

## Doug McIntyre

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**From:** Paul Stickney <stick@seanet.com>  
**Sent:** Tuesday, July 28, 2020 4:48 PM  
**To:** EIS  
**Subject:** EIS Scoping Comments  
**Attachments:** 20.3.24 Civic Web.pdf; 20.4.7. Civic Web.pdf; 20.4.14 Civic Web.pdf; 20.4.21 Civic Web.pdf; 20.05.05 Civic Web.pdf; 20.05.11 Civic Web.pdf; 20.05.19 Civic Web.pdf; 20.06.02 Civic Web.pdf; 20.06.16 Civic Web.pdf; 20.06.23 Civic Web.pdf; 20.06.30 Civic Web.pdf; 20.07.07 Civic Web.pdf

[CAUTION - EXTERNAL EMAIL]

EIS Public Comment Team,

Attached are twelve pdf's of written public comments I have made at City Council Meetings from March 24th 2020 through July 7th 2020.

These are all posted on the Sammamish Civic Web.













Written public comments for 7.14.20, 7.21.20 and 7.28.20 City Council meetings were sent already - as 3 individual EIS Scoping Comments.

Regards,

Paul Stickney  
425-417-4556  
stick@seanet.com

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.



Name	Modified	Size
<ul style="list-style-type: none"> <li>  Supplemental Materials for Packet Items           </li> </ul>	Apr 17 2018	844.5 MB
<ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li>  2020               </li> </ul> </li> </ul>	Jan 13 2020	69.4 MB
<ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li>  Beaver Lake Management District Advisory Board               </li> </ul> </li> </ul> </li> </ul>	Feb 11 2020	26.5 MB
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<ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li>  Apr. 14, 2020               </li> </ul> </li> </ul> </li> </ul>	Apr 15 2020	2.6 MB
<ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li>  Apr. 7, 2020               </li> </ul> </li> </ul> </li> </ul>	Apr 08 2020	5.6 MB
<ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li>  Mar. 24, 2020               </li> </ul> </li> </ul>	Mar 23 2020	6.2 MB
<ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li>  Public Comments               </li> </ul> </li> </ul>	Mar 23 2020	6.2 MB
<ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li>  Don Gerend - Attachment- Sammamish Retreat Comments               </li> </ul> </li> </ul>	Apr 07 2020	221.3 KB
<ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li>  Paul Stickney Public Comment 3-17-20               </li> </ul> </li> </ul>	Mar 23 2020	885.4 KB
<ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li>  Mary Wictor - Public Comments 3-17-20               </li> </ul> </li> </ul>	Mar 23 2020	295.0 KB
<ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li>  Mary Wictor - Public Comments 3-17-20 attachment               </li> </ul> </li> </ul>	Mar 23 2020	4.6 MB
<ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li>  Don Gerend - Public Comment 3-17-20               </li> </ul> </li> </ul>	Mar 23 2020	212.2 KB



**Subject: FW: For the last 20 years Policy Decisions on Growth have been Course "B".  
Alter Growth Decisions to Course "A"**

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

**Sent:** Monday, March 16, 2020 4:27 PM

**To:** City Council <citycouncil@sammamish.us>

**Cc:** Dave Rudat <DRudat@sammamish.us>; David Pyle <dpyle@sammamish.us>;  
Mike Sugg <msugg@sammamish.us>; Debbie Beadle <dbeadle@sammamish.us>;  
Melonie Anderson <manderson@sammamish.us>; Lita Hachey  
<lhachey@sammamish.us>

**Subject:** For the last 20 years Policy Decisions on Growth have been Course "B".  
Alter Growth Decisions to Course "A"

**[CAUTION - EXTERNAL EMAIL]**

Written Public Comment for March 17th, 2020 City Council Meeting

*(This email is about 870 words, a 5-minute read)*

City Council Members,

**Which Course do You Choose to Inform the Shape, Vision  
and Direction we take as a Community? A? or B?**

Research confirms since the City incorporated in 1999, growth decisions on housing supplies, economic services and transportation systems have been made with only partial information and unenlightened public opinions.

The fair way to represent the citizens of Sammamish is to make all future decisions on housing, economics and transportation with complete information and enlightened public opinions.

Growth issues are complex and polarizing. Solving them will be environmentally, fiscally and holistically beneficial to Sammamish to insure we maintain our neighborhoods and lifestyles.

Under all is the land, so every decision our city makes is affected by land use planning, which must include:

1. Cohesive, desired community vision.
2. Neighborhoods and lifestyles.
3. Perspectives of multiple generations and diverse cultures.
4. The Six-Sectors that make up Sammamish: Environment – People – Transportation – Money – Region – Character.
5. External regional housing and job growth target numbers.
6. Over 120 internal “needs and wants” housing supply gap numbers.  
*(Full spectrum analysis from lowest to very highest income categories)*
7. Comprehensive Plan and Sub-Area Plans.
8. Zoning.
9. Development Regulations
10. Adopted plans and implementation strategies
11. Others ... (as appropriate).

How do we enrich Sammamish and sustain our lifestyles? By

proportionally balancing housing

types our community has shortages and surpluses of – right away and over the long term.

First we plan optimal housing supplies for ALL internal income levels, age ranges and demographic groups. Then we suitably optimize economic services and transportation systems. Doing this will increase community and personal wealth, resiliency and financial health. Keeping our Town Strong.

Currently, in Sammamish, there are several passionate beliefs about growth: 1) Little to no growth of housing. 2) Minimize housing - stay the course of our adopted Comprehensive Plan & zoning. 3) Optimize housing - discourage some housing types, encourage other housing types.

Our city has lessened single-family housing capacity several times:

- > Net density ordinance (Sammamish was gross density at incorporation)
- > Environmental critical areas and associated buffers (these areas do not get credit for housing density.)
- > Initial tree retention ordinance at 25% and newer tree retention ordinance at 35% (Recently adopted urban forestry plan will have lowering effects too).
- > Bulk and dimension standards
- > Recently passed development regulations.

In my opinion, the cumulative total of these past City actions have minimized single family housing capacity, somewhere between 30% and 50%, or more – below that

allowed by King County zoning at the time Sammamish incorporated in 1999.

Our Town Center was upzoned in 2008, relative to the King County and Sammamish zoning that was in place prior to that.

