEA





performed an “internalization” analysis which is a simplistic way to account for urban form and location characteristics. The purpose of this section is to compare DEA’s internalization rate to the output of Fehr & Peers MXD+ model, which is a tool that was specifically developed to estimate the degree that auto trips are reduced due to urban form and location characteristics. MXD+ was developed in conjunction with the ITE and the US Environmental Protection Agency (EPA) to better estimate the vehicle trip generation of mixed-use developments in both urban and suburban settings. From 2010 to 2012, Fehr & Peers studied over 260 suburban mixed-use projects to determine and develop the MXD+ tool. In addition, we are continuing to monitor dozens of projects in order to validate and improve upon the MXD+ tool. More detailed documentation and peer-reviewed journal articles are available upon request.

MXD+ starts with standard ITE trip generation rates and provides a reduction factor based on the following characteristics:

- Land use density of the study area, both internal and external to the development
- Diversity of land uses, both internal and external to the development
- Design of the pedestrian/bicycle network as measured by the number of intersections per acre (an industry-standard approach for measuring active transportation access—more intersections are related to more walking/biking routes)
- Amount of transit service immediately near the development area
- Household characteristics (household size, average car ownership) as reported by the US Census Bureau
- Proximity to major employment destinations (i.e., a “gravity” model measurement of how close the development is to major employment centers like Redmond, Bellevue, and Seattle)

The land use scenario analyzed as part of the Town Center EIS was input into MXD+ and the results are presented in Table 3.



**Table 3- Unadjusted ITE PM Peak Hour Trip Generation Results**

Land Use	ITE Land Use Code	Units/Square Feet	Trips	
			Fehr & Peers Results	DEA Results
Single Family	210	100 dwellings	101	101
Condo/Apartment	223/232	600	228	1,330*
Townhome	230	700	364	
Senior Housing	252	600	150	
<b>Residential Total Units/Trip Generation</b>		<b>2,000</b>	<b>843</b>	<b>1,431</b>
Shopping Center	820	335,000	1,243	N/A – a blended rate was used
High-Generation Retail (restaurant, grocery, drug store)	850	65,000	616	
<b>Retail Total Square Footage/Trip Generation</b>		<b>400,000</b>	<b>1,859</b>	<b>2,703</b>
Office	710	197,000	294	294
<b>Total Raw Trip Generation</b>			<b>2,996</b>	<b>4,428</b>
Internalization/MXD+ Reduction Rate			21%	24%
<b>Total Trip Generation (trips leaving Town Center)</b>			<b>2,373</b>	<b>3,360</b>

\* DEA assumed a mix of 950 apartments and 950 condos (ITE Codes 220 and 231)

Based on the urban form characteristics of the Town Center, MXD+ estimates a 21 percent reduction from the raw ITE rates, resulting in 2,373 new PM peak hour trips being generated. Note that the MXD+ trip internalization/reduction rate is somewhat lower than DEA's reduction, however the DEA analysis assumed much higher base trip generation rates, as noted above (48 percent higher than the trip rates we used for this analysis). The final results after internalization show that the DEA trip generation total is higher by 42 percent.

The 21 percent reduction is on the low-end of mixed-use center trip generation reductions as calculated by MXD+. For example, typical internalization reductions range from 20-40 percent for suburban mixed-use centers. The reason behind the relatively low 21 percent trip generation reduction stems from the lower densities of Town Center compared to other suburban town centers (e.g. a considerable proportion of Town Center is devoted to open space—not a common feature



of other town centers). Table 4 shows the results of Fehr & Peers validation of the MXD+ tool in two other high-income suburban town center areas with little transit service.

**Table 4 - Observed Trip Generation Results from Other Suburban Town Centers**

Name	Location	Relative Difference in Observed Rates to ITE Rates
The Villages	Irvine, CA	-18%
Rio Vista Station Village	San Diego, CA	-30%

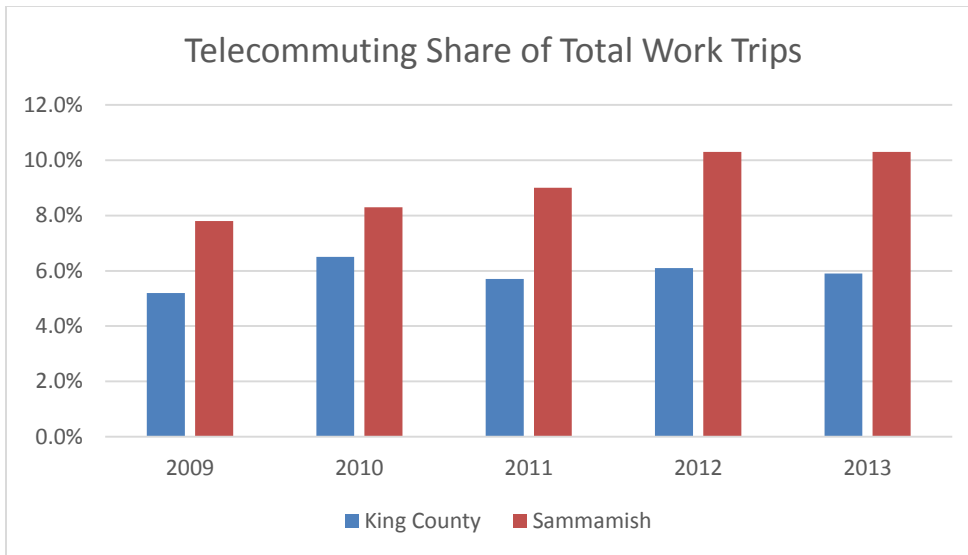
As shown, the Sammamish Town Center would be in between the two centers identified above. The Irvine example, is a very large residential area with not as much in the way of retail or civic uses as Town Center, and thus has a relatively low internalization rate despite high densities. The San Diego site has a mix of use that is closer to Town Center, but has higher densities and thus a higher trip internalization/reduction rate. *The bottom line is that while Town Center has a somewhat lower trip internalization rate than other mixed use centers, a 20 percent internalization/reduction rate is still substantial and confirms that the overall strategy of creating a mixed use, connected center that provides a more environmentally sustainable choice of housing and retail for future Sammamish residents.*

#### **Other Trends Influencing Trip Generation**

In addition to the factors considered by MXD+, there are other trends that will have a tendency to reduce long-term trip generation in Sammamish. Fehr & Peers has prepared a series of research papers on the long-term trends that may affect vehicle travel, two of which we would like to focus on for Sammamish:

- **Telecommuting:** Telecommuting removes vehicles from the road during the peak travel times since people work from home. As shown in the chart on the following page, the share of people telecommuting is increasing across King County and even faster in Sammamish. Sammamish is home to many workers in the "Management, business, science, and arts occupations," which according to the Census Bureau, is the group of industries most likely to telecommute. Sammamish has an unusually high proportion of workers who telecommute and there is no indication that this will change over the coming years.





- Internet shopping: As people increasingly shop for items online, fewer trips are made to traditional retailers. Delivery trucks are much more efficient at delivering goods to people's homes than individual vehicles and many deliveries are made outside of the congested PM peak hour. High income communities like Sammamish tend to do more shopping online than other communities. Fehr & Peers research suggests that internet shopping could reduce vehicle travel in the 2-5 percent range over the coming years.

While both of these trends suggest that standard ITE trip generation rates may be high for Sammamish, we did not take these into account for our analysis. We point out these trends to emphasize that there are many factors that have the potential to impact future trip generation, and most of the trends are for fewer trips per capita. The amount of vehicle-miles generated per capita in the United States and Washington State peaked in 2004 and has been lower ever since. These trends tend to make the trip generation rates used in the original Town Center EIS look even more unrealistic.

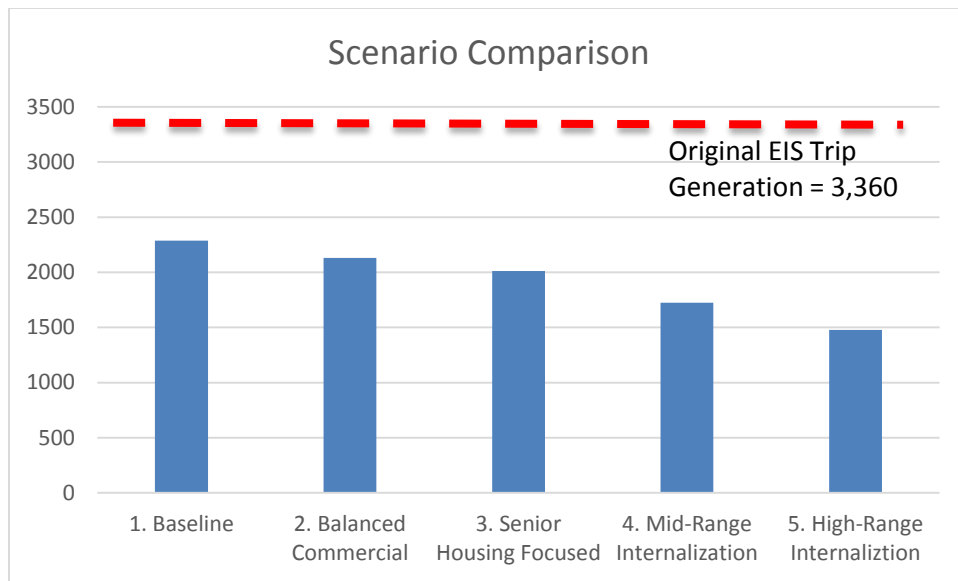


### **Trip Generation: Range of Scenarios**

The trip generation results presented in Table 3 reflect a land use concept that is similar to what was evaluated in the Town Center EIS, but with more appropriate multifamily and retail trip generation rates. However, given the economic and demographic housing needs in Sammamish and typical ratios of retail/office in other Eastside communities, we explored several other land use scenarios to understand their implications on trip generation. Note that all scenarios have the same number of total dwelling units and same amount of retail/office development. The scenarios are described below:

1. *Baseline: Assumes a balanced mix of housing types as shown in Table 3, above.*
2. *Balanced Commercial: Ratio of retail-to-office equal to that seen in downtown Mercer Island.*  
This scenario has the same housing assumptions as the baseline, but assumes less retail and more office space is developed, matching the ratio currently in place in downtown Mercer Island, which is 65% office and 35% retail.
3. *Senior Housing Focused: 50 percent of dwelling units are reserved for seniors. Same commercial mix as Scenario 2 but with 1,000 senior dwelling units, 500 townhomes, and 500 mid-rise apartments.*
4. *Mid-Range Internalization: Same as Scenario 2 but with a 30 percent internalization/MXD+ trip reduction.* Assumes a 30 percent internalization/MXD+ trip generation reduction, consistent with the mid-range of other suburban mixed-use areas researched by Fehr & Peers.
5. *High-Range Internalization: Scenario 2 with a 40 percent internalization/MXD+ trip reduction.* Assumes a 40 percent internalization/MXD+ trip generation reduction, consistent with the high-range of other suburban mixed-use areas researched by Fehr & Peers.

The chart below summarizes the results of the different scenarios and also includes a reference to the PM peak hour trip generation identified in the Town Center EIS:



\* From DEA "adjusted trips;" see red highlighted column on page 3

Using the revised trip generation rates described above and the MXD+ tool to account for internalized trips within Town Center, it is clear that all the scenarios described above should produce substantially fewer PM peak hour vehicle trips than was assumed in the Town Center EIS.





Table 5 summarizes the number of residential dwelling units assumed for the original Scenario Comparison Graph, *as well the additional residential dwelling units that can be accommodated under the original Town Center EIS assumed PM peak hour trip generation total*. In other words, our analysis evaluates the potential to accommodate additional multifamily housing units without generating more trips than was originally identified in the EIS.

**Table 5 – Summary of Residential Dwelling Units Assumed**

Scenario	Housing Unit Mix Assumed for Scenario Comparison*					Additional Housing Units					Total Housing Units**				
	Single Family	Mid-Rise Condo	Town-house	Senior Housing	Total	Single Family	Mid-Rise Condo	Town-house	Senior Housing	Total	Single Family	Mid-Rise Condo	Town-house	Senior Housing	Total
1	100	600	700	600	2,000	0	1,150	1,350	1,150	3,650	100	1,750	2,050	1,750	5,650
2	100	600	700	600	2,000	0	1,175	1,350	1,175	3,700	100	1,775	2,050	1,775	5,700
3	0	500	500	1,000	2,000	0	1,275	1,500	1,275	4,050	0	1,775	2,000	2,275	6,050
4	100	600	700	600	2,000	0	1,900	2,200	1,900	6,000	100	2,500	2,900	2,500	8,000
5	100	600	700	600	2,000	0	2,500	3,000	2,500	8,000	100	3,100	3,700	3,100	10,000

\* The Town Center EIS planned for 100 single family homes and 1900 multifamily homes. To be consistent in this memorandum, 2,000 housing units were assumed and allocated to the four different housing categories.

\*\* Total housing units that can be accommodated without exceeding PM Peak Hour trip threshold identified in the Town Center EIS.

The results summarized above suggest that Sammamish should change the present residential constraint from number of units to PM peak car trips, adjusted for internalization. Depending on what projects can best satisfy internal housing needs, the mix of land uses and types of residential units provided could vary and have a range of trip generation outcomes. As shown in Table 5, *up to 10,000 dwelling units can be supported in Town Center without additional traffic impacts in the City; this includes 2,000 units originally planned for and 8,000 additional units*. To ease implementation of the trip cap, Sammamish could monitor Town Center trip generation over time to understand the traffic dynamics of the area over time so that the trip rates can be fine-tuned to meet economic and demographic housing needs while protecting existing residents from traffic beyond the SEPA threshold. This type of trip cap monitoring is commonly used for corporate/university campuses and other subarea plans across the country.



## **Conclusions and Recommendations**

Several important conclusions can be drawn from our analysis of Town Center:

- The distinct demographic characteristics of Sammamish residents who are likely to live in multifamily developments in the Town Center combined with the mix of retail and office uses in Town Center result in a substantial reduction in vehicle trip generation rates compared to raw ITE averages for suburban areas.
- The trip generation rates assumed in the original DEA analysis are high and are not supported by local data. We recommend using ITE land use category 223 or 232 for multifamily developments in Town Center based on our traffic count observations at Saffron, which are significantly lower than standard ITE rates. We also recommend the use of standard ITE land use codes for retail uses to represent retail development as the blended rate assumed in the EIS is unrealistically high when considering the nearby grocery stores north and south of Town Center.
- Ongoing trends in an aging population, increasing telecommuting, and increasing internet shopping will likely result in slightly lower per-capita vehicle trip generation in the future years. These further reductions have not been factored in to the five scenarios in this memorandum.
- There is likely to be a range of potential vehicle trip generation outcomes in Town Center depending on how development progresses and market forces impact land use demand. To provide developers with the greatest amount of flexibility to meet economic and demographic housing needs while protecting existing residents from excessive traffic congestion, we suggest the City adopt a trip cap and associated monitoring program for Town Center. This would shift the focus of the EIS transportation evaluation from an arbitrary limit on dwelling units/square feet to vehicle trips, which would allow a significant number of housing units to be built to meet economic and demographic needs without increasing PM peak vehicle trips beyond the SEPA threshold.
- There is strong and compelling evidence that the Town Center can support additional housing units, from a low of 3,650 to a high of 8,000, over and above the 2,000 units originally planned for (total units from 5,650 to 10,000) without generating additional traffic beyond which was identified in the EIS.

**Tab 6**





## MEMORANDUM

**Date:** June 14, 2016  
**To:** Paul Stickney  
**From:** Sarah Keenan and Chris Breiland, Fehr & Peers  
**Subject:** Analysis of Trip Generation Data from Issaquah StarPoint Condos and Traffic Studies in Eastside Communities

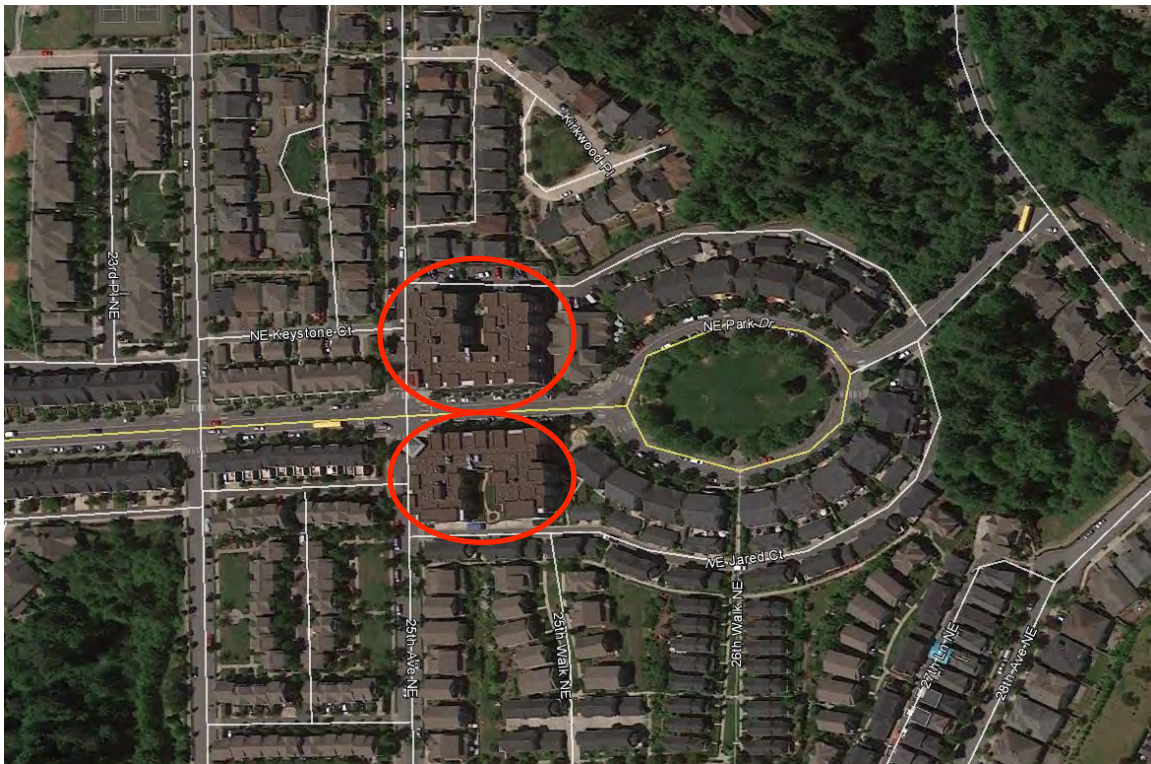
*SE15-0414*

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This memorandum summarizes our analysis of how trip generation in a suburban town center with minimal transit service might differ from the trip generation rates published by the Institute of Transportation Engineers (ITE). Research and analysis for this memorandum included a trip generation study performed at the StarPoint Condos in the Issaquah Highlands and review of traffic studies of apartments, condos, and mixed use developments elsewhere in east King County.