The 2000-2200± different, diverse and smaller housing units allowed in the adopted Town Center Sub-area Plan were politically constrained and sharply minimized relative to our own citizens' housing needs and wants, over recurring cycles of life.

Consider: parent's aging and downsizing; grown children establishing their own homes; unforeseen relationship and/or job changes; shifting requirements; health challenges; etc.

The city sets the amount limits of proportional housing supplies it will allow to benefit our community, holistically and sustainably, over time. (*The desired shape of continuous housing supplies within Sammamish.*)

To effectively determine our optimal internal housing mix, we must do city-wide research through comprehensive needs analyses, workshops, open feedback on [Connect.Sammamish.us/](http://Connect.Sammamish.us/), focus groups and statistically valid surveys to find the following missing information:

1. Generational and cultural housing needs and wants over time.
2. The near absolute build-out capacity of more large, single family housing.
3. Well informed deliberations contrasting the pros, cons and consequences of various growth approaches to most effectively manage growth within Sammamish.

As a community we must obtain missing information, and listen to enlightened public opinions.

It's time for us, individually and collectively, to reassess our respective positions on housing supplies, economic services and transportation systems. Then, alter our Comprehensive Plan to create an environmentally, economically and holistically sustainable city – enrich and sustain.

Which choice does the City choose to support to inform the shape of our future?

- A. Obtain the missing information; compare past and present growth approaches in Sammamish; and then make future legislative decisions on housing supplies, economic services and transportation systems with complete information and enlightened public opinions?**
  
- B. Continue to make legislative decisions on housing supplies, economic services and transportation systems that are neither fully informed, nor having heard enlightened public inputs?**

I strongly believe our community must alter from Course B to Course A.

**Inform > Alter > Improve ... optimize by means of:**

## **Enrich & Sustain for Sammamish**

**Community** ◇ **Neighborhoods** ◇ **Lifestyles**

**Seven Generations** ◇ **Diverse Cultures** ◇ **Six Sectors\***

\*The Environment – Transportation – People – Money – The Region – Community Character.

I have provided each City Council Member a copy of the initial “alpha” draft version of **"Enrich & Sustain"**. Eight articles outlining an affirmative growth

solution platform for careful analysis and in-depth consideration by the City.

**Optimally Balance Internal Housing Supplies. Create Considerable Additional Wealth. Reduce the Use of Cars.**

I look forward to having comprehensive, thorough discussions with each of you about the merits and strengths of this favorable growth solution for Sammamish.

Best Regards,

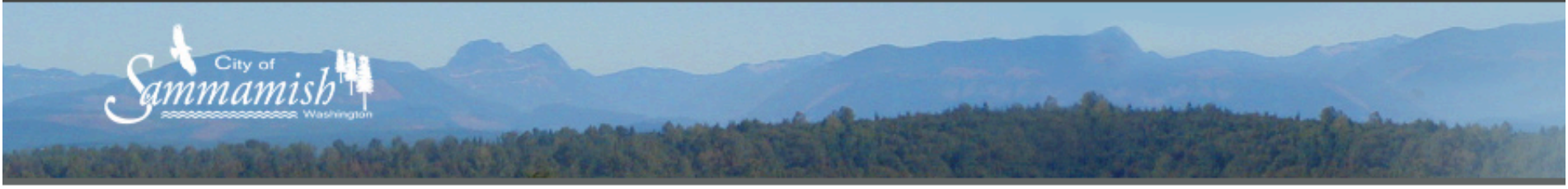
Paul Stickney

[stick@seanet.com](mailto:stick@seanet.com)

425-417-4556

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Apr. 7, 2020	Apr 08 2020	5.6 MB
PDF Stop Deployment of Wireless during Quarantine - Tank	Apr 08 2020	159.0 KB
PDF Multi Deminsional Wealth - Stickney	Apr 08 2020	58.8 KB
PDF Mary Wictor - Public Comment Email	Apr 08 2020	307.9 KB
PDF Mary Wictor - Capt-Addl useful maps. Tax Mkt Value Density per acre 3-D B...	Apr 08 2020	332.3 KB
PDF Mary Wictor - Capt-A side-by-side Visual Compare of growth styles & numbe...	Apr 08 2020	136.8 KB
PDF Mary Wictor - Binder1 Bozeman MT Gallatin County GROWTH SCENARIOS...	Apr 08 2020	4.6 MB
Mar. 24, 2020	Mar 23 2020	6.2 MB



## Why Optimize by the **Enrich & Sustain** Growth Solution for Sammamish? For the Added Holistic, Multi-Dimensional Wealth it Enables and Creates

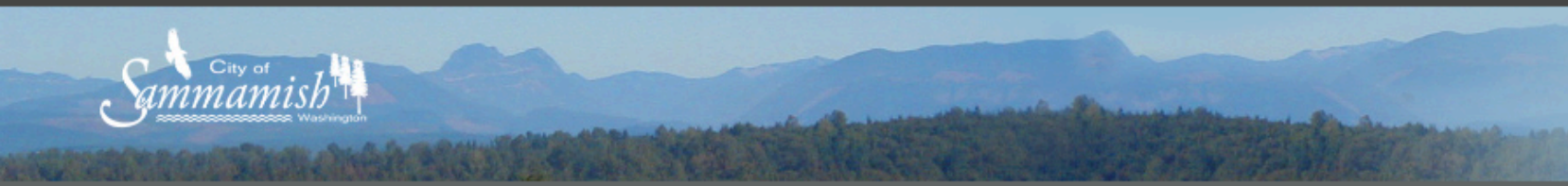
Transportation is but only one major sector in Sammamish, there are multiple others ....

- |                    |                                 |
|--------------------|---------------------------------|
| -Community         | -Environment (Trees, Habitat)   |
| -Seven Generations | -People (Housing for Life)      |
| -Neighborhoods     | -Money (Finances, Services)     |
| -Diverse Cultures  | -The Region (State, PSRC, KC)   |
| -Lifestyles        | -Community Character (Majestic) |

All of these other major sectors that comprise Sammamish are equally important.

- Decrease the amount of additional large single family homes that our community has internal surpluses of. Increase the amount of different, diverse and smaller homes that our community has internal shortages of. (Relative to cycle-of-life economic and demographic housing wants and needs.)
  - Further improve the quality of our ... trees and overall tree canopy, the environment, wildlife and fish habitats, neighborhood character, walkability & transit, and property values. Lessen stormwater runoff, school enrollments, the need for tax increases and future traffic congestion and car use.
- Create positive and lasting land-use legacies with the “seven generation” philosophy – planning for our future in holistic and sustainable ways. Optimizing land-uses will further both City and personal multi-dimensional wealth. Wealth for us now, our children, and future generations.
  - Alter growth decisions from how they were made by past city councils based on personal ideologies without complete information or educated public opinions. Instead, put these decisions where they belong – with fully informed citizens and councils working together.
- Manage needed and wanted housing growth so it benefits our community first and foremost ... that elevates and advances our community ... and meets our regional responsibilities too - trifecta.
  - Chart our desired growth course, rather than getting steamrolled. (*Be the hammer, not the nail.*)

Be open minded ... set aside hardline ideology and/or bias to housing supply changes (if you have them) ... and reassess your positions on optimal internal housing balance after learning information from “SF Buildout” & “The Chew”; Pro’s and Con’s; Contrasting Consequences; Enlightened Public Opinions.



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Apr. 14, 2020	Apr 15 2020	2.6 MB
Valderrama Slide - RudatApril7_2020	Apr 15 2020	83.9 KB
Valderrama Email - Legal Contract	Apr 15 2020	169.3 KB
Tent City 4 comments - Jan Bird	Apr 15 2020	167.3 KB
Tent City - Maria	Apr 15 2020	101.0 KB
Single Use Plastics - Maanit	Apr 15 2020	863.9 KB
Farmers Market 2020 -Siri	Apr 15 2020	154.7 KB
Farmers Market - Zahrah	Apr 15 2020	95.6 KB
Farmers Market - Marlene	Apr 15 2020	153.6 KB
Farmers Market - Closing the Sammamish Farmers Market - Daphne	Apr 15 2020	183.5 KB
5G - public comment- Matt Miller	Apr 15 2020	371.7 KB
2 - Growth Email of 3.16.20 - Stickney	Apr 15 2020	66.2 KB
1 - Growth - Enlightened Perspectives Email of 4-13-20 - Stickney	Apr 15 2020	222.3 KB
Apr. 7, 2020	Apr 08 2020	5.6 MB
Mar. 24, 2020	Mar 23 2020	6.2 MB
Mar. 18, 2020	Mar 06 2020	0.9 MB



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**From:** Paul Stickney <stick@seanet.com>  
**Sent:** Monday, April 13, 2020 1:51 PM  
**To:** City Council  
**Cc:** Dave Rudat; David Pyle; Kellye Hilde; Mike Sugg; Debbie Beadle; Melonie Anderson; Lita Hachey  
**Subject:** Growth - Enlightened Perspectives  
**Attachments:** Email of 3.16.20.pdf

[CAUTION - EXTERNAL EMAIL]

Written public comment for 4.14.20 City Council Meeting.

Sammamish City Council Members,

## **Growth – Enlightened Perspectives**

All past Sammamish City Councils have made policy and numeric decisions about housing growth with neither complete information nor fully-informed citizen opinions.

This approach has never been morally, ethically or legally right.

To represent the best interests of the citizens and city of Sammamish, this approach has to be changed.

Current and future City Councils need to factor complete information and opinions of enlightened public thinking on internal housing growth policies – and related numbers.

To [Enrich & Sustain](#) Sammamish, specifically include:

- ✓ Obtain the Missing Information. (“The Chew” and “SF Buildout”)
- ✓ Contrast Holistic Consequences of the 3 Growth Approaches.  
(Little/No growth; Minimized growth; Optimized growth)
- ✓ Listen to Fully Informed Public Sentiments.
- ✓ Deliberate, Negotiate, Compromise and then Resolve.
- ✓ Legislative Changes that Sustainably Enrich Community Best Interests.

**“Optimize internal housing supplies, economic amenities and transportation systems within Sammamish to sustainably add significant multi-dimensional wealth; reduce the use of cars; and keep our town strong”.** Paul Stickney. 4.20

I strongly encourage the City switch its approach on growth related policies and numbers from Course **B** to Course **A**. (3.16.20 email pdf attached)

The added multi-dimensional wealth that will be enabled by means of [Enrich &](#)

Sustain is massive. I look forward to talking with each of you about the specifics for – the environment; transportation; economics; people/housing; the region; and our community character.

Best Regards,

Paul Stickney  
425-417-4556

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

**Subject:** For the last 20 years Policy Decisions on Growth have been Course "B". Alter Growth Decisions to Course "A"

**Date:** March 16, 2020 at 4:27 PM

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

**Cc:** Dave Rudat drudat@sammamish.us, David Pyle dpyle@sammamish.us, Mike Sugg msugg@sammamish.us, Debbie Beadle dbeadle@sammamish.us, Melonie Anderson manderson@sammamish.us, Lita Hachey lhachey@sammamish.us



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Written Public Comment for March 17th, 2020 City Council Meeting

*(This email is about 870 words, a 5-minute read)*

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**Community ♦ Neighborhoods ♦ Lifestyles  
Seven Generations ♦ Diverse Cultures ♦ Six Sectors\***

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Best Regards,

Paul Stickney

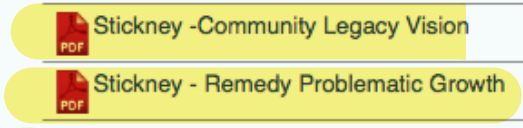
[stick@seanet.com](mailto:stick@seanet.com)

425-417-4556





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Wictor - Comments on Septic	Apr 22 2020	292.3 KB
Wictor - Comments 2 -Sammamish_OSS_Parcels MRWsort JurisZ-A Pre...	Apr 22 2020	220.8 KB
Valderrama - Comments on GMHB Decision	Apr 22 2020	196.7 KB
Stickney -Community Legacy Vision	Apr 22 2020	48.7 KB
Stickney - Remedy Problematic Growth	Apr 22 2020	185.6 KB
Apr. 14, 2020	Apr 15 2020	2.6 MB
Apr. 7, 2020	Apr 08 2020	5.6 MB
Mar. 24, 2020	Mar 23 2020	6.2 MB
Mar. 10, 2020	Mar 06 2020	9.2 MB
Mar. 3, 2020	Mar 05 2020	2.8 MB
Feb. 11, 2020	Feb 12 2020	2.9 MB
Feb. 4, 2020	Feb 05 2020	7.3 MB
Jan. 24-25, 2020 Council Retreat	Jan 27 2020	4.3 MB



## **Community Legacy Vision** ↔ **Enrich & Sustain**

Livability, satisfaction and wealth will holistically improve and flourish in Sammamish now, and for generations to come.