### REVIEW OF TRIP GENERATION AT STARPOINT CONDOS

To confirm how actual trip generation could differ when compared to ITE rates in a more compact and mixed-use community with minimal transit service, we directly observed the trip generation of the StarPoint condos located in Issaquah Highlands. The mostly residential community is over one mile from the nearest transit stop, making walking to transit unlikely. There are some businesses located on NE Park Drive, which provide basic services to the condos and surrounding neighborhood. The StarPoint Condos consist of two buildings as shown in the image on the following page.



The buildings are three floors of residential condos over one floor of commercial use. Both buildings have separate garages for the commercial uses and for the residents. The commercial uses include small eateries, specialized retail, and small medical and health centers. The northern building consists of 48 dwelling units, while the southern building consists of 44 dwelling units. The buildings each contain a mix of one or two bedroom units with one or two parking spots—this blend of one and two bedroom units is typical of mixed-use residential developments across King County. At the time we observed trip generation, there were no vacancies in either building. Following traditional traffic impact analysis practices, both of these buildings would be classified under the ITE Land Use Code (LUC) 230: Condominium if we were to estimate trip generation using the ITE method.

Fehr & Peers received permission from the condo board to collect trip generation data by installing a camera to count vehicles entering and exiting the residential garage for two consecutive typical weekdays. The trips were converted to average trip generation per occupied



dwelling unit and compared to the ITE standard trip generation rate for condominiums (LUC 230). The results are displayed in **Table 1**.

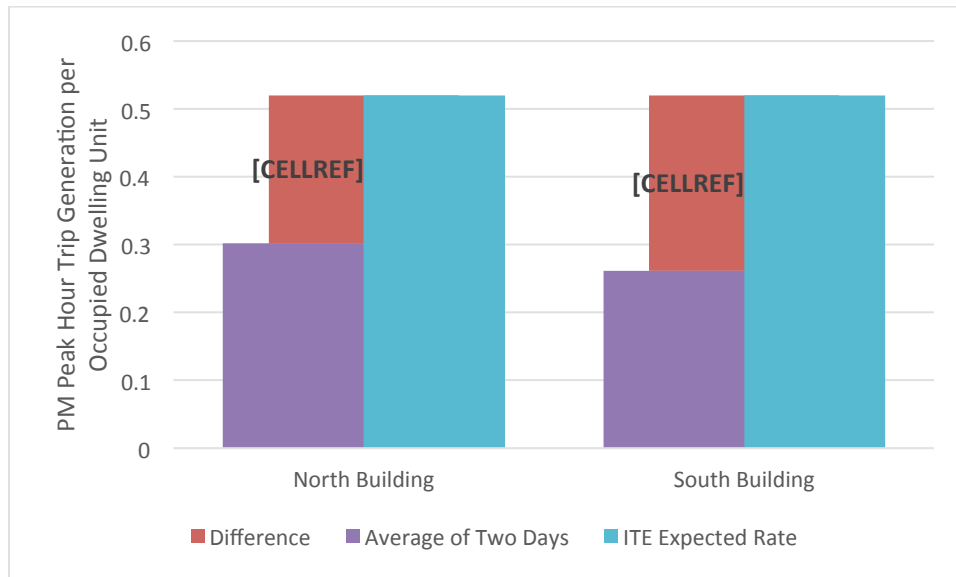




**Table 1: ITE Trip Generation Compared to Observed Trip Generation**

	ITE Trip Rate per Dwelling Unit (based on LUC 230)	Observed Trip Rate per Dwelling Unit
Daily	5.81	2.08
AM	0.44	0.21
PM	0.52	0.28

As displayed in Table 1, the observed trip generation rate in the PM peak hour<sup>1</sup> at the StarPoint Condos is nearly 50 percent lower than the ITE trip generation rate would forecast. The table provides a trip generation per occupied dwelling unit for both of the buildings. The observed trip generation by building compared to the ITE expected rate is provided in the chart below; note that the two buildings have nearly identical trip generation rates.



<sup>1</sup> PM peak hour is our focus because communities typically measure the impact of a development to the existing roadway network during the PM peak hour. This can be used for impact fee calculation and to determine necessary mitigation to existing intersections or roadways.



## REVIEW OF TRAFFIC STUDIES

Given the finding that the StarPoint Condos generate far fewer trips than ITE would estimate, we decided to survey cities and other traffic consultants who work in East King County to determine how mixed-use residential projects are typically analyzed. The review of studies provided by East King County jurisdictions showed that most traffic consulting firms/cities rely entirely on raw (unadjusted) ITE trip generation rates when assessing traffic impacts associated with apartments and condos. A total of nine traffic studies were reviewed for apartments, condos, and multi-use developments in Issaquah, Kenmore, Mercer Island, and Redmond. Seven of the studies used the raw ITE trip generation rate, two took some form of reduction, and none took traffic counts to validate the ITE trip generation rates.

The Land Use Code (LUC) for analysis is typically at the discretion of the engineer performing the study. Although the land uses were similar for all studies, four different land use codes were used:

- 6 of the studies used **LUC 220: Apartments** (0.62 PM peak hour trips per dwelling unit),
- 1 study used **LUC 230: Condominiums/Townhouses** (0.52 PM peak hour trips per dwelling unit),
- 1 study used **LUC 232: High Rise Condominiums** (0.38 PM peak hour trips per dwelling unit), and
- 1 study used **LUC 252: Senior Housing** (0.23 PM peak hour trips per occupied dwelling unit).

The study that used LUC 232: High Rise Condominiums was performed by Jake Traffic Engineering, Inc. for a 120 unit Multi-family development in the City of Redmond. There was no reduction taken from the ITE trip generation rate.

Two of the studies were for mixed-use developments, while the remainder were for residential only developments. The mixed-use development studies were the only reviewed studies that included any reduction from ITE trip generation rates. One of these studies provided a 5 percent internalization reduction to the residential portion of the development. An internalization reduction accounts for the fact that some of the trips will be between the proposed land uses, and those



trips will not be added to the roadway network. The other mixed-use development study used a 34 percent internalization reduction and took a 24 percent reduction for transit, biking, and walking mode share based on local journey to work data. The result of these two reductions was a 42 percent reduction to the ITE standard trip generation rate. This 42 percent reduction of ITE rates is similar to what we observed at the StarPoint site, but there was no justification that this reduction was reasonable based on empirical evidence.

Additionally, two of the residential studies mentioned that the trip generation would likely be lower than the ITE estimates. However, none of the residential studies verified whether the ITE trip rates matched actual rates from existing developments in similar settings.

The ITE trip generation rates for apartments and condos have been compiled from observed data at largely single-use, suburban sites across the country since the 1960s. The trip generation rates from ITE are based solely on the number of dwelling units and do not consider key factors like the demographics of the building (are there families present), bedroom count, surrounding land uses, presence of sidewalks/bicycle facilities, or transit accessibility. These factors are known as the “Ds” or urban form (demographics, land use density, land use diversity, pedestrian/bicycle network design, distance to transit, access to regional destinations). Based on a large set of academic research, trip generation can vary significantly based on the D characteristics of a site. For example, the number of vehicle trips could be much lower at a residential building that is located in a town center compared to a similar development located in a suburban area with few adjacent businesses and no pedestrian/bicycle amenities. As is typical in most of the country, our review of the traffic studies in east King County showed that each of the communities use the ITE trip generation rates regardless of location and adjacent land uses, which could overstate trip generation in areas that have “better” D characteristics.

## **OTHER OBSERVATIONS**

### **Typical Trip Generation Studies**





Fehr & Peers reached out to two traffic engineering firms, Transportation Solutions, Inc. (TSI) and Dave Evans and Associates (DEA), commonly used for development review and public sector work in Sammamish and other Eastside Cities. Both of these firms responded that they have never used observed traffic counts as part of a traffic study for traditional condos or apartments within any Eastside Community. However, TSI responded that they have used observed traffic counts as part of a traffic study for a single-room-occupancy (SRO or microhousing) development; these developments are unique and do not have an ITE trip generation rate, so a direct observation was made.

#### **Other Local Observed Trip Generation**

A trip generation study similar to the StarPoint Condo study was performed in September 2015 at the Saffron Apartment buildings located in a mixed use area north of Town Center in Sammamish. The building consists of 97 occupied apartments in three floors over ground-floor retail. Data was collected over two days, and the average trip generation was 0.28 trips per occupied dwelling unit—nearly identical to the results of the StarPoint Condos. While anecdotal, these two trip generation studies (at two different mid-rise residential developments in town center settings) have similar results. In both direct observations, the trip generation rates of these mid-rise (3-6 story) residential developments was substantially below the typical ITE rates from land use codes 220 or 230 (45-55 percent lower) and also below the ITE rate for high-rise condo—land use code 232 (26 percent lower). Neither of the areas observed have strong transit service.

#### **Dense Mixed Use Centers**

Dense mixed-use centers have been supported as part of Washington State's Growth Management Act (GMA), PSRC's Vision 2040, and local and county-wide plans. Long range plans from King County, large cities, and small communities are required to encourage growth in dense mixed-use centers. The reason for emphasizing development in these mixed-use areas is based on the idea that the region can accommodate more growth with fewer transportation impacts in a mixed-use setting. The observed data from StarPoint Condos in Issaquah and the Saffron Apartments in Sammamish support this claim, even in the absence of strong transit service. In other words, even in very suburban communities, dense



mixed-use residential development generates far fewer vehicle trips than similar development outside of a town center environment.