Preserve and enhance neighborhood character in 97% of the city. Optimize internal housing supplies and services in centers, 3% of the city, for requirements, choice and contentment.

Overall, we retain the “wooded” and “natural” character that is the source of our community’s identity, delight and pride.

## Lita Hachey

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**From:** Paul Stickney <stick@seanet.com>  
**Sent:** Tuesday, April 21, 2020 2:00 PM  
**To:** City Council  
**Cc:** Dave Rudat; David Pyle; Kellye Hilde; Mike Sugg; Debbie Beadle; Melonie Anderson; Lita Hachey  
**Subject:** Remedy Problematic Growth with Pragmatic Solutions.

[CAUTION - EXTERNAL EMAIL]

\*\*\*Written Public Comment for City Council Meeting 4.21.20\*\*\*

Sammamish City Council,

Unwanted, problematic growth and associated issues, have been the #1 ailment in Sammamish ever since the City incorporated in 1999.

[Enrich & Sustain](#) offers positive, pragmatic solutions to unwanted growth and the corresponding negative effects there have been on our City.

Each of you have been provided a copy of the "Alpha" draft [Enrich & Sustain](#) growth solution, consisting of 6 preface documents and the series of 8 articles.

Fundamentally, [Enrich & Sustain](#) is about desirable development and growth that is uniquely custom fit to benefit our City – holistically and sustainably.

[Enrich & Sustain](#) will enable additional multi-dimensional wealth for virtually everyone and everything within our community.

Please carefully read these materials and list your comments, reservations and questions about the pragmatic growth remedies that are being proposed.

I look forward to having productive conversations with each of you.

Kind Regards,

Paul Stickney  
425-417-4556

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Name	Modified	Size
City Council	Jan 13 2020	47.9 MB
May 5, 2020	May 06 2020	4.9 MB
Public Comments	May 06 2020	4.9 MB
Moratorium	May 06 2020	4.3 MB
Two written public comments - Stickney	May 06 2020	183.9 KB
SPEAR Residence Family Room Addition - Pernack	May 06 2020	154.0 KB
Relief from Development Moratorium - Greene	May 06 2020	738.3 KB
Public Comment - Wictor	May 06 2020	185.3 KB
Public Comment - Hornish	May 06 2020	170.5 KB
Moratorium Public Comment - Kaminishi	May 06 2020	156.5 KB
FW_ Development Moratorium -LWSD	May 06 2020	413.9 KB
dock building permit-Beal	May 06 2020	159.7 KB
Development Moratorium Refinement - Steffes	May 06 2020	216.7 KB
Current permit applications _ remodels + additions moratorium - Mann	May 06 2020	233.4 KB
Comment for Moratorium - Master Builders	May 06 2020	445.2 KB
Comment - Topps	May 06 2020	253.2 KB
City of Sammamish Council Members - Topp 1	May 06 2020	174.8 KB
CARLEY RESIDENCE ADDITION & REMODEL _Pernack	May 06 2020	157.2 KB
Building Moratorium - Welch	May 06 2020	233.4 KB
2020.5.1 Toll Letter to Sammamish	May 06 2020	401.1 KB
4_21_20 Moratorium on Building in Sammamish- Carley	May 06 2020	150.2 KB
Big Rock Park	May 06 2020	603.0 KB



**From:** [Paul Stickney](#)  
**To:** [Melonie Anderson](#); [Lita Hachey](#)  
**Subject:** PDF's of the two written public comment documents for tonights 5.5.20 CC Meeting  
**Date:** Tuesday, May 5, 2020 2:43:55 PM  
**Attachments:** [Shark Tank Presentation Enrich & Sustain.pdf](#)  
[About Enrich & Sustain.pdf](#)

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[CAUTION - EXTERNAL EMAIL]

Hi Melonie and Lita,

Here are pdf's of the two written public comment documents for tonights 5.5.20 meeting.

Happy Cinco de Mayo

Paul

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.

# Enrich & Sustain – Shark Tank Presentation

- [Enrich & Sustain](#) will enable significantly more multi-dimensional wealth for our City and Citizens than we presently have – and help to alleviate internal housing supply imbalances.
- It's about bettering the Environment; People & Housing; \$/Financing/Economic Services; the Puget Sound Region; Transportation/Car Use; and our Coveted Community Character.
- The relative value of the added wealth will be over 10 times greater for our Residents and the City – than that realized by development concerns. Interests align. Mutually beneficial.
- Virtually everything improves. Our city gets stronger. Long overdue. Inspiring.
- How? Sustainably optimize internal housing supply imbalances so residents have options to stay in Sammamish – as planned and unplanned housing demands change over time.
- Optimized internal housing supplies means balancing the housing stock we have with the housing needs and wants of those in our community, over recurring cycles-of-life.
- Presently, our City has too many of some housing types, not enough of others.
- [Enrich & Sustain](#) recommends decreasing future amounts of additional large single-family homes – and increasing the amount of smaller, different and diverse housing options.
- Why haven't housing supplies within Sammamish been optimized yet?
- Here are two of the main answers:
  - > King county planned housing from about 1960 to 1999 over a much larger area, not considering the future geographic boundary of what is now Sammamish.
  - > Since becoming a city in 1999, most of the housing built has been large single family housing. Far less different, diverse and smaller housing has been built.
- Imbalanced housing supplies in Sammamish have caused much holistic wealth to be left on the table – unrealized and/or underutilized by our community and residents.
- How do we lay claim to additional multi-dimensional wealth and make our Town stronger?

Optimize our internal housing supplies by means of [Enrich & Sustain](#).

# About **Enrich & Sustain**

– An affirmative solution platform to remedy growth issues in Sammamish

---

√ Multi-Dimensional Wealth

√ Unifying, Cohesive Vision

√ Less + More = Benefits

√ Fully Informed Choices

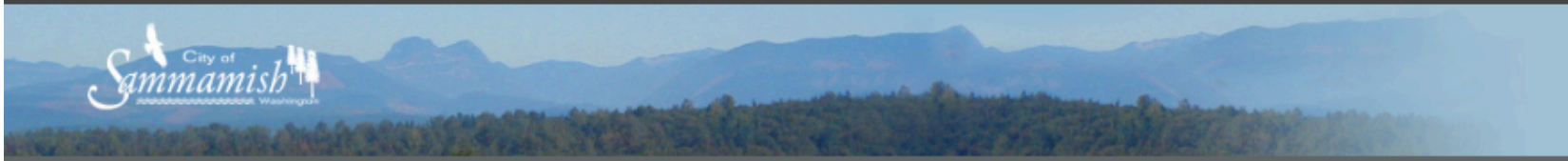
- Optimize land-uses for significant, additional multi-dimensional wealth.
  - Unifying, cohesive and sustainable Community vision and direction.
  - Less of some housing types + more of others = far more benefits overall.
  - Fully informed choices on internal housing, economics and transportation.
- 

## **Enrich & Sustain** for Sammamish

Community ◇ Neighborhoods ◇ Lifestyles

Seven Generations ◇ Diverse Cultures ◇ Six-Sectors\*

**\*The Environment – Transportation – People – Money – The Region – Community Character.**



Name	Modified	Size
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▶ Policies, Plans, Rules, & Assessments	Sep 20 2018	50.7 MB
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▶ <b>May 11, 2020</b>	May 12 2020	326.3 KB
▶ Public Comment -Valdarrama	May 12 2020	209.1 KB
▶ <b>Pivotal Community Issues - Paul Stickney</b>	May 12 2020	51.2 KB
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▶ Apr. 7, 2020	Apr 08 2020	5.6 MB
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▶ Mar. 3, 2020	Mar 05 2020	2.8 MB





# Pivotal Community Issues – Enrich & Sustain

√ **Add Wealth**

√ **Alleviate Imbalance**

√ **Wanted Development**

√ **Gain Strength**

- Enable additional, lasting, multi-dimensional wealth for our residents and City.
- Optimally alleviate long-standing housing supply imbalances within Sammamish.
- Wanted development that benefits the environment; transportation; people; financial & economic amenities; the region; and our community character.
- Gain strength and resiliency for our Town – holistically and sustainably.

**Encourage the Sammamish City Council to sustainably  
“Optimize” our internal residential housing supplies.**

**This is achieved by changing policies and numbers  
throughout our Comprehensive Plan, as recommended  
by the affirmative growth solution – [Enrich & Sustain](#).**



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TIP - 20200519 2021-2026 draft TIP	May 20 2020	1.0 MB
2020 Pavement Management Presentation	May 20 2020	3.4 MB
Public Comments	May 20 2020	5.9 MB
Growth _2 - Stickney 2	May 20 2020	1.0 MB
Gaps, Needs and Wants, Chew, Continuum - Stickney	May 20 2020	985.7 KB
Conjunction Documents - Stickney	May 20 2020	1.1 MB
TMP Comment - Wictor	May 20 2020	190.8 KB
Sammamish Farmers Market - Johnson	May 20 2020	153.1 KB
Farmers Market Comment -Bird	May 20 2020	151.9 KB
TMP Public Comment - Horng	May 20 2020	138.2 KB
TMP Comment -Eugenio	May 20 2020	180.6 KB
Public Comments - Mark Cross	May 20 2020	148.3 KB
Public Comment Slide - Cross	May 20 2020	397.2 KB
Public Comment - Gerend	May 20 2020	172.8 KB
Growth Decisions - Stickney	May 20 2020	66.6 KB
Growth #2 - Stickney	May 20 2020	1.0 MB
Eastman 5-19 Comment - Photo	May 20 2020	315.5 KB
May 11, 2020	May 12 2020	326.3 KB



# Partially Informed Growth Decisions - No Longer

Since Sammamish incorporated in 1999, City Council majorities have decided the vision and direction they wanted to take the city on housing supplies, economic amenities and transportation systems.

These City Council growth decisions have all been made **without** having sufficient information\*.

(\*What has been missing? “The Chew” and portions of “SF Buildout” – see Article 2, Alpha version [Enrich & Sustain.](#))

## Going forward – City Council decisions on growth should carefully consider:

- How do internal housing supplies compare to internal housing needs over recurring cycles-of-life?  
*(Missing: Over 100 specific surplus or shortage housing gap #'s for all economic & demographic groups.)*
- What are the housing wants for different and diverse housing within Sammamish to age in place?  
*(Missing: Statistically valid survey results for planned and unplanned housing demands over time.)*
- What is the capacity for more single-family homes in our city based on zoning and other factors?  
*(Missing: Large single-family housing potential on vacant, redevelopment, underdevelopment, R-1 Lands.)*
- What are the pro’s and con’s to alleviate varying levels of internal housing supply imbalances?  
*(Missing: Pro & Con lists for modestly optimizing internal housing supplies that increase diverse and smaller housing types and decrease additional large single-family homes – sustainably over time.)*
- What are the short to long-term consequences of the varied growth approaches options for our community – minimize; little/none; optimize? (See Introduction article, Alpha version [Enrich & Sustain.](#))  
*(Missing: Contrasting the vastly different consequences of how housing, economic and transportation choices effect the environment, people, finance, transportation, region and community character.)*
- What are informed public opinions on optimizing internal housing supplies, economic amenities and transportation systems – after acquiring all of the missing information listed above?  
*(Missing: Our city has never had enlightened public opinions from our residents on these matters.)*

Making growth decisions without having adequate information, should **NO LONGER be tolerated.**

First, support our City Council in obtaining all the unaccounted for information, outlined herein.

Second, encourage the council to make legislative decisions to optimize internal housing supplies, economic services and transportation systems for our City. (Alpha Version [Enrich & Sustain](#) for Sammamish.)

Over the last 20 years, it has been inappropriate for 4 to 7 elected council members to make growth related decisions without having sufficient information or enlightened public opinions.