### **Other Trends Influencing Trip Generation**

In addition to the “D” factors, there are other trends that could result in lower trip generation in affluent town centers like Sammamish. Fehr & Peers has prepared a series of research papers on the long-term trends that may affect vehicle travel, two of which are explained below:

- **Telecommuting:** Telecommuting removes vehicles from the road during the peak travel times since people work from home. The share of people telecommuting is increasing across King County and even faster in affluent communities such as Sammamish and Issaquah. More affluent communities tend to be home to many workers in the “Management, business, science, and arts occupations,” which according to the Census Bureau, is the group of industries most likely to telecommute.
- **Internet shopping:** As people increasingly shop for items online, fewer trips are made to traditional retailers. Delivery trucks are much more efficient at delivering goods to people’s homes than individual vehicles and many deliveries are made outside of the congested PM peak hour. High income communities like Sammamish and Issaquah tend to do more shopping online than other communities. Fehr & Peers research suggests that internet shopping could reduce vehicle travel in the 2-5 percent range over the coming years.

We point out these trends to emphasize that there are many factors that have the potential to impact future trip generation, and most of the trends are for fewer trips per capita. The amount of vehicle-miles generated per capita in the United States and Washington State peaked in 2004 and has been lower ever since.

### **CONCLUSION**

Although communities in East King County typically rely on ITE trip generation rates for traffic impact studies of apartments and condos, the actual trip generation of mid-rise mixed-use residential developments may be much lower. Overstating the number of trips from a multi-family developments increases the cost of development and reduces



the opportunity to provide a diverse mix of housing choices in communities. Based on observations at the StarPoint Condos and Saffron, using raw ITE trip generation rates may substantially overestimate trip generation rates of residential developments in suburban town centers. This is true even in places like Issaquah Highlands and Sammamish Town Center that do not have strong transit service. We advise that cities consider using more sophisticated trip generation methods that consider the Ds of the built environment when evaluating and permitting land uses in town center areas.



Tab 7

1 BEFORE THE GROWTH MANAGEMENT HEARINGS BOARD  
2 CENTRAL PUGET SOUND REGION  
3 STATE OF WASHINGTON  
4

5 PAUL STICKNEY and RICHARD BIRGH,

6 Petitioners,

7 v.  
8

9 CITY OF SAMMAMISH,  
10

11 Respondent.  
12

Case No. 15-3-0017

**ORDER NUNC PRO TUNC  
CORRECTING FINAL DECISION AND  
ORDER**

13  
14 **I. SYNOPSIS**

15 Petitioners challenge City of Sammamish Ordinance No. O2015-396 relating to the  
16 Comprehensive Plan Housing Element. After a Hearing on the Merits, the Board concluded:  
17

- 18 • Ordinance O2015-396 fails to make adequate provisions for existing and  
19 projected needs of all economic segments of the community, contrary to RCW  
20 36.70A.070(2) and RCW 36.70A.020(4), and  
21 • The challenged Housing Element is inconsistent with the Countywide Planning  
22 Policies for King County because Ordinance O2015-396 failed to address the  
23 City's "share" of countywide housing needs, contrary to RCW 36.70A.100 and  
24 RCW 36.70A.210(1).  
25

26 **II. PROCEDURAL BACKGROUND**

27 On December 15, 2016, Paul Stickney and Richard Birgh (Petitioners) filed a  
28 petition for review. The petition was assigned Case No. 15-3-0017.  
29

30 A prehearing conference was held in person at the Sammamish City Hall on January  
31 21, 2016. Petitioners Paul Stickney and Richard Birgh appeared as pro se. Subsequent to  
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### III. BOARD JURISDICTION

The Board finds the Petition for Review was timely filed, pursuant to RCW 36.70A.290(2). The Board finds the Petitioners have standing to appear before the Board, pursuant to RCW 36.70A.280(2)(b). The Board finds it has jurisdiction over the remaining subject matter of the petition pursuant to RCW 36.70A.280(1).

### IV. BURDEN OF PROOF AND STANDARD OF REVIEW

Pursuant to RCW 36.70A.320(1), comprehensive plans and development regulations, and amendments to them, are presumed valid upon adoption. This presumption creates a high threshold for challengers as the burden is on the petitioners to demonstrate that any action taken by the City is not in compliance with the GMA.

The Board is charged with adjudicating GMA compliance and, when necessary, invalidating noncompliant plans and development regulations.<sup>1</sup> The scope of the Board's review is limited to determining whether a County has achieved compliance with the GMA only with respect to those issues presented in a timely petition for review.<sup>2</sup> The GMA directs that the Board, after full consideration of the petition, shall determine whether there is compliance with the requirements of the GMA. The Board shall find compliance unless it determines that the County's action is clearly erroneous in view of the entire record before the Board and in light of the goals and requirements of the GMA. RCW 36.70A.320(3). In order to find the County's action clearly erroneous, the Board must be "left with the firm and definite conviction that a mistake has been made." *Dep't of Ecology v. PUD 1, 121 Wn.2d 179, 201 (1993).*

<sup>1</sup> RCW 36.70A.280, RCW 36.70A.302.

<sup>2</sup> RCW 36.70A.290(1).



1 growth in East King County, and ongoing needs for affordable housing.<sup>29</sup> The 25-year  
2 growth target for Sammamish is identified in Exhibit R-1 of the Housing Analysis at 4,000  
3 housing units, and pursuant to the CPPs, certain percentages of the overall housing target  
4 are specified to meet affordable housing targets.<sup>30</sup> The Housing Analysis concludes by  
5 stating, "through 2009, Sammamish was ahead of the pace indicated to achieve its *overall*  
6 housing target" and that more time is needed to see the effect of the City's strategies to  
7 achieve its affordable housing goals.<sup>31</sup>

### 9 **Petitioners' Challenge and Board's Analysis**

#### 10 **Identifying needs**

11 Petitioners assert that there is a housing affordability crisis in the City of  
12 Sammamish<sup>32</sup> and allege deficiencies in the Sammamish 2015 Comprehensive Plan  
13 because the Housing Element does not include specific housing numbers for economic and  
14 demographic needs to meet gaps that have arisen due to past and present housing policies.  
15 Without this data, the City cannot begin to evaluate the adequacy of its policies in  
16 addressing the deficiency of affordable housing options that threatens to persist and  
17 increase into the future. The Board agrees.

18  
19  
20 The City argues that the GMA does not require the Housing Element to include the  
21 level of specificity Petitioners would like to see as to very low-income, low-income, and  
22 moderate-income categories in the community.<sup>33</sup> Thus Sammamish asserts that it satisfied  
23 the GMA Housing Element requirements because its Housing Analysis included an  
24 inventory and analysis of existing and projected housing needs, and also identifies the  
25 number of *total* housing units needed to manage projected growth (4,640 units through  
26  
27  
28

29 <sup>29</sup> Tab 5 to Petitioners' Brief at 000278 – 000282, 000297 – 000299.

30 <sup>30</sup> Tab 5 to Petitioners' Brief at 000290, 000337 – 000338.

31 <sup>31</sup> Tab 5 to Petitioners' Brief at 000300. (Emphasis added)

32 <sup>32</sup> Petitioners' Prehearing Brief (Mar. 28, 2016) at 24-25.

<sup>33</sup> City Brief and Motion to Strike (Apr. 13, 2016) at 13-15.



1 The Housing Needs Analysis presented to the Sammamish Planning Commission in  
2 October 2013 documents that *only 13 affordable housing units were created in the City of*  
3 *Sammamish from 1993 to 2010*. Of those, six were affordable to low-income households  
4 below 50% AMI and seven to moderate-income households from 50-80% AMI.<sup>37</sup> The  
5 targets for Sammamish's regional share during the 20-year period were 38 and 27  
6 respectively.  
7

8 In 2011, the median household income in Sammamish was \$135,432. The income  
9 distribution included 7% of Sammamish households in the "moderate income" category, 3%  
10 in the "low income" category, and 3% in the "very-low income category."<sup>38</sup> Thirty-two percent  
11 of Sammamish households were "cost-burdened," i.e., spending more than 30% of  
12 household income on housing; and 9% of Sammamish households were "severely cost-  
13 burdened," i.e., spending more than 50% of household income on housing.<sup>39</sup>  
14

15 According to the latest data from 2010, affordable housing stock by household  
16 income category in Sammamish was respectively:

- 17 • Very Low Income: 0% of housing stock
- 18 • Low Income: 1% of housing stock
- 19 • Moderate Income: 4% of housing stock<sup>40</sup>

20 On the record before us, 13% of households fall within the moderate to very low  
21 income range but only 5% of housing stock is affordable for moderate or low income  
22 households and none is affordable for very-low income households.  
23

24 The City objects that Petitioners rely on conclusory statements and lay person  
25 opinions.<sup>41</sup> The Board notes petitioners may be laypersons but they have taken the time to  
26 thoroughly review the City's numbers and make calculations based on data in the record as  
27

28  
29 <sup>37</sup> Ex. CD 4-1, ARCH Housing Needs Analysis Chart 11 (October 2013) p. I-20.

<sup>38</sup> Sammamish Comprehensive Plan, Background Information – Housing Analysis (Vol. 2, Jan. 2015) p. A-12.

<sup>39</sup> Sammamish Comprehensive Plan, Background Information – Housing Analysis (Vol. 2, Jan. 2015) pp. A-15, A-17.

<sup>40</sup> Sammamish Comprehensive Plan, Background Information – Housing Analysis (Vol. 2, Jan. 2015) p. A-29.