**Obtain the missing data** – then it’s appropriate for council majorities to make these decisions.

**From:** Paul Stickney [stick@seanet.com](mailto:stick@seanet.com) 

**Subject:** Gaps. Needs and Wants. Chew. Continuum. (In conjunction with the "No Longer" written public comment for 5.19.20 CC Meeting)



**Date:** May 19, 2020 at 2:29 PM

**To:** Sammamish City Council [citycouncil@sammamish.us](mailto:citycouncil@sammamish.us)

**Cc:** Dave Rudat [drudat@sammamish.us](mailto:drudat@sammamish.us), David Pyle [dpyle@sammamish.us](mailto:dpyle@sammamish.us), Kellye Hilde [khilde@sammamish.us](mailto:khilde@sammamish.us), Mike Sugg [msugg@sammamish.us](mailto:msugg@sammamish.us), Debbie Beadle [dbeadle@sammamish.us](mailto:dbeadle@sammamish.us), Melonie Anderson [manderson@sammamish.us](mailto:manderson@sammamish.us), Lita Hachey [lhachey@sammamish.us](mailto:lhachey@sammamish.us)

**\*\*This email and pdf attachment, about a 7 minute read\*\***

Sammamish City Council Members,

These four 1-page documents (pdf attached) are being sent in conjunction with the written "No Longer" public comment submitted for today's 5.19.20 council meeting.

Page 1. Gaps  
Page 2. Needs & Wants  
Page 3. Chew  
Page 4. Continuum

**Comments:**

Page 1. Gaps.

This document speaks for itself relative to all the specific housing gap (surplus and shortage) numbers missing from informing our housing policies.

Page 2. Needs and Wants.

Note: near the top of this page it says "THREE kinds of numbers", these are:  
> Regional Housing Growth Targets and Regional Job Growth Targets.  
> Complete additional amounts of large single family homes in Sammamish.  
> Numbers for all housing gaps and various statistically valid survey results.

Page 3. Chew.

Summary statements on the five parts of "The Chew". ("Chews", see below)

Page 4. Continuum.

In four presentations to City Council in the Fall of 2018. I outlined the concepts of "Nuts" and "Chews" pertaining to growth. The nuttiness continuum refers to the "Nuts" portion of my public comments. I explained that most of those in our community that have opinions on growth have two very strong positions:  
> They are "nuts" (passionate about) about their perspective on growth.  
> They feel that those who not agree with them, are "nuts".

The lower-medium optimal recommendation (position 4) includes:  
> Reducing future amounts of additional, large single-family homes.  
> Increasing the amounts of different, diverse and smaller housing.

Kind Regards,

Paul Stickney

[stick@seanet.com](mailto:stick@seanet.com)  
425-417-4556





To **rectify** out of balance Housing, we have to plan for *THREE* kinds of numbers in our Comprehensive Plan, so that it contemplates **past, present and projected** *Internal* Housing ‘Needs and Wants’.

---

**Housing ‘Needs’** are determined from conducting Housing Needs Analyses that will determine about 120 specific Gaps within the community for all appropriate and suitable economic and demographic groups:

FORMULA: [*Existing Housing Supply – Existing Household Needs = “+” or “–” Gap*]

- > Surplus (+) Group Gap = Housing supply is greater than household need.
- > Deficient (–) Group Gap = Housing supply is less than household need.

**Housing ‘Wants’** are determined by performing Statistically Valid Surveys within the community to refine ‘Needs’ findings:

*Surveys will determine the extent to which ‘Wants’ modify ‘Needs’.*

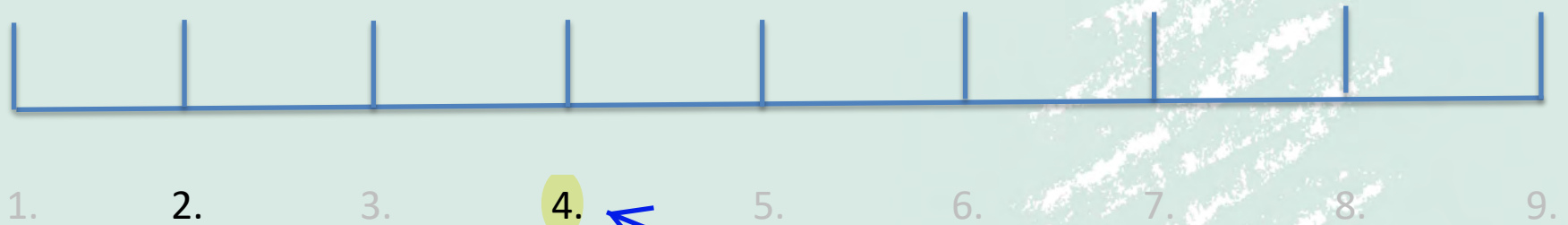
- > Some Groups will have Housing wants that are greater than their needs.
- > Some Groups will have Housing wants that are less than their needs.

## The City Must Inform Itself with “The Chew”:

- > More than 120 economic and demographic housing need **GAPS** based on ownership and rental - presently and at build-out.
- > Statistically valid survey **WANTS** informed by 120+ gaps.
- > **Pro’s & Con’s** of meeting housing need gaps and wants.
- > **Community Consequences** – short, mid and long-term
- > **Informed Citizen Consensus** based on above need gaps, wants, pro’s & con’s and community consequences.

# It's time to make constructive land use adjustments to our Comp Plan.

-- The Sammamish Housing "Nuttiness Continuum" --



- From*
1. No Growth
  2. As Little as Possible
  3. Lower Optimal
  4. Lower-Medium Optimal
  5. Medium Optimal
  6. Medium-Upper Optimal
  7. Upper Optimal
  8. Unconstrained
  9. Induced Maximum Growth
- To*






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Public Comments	Jun 03 2020	3.6 MB
Land Use Influences Everything - Herring	Jun 08 2020	181.1 KB
Informing Growth Decisions - Wictor	Jun 08 2020	158.2 KB
Life Cycle Housing - Bird	Jun 04 2020	142.0 KB
Unbalanced and Balanced Land-Use Cogs - Stickney 2	Jun 03 2020	1008.5 KB
TMP Comment - Wictor 5-19-2020 SW CIPs with TIP - Wictor	Jun 03 2020	190.9 KB
TIP Zackuse CIPs address safety - Wictor	Jun 03 2020	1.4 MB
Inspiring Community Proposal - Stickney 1	Jun 03 2020	120.2 KB
Human Services - Jonas	Jun 03 2020	159.0 KB
HS Public Comment - Kimsey	Jun 03 2020	212.0 KB
View Proclamation	Jun 03 2020	906.0 KB
View Proclamation	Jun 04 2020	3.1 MB