<sup>41</sup> City Brief at 12, 15, 17.



1 set forth above. For example, the City disputes Petitioners' analysis of the gap between  
2 affordable housing needs in the community and affordable housing supply, but offers no  
3 alternative calculations.<sup>42</sup> Merely characterizing Petitioners' statistics as personal opinions  
4 does not refute them.<sup>43</sup> To the contrary, the Board finds that the record amply supports  
5 Petitioners' gap analysis.  
6

7 Land Capacity for Affordable Housing:

8 Under RCW 36.70A.070(2)(c), the City's Housing Element must also "identif[y]  
9 sufficient land for housing, including ... housing for low-income families, ... [and] multi-family  
10 housing ...."<sup>44</sup> WAC 365-196-410(2)(d)(i) further explains that:

11 The housing needs analysis ... should be used to designate sufficient land  
12 capacity suitable for development in the land use element.<sup>45</sup>  
13

14 As to land for multi-family housing, Sammamish contends its plan allows multifamily  
15 residential development throughout the city. In addition to the Town Center, "zoning  
16 regulations permit townhomes and apartments in all zones, and also permit duplexes and  
17 cottage housing in most residential zones."<sup>46</sup> However, the Board notes that 95% of the City  
18 is zoned R-1 to R-8.<sup>47</sup> In those zones, *multi-family housing is allowed only in historic*  
19 *buildings.*<sup>48</sup> The City apparently has two landmarked buildings and about two dozen others  
20  
21  
22  
23  
24

25 <sup>42</sup> City Brief at 20.

26 <sup>43</sup> See McGee and Howell, *Washington's Way II: The Burden of Enforcing Growth Management in the Crucible*  
27 *of the Court and Hearings Boards*, 33 Seattle U. L. Rev. 549, 555-556 (2008) (comparing the burden of  
28 persuasion, which is always on the petitioner, and the burden of production, which "must shift at some point  
such that the respondent must refute the evidence proffered by the petitioner.")

29 <sup>44</sup> RCW 36.70A.070(2)(c).

30 <sup>45</sup> The City asserts Petitioners rely on WAC guidelines which are merely advisory and not regulatory. City Brief  
31 at 12. The City is correct that the guidelines are advisory for cities and counties. However, the Board is  
32 required to consider the guidelines in determining its cases. RCW 36.70A.320(3).

<sup>46</sup> City Brief at 19; Tab 5 at 000299.

<sup>47</sup> Tab 194, Zoning Designations Map. PT-002374.

<sup>48</sup> City Brief at 10, fn. 8 (citing SMC 21A.20.030(B)(3)).



1 resources of households away from housing.<sup>54</sup> The City's Housing Element must "make  
2 adequate provision" for existing and projected housing needs of this economic segment of  
3 the community, and the Board finds that the City has failed to do so.<sup>55</sup>

4 The Board has decided very few cases applying the housing element requirements of  
5 GMA such that there is guidance in our jurisprudence. In *Futurewise v. City of Bothell*,<sup>56</sup> the  
6 petitioners argued that Bothell had not provided sufficient land for low income housing.  
7 Based on an analysis of the cost of land, Futurewise contended a zoned density of  
8 15du/acre would be needed to make single-family detached housing affordable. However,  
9 the Board found that Bothell had zoned enough land at that density to accommodate the 20-  
10 year projected affordable housing needs and that other housing types might be part of the  
11 planned accommodation. In contrast to the facts in *Futurewise*, Petitioners here have  
12 identified facts that demonstrate the City failed to identify sufficient land for affordable  
13 housing.

14  
15  
16 In sum, the Board is left with the firm and definite conviction that a mistake has been  
17 made in adopting the City of Sammamish Housing Element. Petitioners have satisfied their  
18 burden of proof and demonstrated that Sammamish Ordinance O2015-396 is clearly  
19 erroneous in view of the entire record before the Board and in light of the goals and  
20 requirements of the GMA.

21 Conclusion:

22 **The Board finds and concludes** that Ordinance O2015-396 violates RCW  
23 36.70A.070(2) because the City of Sammamish failed to establish any numeric or  
24 percentage goals for the City's "share" of countywide needs in the moderate, low, and very  
25 low income housing categories and failed to make adequate provisions for existing and  
26 projected needs of all economic segments of the community. Ordinance O2015-396 was not  
27  
28

29 <sup>54</sup> Sammamish Comprehensive Plan, Background Information – Housing Analysis (Vol. 2, Jan. 2015) pp. I-24  
30 & II-4.

31 <sup>55</sup> RCW 36.70A.070(2)(d).

32 <sup>56</sup> *Futurewise v. City of Bothell*, GMHB Case No. 07-3-0014, Final Decision and Order (August 2, 2007), p. 9-  
10, *aff'd Futurewise v CPSGMHB*, 150 Wn. App. 1041 (2009)(unpublished).



1 community amenities, retail and office opportunities, residential choices, and environmental  
2 functions and values.”<sup>58</sup> The Town Center Plan included this Policy H-1.1: “*Adopt*  
3 *development regulations that allow for up to 2,000 dwelling units in the Town Center.*” The  
4 2015 Housing Analysis refers to the Town Center Plan, in pertinent part as follows:

5           The City’s 2008 Town Center Plan calls for up to 2,000 dwelling units to  
6 promote development of housing that may not otherwise be built in the  
7 city, through a mixture of multi-family units in mixed-use and stand-alone  
8 structures, townhouses, cottages, and detached single-family dwellings.  
9 New code amendments allow more homes and a wider variety of housing  
10 types in the Town Center. Moreover, these homes will have convenient  
walking access to shopping, open space, and transit.<sup>59</sup>

11 The record does not indicate whether the Town Center Plan was appealed or challenged  
12 when it was adopted in 2008 by Ordinance No. O2008-232.

13           In the present case, Petitioners challenge Ordinance No. O2015-396 (passed Oct.  
14 13, 2015) which adopted the 2015 Comprehensive Plan.<sup>60</sup> The text of Ordinance O2015-  
15 396 makes no reference to the 2008 Town Center Plan. The 2015 Comprehensive Plan,  
16 which is attached to Ordinance O2015-396, does refer to the 2008 Town Center Plan as a  
17 previously adopted document. But the 2015 Comprehensive Plan does not appear to  
18 include or incorporate the 2008 Town Center Plan.<sup>61</sup> Since the Town Center Plan is not part  
19 of the challenged Ordinance O2015-396, the Board cannot consider any of Petitioners’ legal  
20 issues alleging GMA non-compliance as to the Town Center Plan. Those claims would have  
21 to have been raised in 2008 when the Town Center Plan was adopted. RCW 36.70A.290(2).  
22

23           Development regulations for the Town Center were enacted subsequent to the 2008  
24 Town Center Plan adoption and are codified as Title 21B of the Sammamish Municipal  
25 Code (“SMC”). Title 21B permits a maximum of 2000 dwelling units within the Town Center  
26  
27

28  
29 <sup>58</sup> Tab 63 of City Brief at 003088.5 – 003088.6.

30 <sup>59</sup> Sammamish Comprehensive Plan, Background Information – Housing Analysis (Vol. 2, Jan. 2015) p. II-5.

31 <sup>60</sup> Tab 6 to Petitioners’ Prehearing Brief.

32 <sup>61</sup> It is for the City to consider whether the Town Center Plan should be re-enacted or amended to address  
GMA Housing Element requirements – the Town Center Plan is not part of the present appeal.



1 zones, and requires that not less than 10 percent of any residential development be  
2 affordable housing units.<sup>62</sup> Title 21B also includes additional affordable housing incentives  
3 (SMC 21B.75.020) and a transfer of development rights program (SMC 21B.25.040) to allow  
4 for variety and flexibility in residential development within the Town Center.<sup>63</sup> Since  
5 challenged Ordinance O2015-396 did not adopt or amend any development regulations, the  
6 Board cannot consider any of Petitioners' legal issues alleging GMA non-compliance as to  
7 development regulations.  
8

9 What is left for consideration by the Board are Petitioners' assertions of  
10 Comprehensive Plan inconsistencies allegedly created by Ordinance O2015-396, internally  
11 within the plan or externally as to Countywide Planning Policies.  
12

### 13 **INTERNAL PLAN INCONSISTENCY (Issue 5)**

14 Petitioners allege the cap of 2000 units in the Town Center subarea plan is clearly  
15 erroneous because it prevents the City from developing sufficient housing to address unmet  
16 needs and is also based on inaccurate vehicle trip generation rates identified in the 2007  
17 Town Center SEPA analysis.<sup>64</sup> Petitioners disagree with the 2000-unit cap adopted in 2008  
18 but they have failed to point to any internal plan inconsistencies created by the challenged  
19 2015 ordinance. But Petitioners are precluded from challenging the City's actions taken in  
20 2007-2008. Regardless, the 2015 Housing Analysis is actually consistent with the 2000  
21 dwelling unit limit called for in the 2008 Town Center Plan.<sup>65</sup>  
22

23 Petitioners have failed to satisfy their burden of proof under Issue 5 to show that  
24 Ordinance O2015-396 created an internal Comprehensive Plan inconsistency. Accordingly,  
25 **Issue 5 is dismissed.**  
26  
27  
28  
29

30 <sup>62</sup> Tab 5 of City Brief at 000299; see also SMC 21B.25.040, 21B.75.020(1).

31 <sup>63</sup> Tab 5 of City Brief at 000299.

32 <sup>64</sup> Petitioners' Prehearing Brief (Mar. 28, 2016) at 19-22.