**From:** Paul Stickney [stick@seanet.com](mailto:stick@seanet.com)   
**Subject:** Inspiring Community Proposal. Land Use Cogs.  
**Date:** June 2, 2020 at 3:15 PM  
**To:** Sammamish City Council [citycouncil@sammamish.us](mailto:citycouncil@sammamish.us)  
**Cc:** Dave Rudat [drudat@sammamish.us](mailto:drudat@sammamish.us), David Pyle [dpyle@sammamish.us](mailto:dpyle@sammamish.us), Kellye Hilde [khilde@sammamish.us](mailto:khilde@sammamish.us), Mike Sugg [msugg@sammamish.us](mailto:msugg@sammamish.us), Melonie Anderson [manderson@sammamish.us](mailto:manderson@sammamish.us), Lita Hachey [lhachey@sammamish.us](mailto:lhachey@sammamish.us)

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\*\*\*The two pdf's attached take about 8 minutes to read\*\*\*

Dear Sammamish City Council,

Attached are two pdf's as written public comments for tonight's City Council meeting, on June 2nd, 2020.

- Inspiring Community Proposal. (Desirable Vision and Favorable Growth Solutions)
- Land Use Cogs (UNBALANCED Land-Use Cogs and BALANCED Land-Use Cogs)

I look forward to having appropriate discussions about these with each of you.

Sincerely

Paul Stickney  
425-417-4556  
[stick@seanet.com](mailto:stick@seanet.com)



Inspiring  
Comm...sal.pdf



Unbalanced and  
Balanc...gs.pdf

# Inspiring Community Proposal – **Enrich & Sustain**

## Desirable Vision

Livability, satisfaction and wealth will holistically improve and flourish in Sammamish now, and for generations to come. Preserve and enhance neighborhood character in 97% of the city. Optimize internal housing supplies and services in centers, 3% of the city, for requirements, choice and contentment. Overall, we retain the “wooded” and “natural” character that is the source of our community’s identity, delight and pride.

## Favorable Growth Solutions

**Enrich & Sustain** for Sammamish provides both an inspirational vision to attain, and detailed solutions on how to get there - through an affirmative growth platform. What is **Enrich & Sustain**? In a word “Optimize”. Optimizing key land uses in Sammamish will add additional wealth and benefits for virtually everything and everyone in Sammamish.

What does optimizing mean? What are the key land uses? Answers to these questions shortly.

First, here are several desirable, big relevant changes achieved by optimizing land-uses:

- 100’s of acres with less development, more open space, trails and connections.
- Our urban forest is healthy, diverse and resilient. Tree canopy maintained and enhanced.
- Water quality, fish and wildlife habitats are all improved. Preserve our little red fish.
- On average ... lower student generation rates, lessen car trips, better transit options.
- Far less stormwater runoff from future development and \$ to cure past deficiencies too.
- Existing city taxes are kept lower. Fewer new taxes. Property values are improved.
- Our city budget has millions \$ more in revenue each year and we operate with a surplus.
- Thousands of our residents can stay in Sammamish as housing needs change over time.
- Residents retain hundreds of millions of \$ each and every year and stay in Sammamish.
- Comfortably achieve our share of regional growth in ways that are of benefit to us.
- Overall quality of life and community character improve. Our town stays strong.

Since Sammamish incorporated in 1999, the City has had two approaches to housing growth

- Minimize and mitigate all types of housing supplies.
- Little to no new housing supplies of any housing types.

What has happened over the last 20 years based on these two approaches?

- Hundreds of acres were developed more intensely than they needed to be.
- Trees coming down. Higher student enrollments. Excessive stormwater runoff.
- Millions of additional car trips off the plateau. More car use, traffic and congestion
- Added wealth was not enabled or realized by our City. It’s just been left on the table.
- Thousands of families were castoff, having to leave our community that did not want to.
- Our City has lost over ten million \$ every year in general and capital budget revenues.
- Hundreds of millions \$ not retained by residents staying within Sammamish every year.

The **Enrich & Sustain** growth solution is distinctly different - its core foundation is **optimizing**. Optimizing applies to housing, economics and transportation. Optimizing these three things will enable and create positive results for practically every single part of our city and residents.

First – optimize housing

So our residents have the option to stay in Sammamish as changes happen in their lives – and to enrich the environment, finances, transportation, the region and our character ...

- √ Lessen housing types our community has too many of\*
- √ Increase housing types our community has too few of\*

\*relative to internal economic and demographic housing needs and wants over recurring cycles of life.

Next – optimize economics

Based on housing supply change choices made, right size economic amenities and services for convenience, usefulness, financial benefits and time savings.

Then – optimize transportation

With holistic, sustainable housing supply and economic amenity choices made - alter transportation policies and programs to reduce car use, increase transit and walking.

There are mainly three strong, predisposed growth positions in Sammamish, with different aims:

- Minimize All Growth
- Little/No Growth
- Optimize Growth

All three of these growth camps are less than fully informed and each must reassess unyielding positions (if they exist) - after evaluating the crucial information that has been missing.

**The bodies of missing information, that our City must obtain, are:**

- √ “The Chew”. (Housing Needs; Wants; Pro/Cons; Consequences; Enlightened Inputs)
- √ “Single-Family Buildout”. (Vacant; Underdeveloped; Redevelopment; and R-1 lands)

After getting this information, and informed public opinions, our elected officials can then make beneficial changes to internal housing supplies, economic services and transportation systems.

As a community, let’s boldly embrace the future, take charge, and make informed decisions on the shape of growth in our City – rather than being steamrolled by it.

*Action Steps:*

- Read the **Enrich & Sustain** Synopsis, and/or the entire series of 8 Articles.
- Tell the City Council that you:
  - √ Agree with the **Enrich & Sustain** growth solution platform as outlined in the 8 articles.
  - √ Support the sequence of the seven fundamental parts of **Enrich & Sustain**.
  - √ Recommend our City embark on this optimal growth management approach, ASAP.
- Join in, become a part of this common cause movement - to **Enrich & Sustain** our great City.