<sup>65</sup> Sammamish Comprehensive Plan, Background Information – Housing Analysis (Vol. 2, Jan. 2015) p. II-5.



1 **INVALIDITY**

2 Petitioners asked the Board to find the City's Housing Element and Town Center  
3 subarea plan invalid but Petitioners failed to adduce evidence showing that continued  
4 validity of Ordinance O2015-396 would substantially interfere with the fulfillment of identified  
5 GMA planning goals.<sup>67</sup> Accordingly, the Board denies the request for invalidity.  
6

7 **VII. ORDER**

8 Based upon review of the Petition for Review, the briefs and exhibits submitted by the  
9 parties, the GMA, prior Board orders and case law, having considered the arguments of the  
10 parties, and having deliberated on the matter, the Board Orders:

- 11
- 12 • Sammamish Ordinance O2015-396 fails to make adequate provisions for existing  
13 and projected needs of all economic segments of the community, contrary to  
14 RCW 36.70A.070(2) and RCW 36.70A.020(4).
  - 15 • The challenged Housing Element is inconsistent with the Countywide Planning  
16 Policies for King County because Ordinance O2015-396 failed to address the  
17 City's "share" of countywide housing needs, contrary to RCW 36.70A.100 and  
18 RCW 36.70A.210(1).
  - 19 • Legal issues 5 and 7 are dismissed.
  - 20 • Petitioners have satisfied their burden of proof and demonstrated that City of  
21 Sammamish Ordinance O2015-396 relating to the Comprehensive Plan Housing  
22 Element is clearly erroneous in view of the entire record before the Board and in  
23 light of the goals and requirements of the GMA.  
24  
25

26  
27 <sup>67</sup> RCW 36.70A.302 states in pertinent part:

28 The board may determine that part or all of a comprehensive plan or development regulations are invalid if the board:

- 29 (a) Makes a finding of noncompliance and issues an order of remand under RCW 36.70A.300;  
30 (b) Includes in the final order a determination, supported by findings of fact and conclusions of law, that the continued validity of part or parts of the plan or regulation would substantially interfere with the fulfillment of the goals of this chapter; and  
31 (c) Specifies in the final order the particular part or parts of the plan or regulation that are determined to be  
32 invalid, and the reasons for their invalidity.





**From:** Paul Stickney stick@seanet.com  
**Subject:** Critical Crossroads - Housing Balance  
**Date:** November 7, 2016 at 2:57 PM  
**To:** Sammamish City Council citycouncil@sammamish.us  
**Cc:** Lyman Howard lhoward@sammamish.us, Jessi Bon jbon@sammamish.us, Jeff Thomas JThomas@sammamish.us, Melonie Anderson manderson@sammamish.us, Lita Hachey lhachey@sammamish.us, Dick Birgh rbirgh@comcast.net

Esteemed Council Members,

This email pertains to New Business Item #3 on the Agenda of your 11.8.16 meeting:

“Discussion: Comp Plan Amendments - Housing Element”

In your Council packet for this meeting, City Staff and Consultants have provided you the City’s suggested remedies for dealing with the GMHB Final Decision and Order.

Attached to this email are three pdf’s from Dick Birgh and me:

PDF 1 - Executive Overview on Housing Balance (with Highlights)  
 PDF 2 - “Achieving”- Compilation Notebook  
 PDF 3 - Suggested Alternative Remedies (with Highlights)

PDF’s 1 and 2 outline the matters in question and much contextual information.

PDF 3 suggests alternative remedies, that not only deal with the GMHB Final Decision and Order, they also address methods to cure long-standing unmet fundamental issues of our residential bedroom community - Housing Balance and Housing Affordability - for those living and working within Sammamish.

We invite each of you to email, call or meet with us, so we can answer any questions you have, and to discuss the benefits that Housing Balance and Housing Affordability will bring to Sammamish now, for decades and generations to come.

Best Regards,

Paul Stickney  
 425-417-4556

Dick Birgh  
 425-996-8641

**An Executive Overview**

**Critical Crossroads - Housing Balance      Dependent Outcomes**

*In a Nutshell ...* Sammamish is at a Critical Crossroads **whether to** attain Housing Balance and Housing Affordability for all households from within our Community **or not.**

**Housing Balance**      - When housing supply meets Housing Affordability for all economic and demographic groups within Sammamish.

**Housing Affordability**      When housing is available at 30% or less of any household income.

**Attaining Housing Balance and Housing Affordability in Sammamish ...**


Sammamish has a significant oversupply of larger homes at higher prices, and a serious undersupply of smaller and multi-family homes -- about 30% to 40% out of balance. **Remediating these deficiencies will have major, enduring benefits across three platforms - Social, Environmental and Transportation.**

With respect to housing, all cities in King County are responsible for preserving their existing neighborhood character, taking their fair share of regional growth, and meeting both the economic and demographic housing needs and wants of all those living and working within their city.

Housing Affordability applies to all economic income levels and demographic groups within our community. Affordable Housing is a small subset of Housing Affordability, where subsidies are needed. It is important to recognize the distinction between market demand and internal needs.

**Housing Balance and Housing Affordability are ONLY about meeting our internal housing needs from within the City - they are NOT about meeting larger market demands generated from outside the City.**



**From:** Paul Stickney stick@seanet.com   
**Subject:** Suggested Alternative Remedies to Recommend.  
**Date:** October 26, 2016 at 5:22 PM  
**To:** Planning Commission PlanningCommission@sammamish.us  
**Cc:** Lyman Howard lhoward@sammamish.us, Jessi Bon jbon@sammamish.us, Jeff Thomas JThomas@sammamish.us, Richard Birgh rbirgh@comcast.net

Dear Planning Commissioners,

Below is a "cut and paste" from the pdf attached called "Alternative Remedy Solutions". Also there are five attachments too, which are referenced in the email below.

**Two Fundamentals:**

**Fundamental One.** The staff/consultant position is to focus on the three lowest AMI Categories of housing need. Our position is to focus on ALL housing needs from within the City, and then context the three lowest categories relative to their part of all internal economic and demographic needs and wants.

**Fundamental Two.** The staff/consultant position is to mainly focus on housing element policy only. Our position is to focus on the entire 2015 Comp plan, relative to optimally meeting Economic and Demographic Housing Needs and Wants. This also would include changes to the Town Center Plan, development regulations and zoning in the Town Center and other Centers.

Respectfully Submitted,

Paul Stickney and Richard Birgh.

-----

## **Suggested Alternative Remedies, that will Both Satisfy the GMHB Order and be for the Betterment of the General Welfare of Current and Future Sammamish Households, for the Planning Commission to Consider Recommending to the City Council**

**The foundational purposes are to attain optimized Housing Balance in Sammamish and meet the Sammamish Vision statement of "Housing Affordability through Balanced Sustainable Housing". Recommend the City Council take these requisite steps by appropriate Resolutions and/or Ordinances and/or Planning Programs:**

- 1) Suspend adoption of the proposed ordinance to amend the Housing Element at this time, and place this thoughtful work it in the "parking lot" for now.
- 2) Make immediate Town Center changes, using Chapter 24 (Attachment A, two pages) and/or other toolkit tools. See the yellow highlights on first two pages of this four-page document. (Attachment B)
- 3) Decide to carry out a "Housing Balance Master Plan" with a suitable timeline to compliment and coincide with the "Transportation Master Plan" - as these two plans are symbiotic, with mutually beneficial relationships. (Attachment C)
- 4) Have past, present, future, and cycle-of-life economic and demographic "Housing Needs Analyses" done to determine deficient or surplus supply gaps for every category. (Attachment D)
- 5) Carry out pertinent tasks listed in the two-page "Housing Affordability P's and Q's" (Attachment E)
- 6) Conduct statistically valid surveys, informed by Housing Needs Analyses supply gap results, and other P's and Q's findings, to obtain meaningful housing "preferences and wants" of Sammamish residents now, and throughout their cycle-of-life.

**Suggested Alternative Remedies, that will Both Satisfy the GMHB Order and be for the Betterment of the General Welfare of Current and Future Sammamish Households, for the Planning Commission to Consider Recommending to the City Council**

The foundational purposes are to attain optimized Housing Balance in Sammamish and meet the Sammamish Vision statement of “Housing Affordability through Balanced Sustainable Housing”. **Recommend the City Council take these requisite steps by appropriate Resolutions and/or Ordinances and/or Planning Programs:**

- 1) Suspend adoption of the proposed ordinance to amend the Housing Element at this time, and place this thoughtful work it in the “parking lot” for now.
- 2) Make immediate Town Center changes, using Chapter 24 (Attachment A, two pages) and/or other toolkit tools. See the yellow highlights on first two pages of this four-page document. (Attachment B)
- 3) Decide to carry out a “Housing Balance Master Plan” with a suitable timeline to compliment and coincide with the “Transportation Master Plan” - as these two plans are symbiotic, with mutually beneficial relationships. (Attachment C)
- 4) Have past, present, future, and cycle-of-life economic and demographic “Housing Needs Analyses” done to determine deficient or surplus supply gaps for every category. (Attachment D)
- 5) Carry out pertinent tasks listed in the two-page “Housing Affordability P’s and Q’s” (Attachment E)
- 6) Conduct statistically valid surveys, informed by Housing Needs Analyses supply gap results, and other P’s and Q’s findings, to obtain meaningful housing “preferences and wants” of Sammamish residents now, and throughout their cycle-of-life.
- 7) Having been informed by all housing supply gap results, informed survey outcomes, other P’s and Q’s findings, and the Housing Element work (#1 above) on the 3 lowest AMI income categories - make appropriate changes to the goals and policies throughout the 2015 Comprehensive Plan, the Town Center Plan, related development regulations and zoning.

***Documents and Compilations given to the Planning Commission, and the City, that support the above seven suggested recommendations to the City Council:***

- “Achieving” - Compilation Book with five sections.
- “Housing Legacy and Stewardship” - 2-page document
- “IS about Balance, NOT about Growth” - 1-page document
- “Irreducible Indispensables” - 2-page document
- “Narrative – Housing Balance for Sammamish - 2-page document
- “KCCPP Housing Policy Remarks” – 10-page document
- “PSRC Housing Policy Remarks” – 3-page document
- “Commerce Housing Policy Remarks” – 15-page document
- “Wash Housing Needs Assessment Remarks” – 12-page document
- “Holistic Components” – 1 page document
- “PACKETS A-X” - Compilation USB Flash Drive with 24 packets.

- (4) Northeast Sammamish sewer and water district water plan;
- (5) Issaquah School District capital facilities plan;
- (6) Lake Washington School District capital facilities plan;
- (7) Snoqualmie Valley School District capital facilities plan. (Ord. O2010-291 § 1; Ord. O2003-132 § 15)

Text

#### **24.15.030 Maps adopted by reference.**

The following maps are adopted by reference:

- (1) City of Sammamish comprehensive plan future land use map;
- (2) City of Sammamish zoning map. (Ord. O2003-132 § 15)

#### **24.15.040 Procedures to amend comprehensive plan.**

(1) The City shall consider amendments to the comprehensive plan on an annual basis, in accordance with administrative procedures and timelines established by the City manager or his designee and approved by the City council; provided, that:

(a) The City may consider certain amendments on a more frequent basis in accordance with the provisions of the Washington State Growth Management Act (RCW 36.70A.130) including:

(i) Initial adoption of a subarea plan;

(ii) The adoption or amendment of a shoreline master program under the procedures set forth in Chapter 90.58 RCW;

(iii) The amendment of the capital facilities element of the comprehensive plan that occurs concurrently with the adoption or amendment of the city budget; and

(iv) Amendments or revisions to the City's comprehensive plan when an emergency exists or to resolve, if appropriate, an appeal of the comprehensive plan filed with the Growth Management Hearings Board or with the court.

(b) Applications for the first annual review shall be accepted no sooner than one year from the effective date of the comprehensive plan.

(c) The City shall, every seventh year from the effective date of the comprehensive plan, initiate an update of the comprehensive plan, including such revisions as may be required to the City's growth and housing affordability targets.

(2) Applications to amend the comprehensive plan or a rezone request associated with a comprehensive plan amendment shall be reviewed by the City planning commission based upon the following information:

(a) A detailed statement of what is proposed to be changed and why;



**Chapter 24.25****PROCEDURES FOR AMENDMENT OF COMPREHENSIVE PLAN OR OF DEVELOPMENT REGULATIONS – PUBLIC PARTICIPATION**

## Sections:

<a href="#">24.25.010</a>	Effective date.	Text
<a href="#">24.25.020</a>	Purpose.	
<a href="#">24.25.030</a>	General procedures.	Text
<a href="#">24.25.040</a>	Site-specific land use map amendment initiation and classification.	
<a href="#">24.25.050</a>	Site-specific land use map amendments.	
<a href="#">24.25.060</a>	Seven-year cycle process.	
<a href="#">24.25.070</a>	Annual cycle process.	
<a href="#">24.25.080</a>	Subarea plan procedures.	
<a href="#">24.25.090</a>	Development regulations preparation.	
<a href="#">24.25.100</a>	Description of amendments.	
<a href="#">24.25.110</a>	Notice of public hearing for comprehensive plan amendments and development regulations.	
<a href="#">24.25.120</a>	Notice of public hearing for area zoning.	
<a href="#">24.25.130</a>	Amendment process following the conclusion of the public review and comment period.	
<a href="#">24.25.140</a>	Provision for receipt, review of and response to the docket.	
<a href="#">24.25.150</a>	Provision for notice of intent to amend, and post-adoption notice.	
<a href="#">24.25.160</a>	Public participation program – Basic elements.	

**24.25.010 Effective date.**

This chapter shall become effective on June 11, 1998. (Ord. O99-29 § 1)

**24.25.020 Purpose.**

The purpose of this chapter is to establish the procedures and review criteria for amending the City's comprehensive plan and development regulations and providing for public participation. Amendments to the comprehensive plan are the means by which the City may modify its 20-year plan for land use, development or growth policies in response to changing City needs or circumstances. All plan and development regulation amendments will be reviewed in accordance with the State Growth Management Act (GMA) and other applicable state laws, the countywide planning policies, the adopted City of Sammamish comprehensive plan, and applicable capital facilities plans. All plan and development regulation amendments will be afforded appropriate public review pursuant to the provisions of this section. (Ord. O99-29 § 1)

**24.25.030 General procedures.**

(1) The City of Sammamish comprehensive plan shall be amended no more than once a year, except that it may be amended more frequently to address:

(a) Emergencies;

(b) An appeal of the plan filed with the Central Puget Sound Growth Management Hearings Board or

**Proposed “Necessary Steps” within the Time Frame:****Before the End of July, 2016:**

- Further amend partial gross density to “enhanced” full gross density in the Town Center.
- Change the cap constraint method in the Town Center from “units” to “PM peak car trips”.
- Comply with the 2012, 7-0 Council approved SE quadrant docket, and work/move forward on those items and placeholders. Commit to making final decisions by the end of 2016.
- Reduce critical area buffers in the Town Center to those needed only for water quality.
- Give “thumbs up” for Staff to start working on the process to add a “Centers Element” and an “Economic Development Element” to the Comprehensive Plan.
- Make modifications administratively and to development regulations, accordingly.
- *Additional Steps:*

**Proposed “Necessary Steps” within the Time Frame:****From August 2016 through December 2016**

- **Lessen the current aspirational and unwarranted storm water standards in the Inglewood Basin portion of the Town Center to “Basic Level 2” flow control. (NOT “Enhanced Level 3”).**
- Set the preliminary “nexus of proportionality” for public-private infrastructure cost sharing.
- Make positive, long overdue decisions on the 2012 SE quadrant docket & placeholders, which will include residential base-density zoning increases in the SE Quadrant.
- Initiate the “Housing Affordability P’s and Q’s” process.
- **Adopt policies, stating that wildlife habitat and/or wildlife corridors for mammals are not necessary within the Town Center or in other Centers in Sammamish.**
- **Develop traffic “internalization” code for the Town Center relative to allowed PM peak trips.**
- In September 2016, by City sponsored docketing, set in motion the process to add a “Centers Element” and an “Economic Development Element” to the Comprehensive Plan.
- Make further modifications administratively and accordingly, to development regulations.
- *Additional Steps:*



## Proposed “Necessary Steps” within the Time Frame:

### During 2017 and 2018:

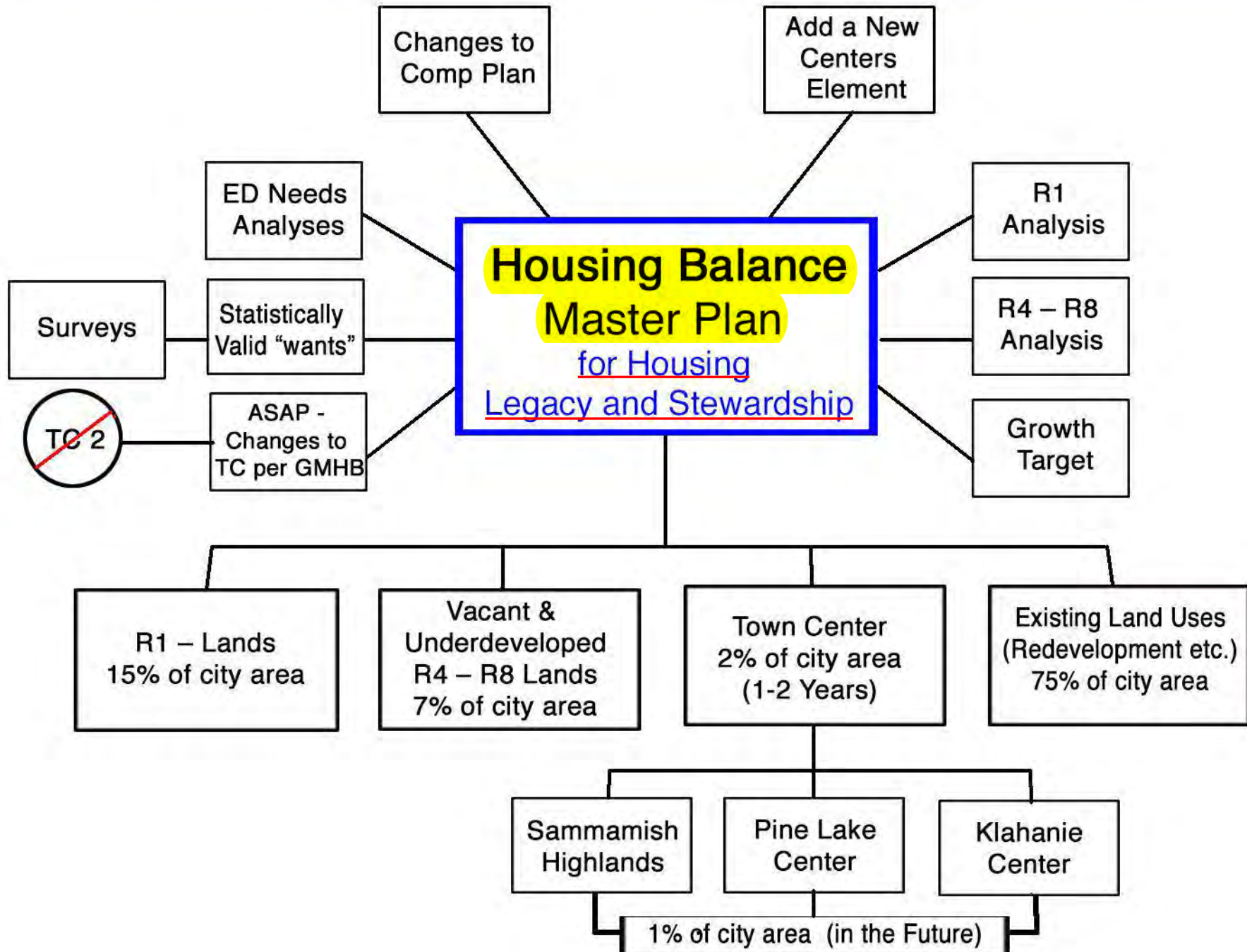
- Complete the “Housing Affordability P’s and Q’s” process.
- Work on, then finish the “Centers Element” to the Comp Plan, which will have “**distinctly different**” policies, tailored to 3% of the City as compared to the other 97% of the City.
- Produce and complete the “Economic Development Element” of the Comp Plan.
- Decide the “sweet spot” number of multi-family homes for the Town Center. (2% of City.)
- Resolve the long term, future “sweet spot” number of multi-family homes for the other three Centers in Sammamish as they redevelop in future decades. (1% of the City.)
- Determine final “nexus of proportionality” for public-private infrastructure cost sharing.
- Amend the other elements in the Comp Plan to be internally consistent with the added “Centers Element” and “Economic Development Element”.
- Develop broad spectrum, involvement programs and solutions to achieve housing affordability for all; and to provide subsidies and/or other assistance to address economic segments and demographic groups with AMI’s at 100%, or below.
- Increase the base-residential zoning in the Town Center and in the other Centers.
- Alter development regulations accordingly, to support and promote implementation of the new Comprehensive Plan Elements and Centers zoning increases.
- *Additional Steps:*

**Proposed “Necessary Steps” within the Time Frame:**

**From 2019 through the next major update of the Comp Plan:**

- Periodically, monitor and measure PM peak trips, generated from compact residential and mixed use developments.
- After receiving 2020 Census information, bring the housing needs analyses up to date and consider appropriate policy and regulatory modifications.
- Factor- in annual updates on single-family development and remaining Citywide, buildable lands capacity.
- Analyze annual updates on multi-family development, relative to specific numeric targets, set to meet deficient economic segment gaps and demographic group gaps.
- Conduct regular statistically valid surveys, in order to update community sentiments regarding smaller, rental and senior housing; jobs; retail and services in Sammamish.
- Evaluate and adjust, as appropriate, private-built environment policies and regulations.
- *Additional Steps:*

# Community Character and Balanced, Sustainable Housing



Connect to Jessica's Whiteboard



## Economic and Demographic Housing Needs Analyses

For each of the economic and demographic categories listed below, determine the most up-to-date existing housing **Supply** (# of homes) available in Sammamish; the most current existing **Need** (# of households) living or working in Sammamish; and the **Gap** status (“Surplus Gap” – where Supply exceeds Need, or “Deficient Gap” - where Need exceeds Supply). Make a list of the magnitude of each gap individually, of all surplus gaps cumulatively and of all deficient gaps cumulatively.

### Economic Housing Need Categories

0-30 AMI Home Ownership	0-30 AMI Rentals
30-50 AMI Home Ownership	30-50 AMI Rentals
50-80 AMI Home Ownership	50-80 AMI Rentals
80-100 AMI Home Ownership	80-100 AMI Rentals
100-120 AMI Home Ownership	100-120 AMI Rentals
120-150 AMI Home Ownership	120-150 AMI Rentals
150-180 AMI Home Ownership	150-180 AMI Rentals
180-210 AMI Home Ownership	180-210 AMI Rentals
210-240 AMI Home Ownership	210-240 AMI Rentals
240-270 AMI Home Ownership	240-270 AMI Rentals
270-300 AMI Home Ownership	270-300 AMI Rentals
300-330 AMI Home Ownership	300-330 AMI Rentals
330-360 AMI Home Ownership	330-360 AMI Rentals
360-390 AMI Home Ownership	360-390 AMI Rentals
390+ AMI Home Ownership	390+ AMI Rentals

(Other AMI Categories, as appropriate, for Sammamish)

### Demographic Housing Need Categories

- Rollover of Households from 1990-2014
- Rollover of Future Households, in Reoccurring 15-20 Year Cycles
- Those Working in Sammamish, Not Living Here
- Changes in Ethnicity
- Cost Burdened Households
- Severely Cost Burdened Households
- 1-2 Person Households
- Seniors 55 plus, and Increasing 35 to 55 Year Olds
- Special Needs Housing
- Cycle of Life and Aging in Place
- Unplanned/Unexpected Circumstances
- Desire to Rent vs. Own

(Other Demographic Groups, as appropriate, for Sammamish)

## Housing Affordability P's and Q's

**Refined and complete objectivity, and fully informed community consensus, are missing from current Sammamish multi-family housing policies and the Town Center Plan. Therefore, they are not meeting economic and demographic needs and wants from “*Within the Community*”, nor realizing the **Sammamish Vision Statement** to meet “***Housing Affordability through Balanced Sustainable Housing***”**

***Below is a suggested process to determine complete and refined objectivity and fully informed community consensus. With this information in hand, re-evaluate and then make appropriate changes to multi-family housing policies and the Town Center plan; add a Centers Element and Economic Development Element to the Comp Plan; and alter all relevant zoning and development regulations.***

- A. Perform complete “Housing Needs Analyses” to determine the supply, need and **exact surplus or deficient gap** for every economic segment and every demographic group from within the City of Sammamish.
- B. Tally the number of lots in single-family short plats and subdivisions, which have received final plat approval in Sammamish, since those listed in the “2012 King County Buildable Lands Report”.
- C. List the number of lots in all short plats and subdivisions, which are presently in all the various development pipelines in Sammamish, but do not yet, have final plat approval.
- D. Determine the forecasted 2035 residential single-family home built-out number, based on remaining buildable vacant and re-development lands in the City, which are not under subdivision or short plat application at this time. Create a map showing these locations.
- E. Ascertain Past > Present > 20 Year Comp Plan Horizon > 80+ year “Cycle of Life” trend analyses and forecasting projections relating to the magnitude of each economic segment housing gap and each demographic group housing gap from within the community
- F. Compare Sammamish to “Larger **Residential** Peer Cities” for the size of their smaller, rental and senior multi-family housing supply, relative to their detached single-family home supply. Also compare the number of housing units per capita.
- G. Gather “Peer City” realities, policies, reasoning, experiences and lessons learned about their Downtown and Centers, in relation to their multi-family housing supply and housing affordability.

H. Adhere to RCW's, WAC's and Department of Commerce on meeting the housing needs for all economic segments within our community.

I. Assure compliance with PSRC and KC housing policies and best available practices, which require every jurisdiction in King County to meet all economic housing needs and all demographic housing needs.

J. Conduct in depth discussions regarding the housing affordability crisis in the Puget Sound region and in Sammamish.

K. Seek unbiased, impartial and objective professional/technical evaluations, critiques and recommendations regarding the appropriate level of smaller, rental and senior multi-family housing in Sammamish, based on all the foundational work findings from A through J above.

L. After being completely informed with the results from A through K above, conduct a "Statistically Valid" survey to determine the Sammamish citizens' "wants and preferences" for smaller, rental and senior multi-family housing, based on perspectives that include "Cycle of Life Housing", "Housing Affordability" and "Balanced Sustainable Housing".

M. With the discovery from A, B, C, D, E, F, G, H, I, J, K and L above, determine the true and exact current housing gaps, and the best possible projection of future housing gaps, for every economic segment and every demographic group.

N. Carry out comprehensive "Pro and Con" examinations for meeting the range of internal housing needs and wants from a low point of "*no change of how things stand*" to a high point of "*meeting all needs and wants for those living and working in Sammamish*".

O. Oversee a far-reaching, wide-ranging and fully informed public participation program to weigh in on determining the optimal "sweet-spot" number for increasing smaller, rental and senior multifamily housing in order to achieve the overwhelming benefits of long-term "Housing Affordability through Balanced Sustainable Housing" in Sammamish.

P. Having attained all the objective information garnered above, balance it appropriately with "Community Vision", "Character", "Identity", "Small Town Feel", "Natural", "Wooded" and fully informed "Community Public Input". Then, the City Council deliberates and votes to make changes to the "Scale", "Vetting", "Cap" and "Control" for the Town Center; revises multi-family housing policies; creates Centers policies; originates Economic Development polices; modifies all other elements in the Comp Plan so they are internally consistent; and amends all zoning and related development regulations to support and enable Comp Plan modifications.

Q. Based on sensible compromise between unabridged objectivity and subjectivity, Sammamish will have set in motion the process and will be on the right track to achieve its vision of meeting "Housing Affordability through Balanced Sustainable Housing". Further, these crucial legacy and stewardship decisions will be supported and backed by community consensus with near complete unanimity.

Civically prepared and presented to the City Council by Paul Stickney & Richard Birgh, 06-16