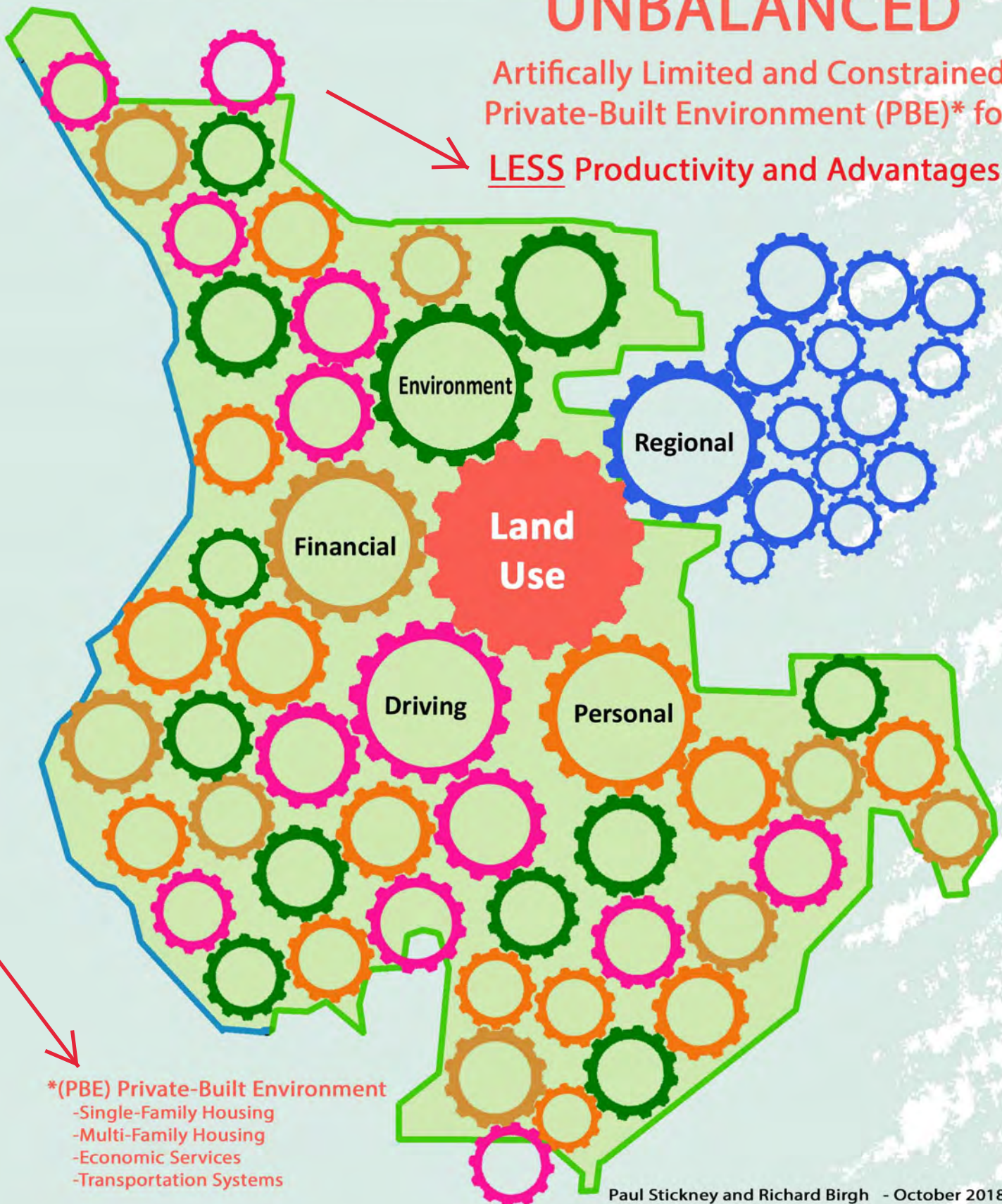
**Inform ◇ Alter ◇ Improve**  
by means of **Enrich & Sustain**

Q. Why is **Land Use** so important in Sammamish?

A. Because it drives and/or influences virtually everything the City does!

## UNBALANCED

Artificially Limited and Constrained Private-Built Environment (PBE)\* for LESS Productivity and Advantages



\*(PBE) Private-Built Environment  
-Single-Family Housing  
-Multi-Family Housing  
-Economic Services  
-Transportation Systems

Q. What are the consequences for our community  
- in the short-term, mid-term and long-term -  
by maintaining **Unbalanced\* Land Use?**



A. *Holistically* - Far **LESS** Productive and/or Advantageous.



## ENVIRONMENTAL EXPERIENCES

- o Environmental Quality
- o Critical Area Protections
- o 'WRIA 8' & Watersheds/Kokanee
- o Wildlife and Habitat Corridors
- o Stormwater & Sediment
- o Parks and Recreation
- o Sports Facilities
- o Open Space
- o Land Acquisition
- o Lake & Stream Water Quality
- o Urban Forestry Plan
- o Others ?!



## DRIVER EXPERIENCES

- o Multi-modal Options
- o Internal & External Transit
- o In-City Congestion and Traffic
- o TMP & Concurrency
- o Working with Schools
- o Time of Travel
- o Land Use TDM's
- o Trails & Connectivity
- o Complete Streets
- o Choke-point Backups
- o Others ?!



## FINANCIAL EXPERIENCES

- o Capital Infrastructure Deficiencies
- o Capital Infrastructure Maintenance
- o Community Desires (ie Emerald Necklace)
- o Economic Development
- o Staffing Levels
- o City Taxes & Other Revenue Sources
- o City Bi-Annual Budget
- o Residents Monthly Living Expenses
- o Others ?!



## PERSONAL EXPERIENCES

- o Detached Single-Family Housing
- o Attached Multi-Family Housing
- o Special Needs Housing
- o Housing for Cycle-of-Life
- o Human Services
- o Public Safety
- o Chamber of Commerce
- o Housing Affordability for All
- o Historic Preservation
- o Culture & Arts.
- o Jobs, Services, Retail & Medical
- o Restaurants & Entertainment.
- o Others ?!



## REGIONAL RELATIONSHIPS

- o School Districts
- o Water & Sewer Districts.
- o CWU Sammamish Campus
- o Police Department
- o Fire Department
- o Community Center / YMCA
- o ST2 / ST3 / Metro
- o Redmond & Issaquah
- o King County
- o Puget Sound Regional Council (PSRC)
- o GMA & Department of Commerce
- o Washington State Legislature.
- o Others ?!

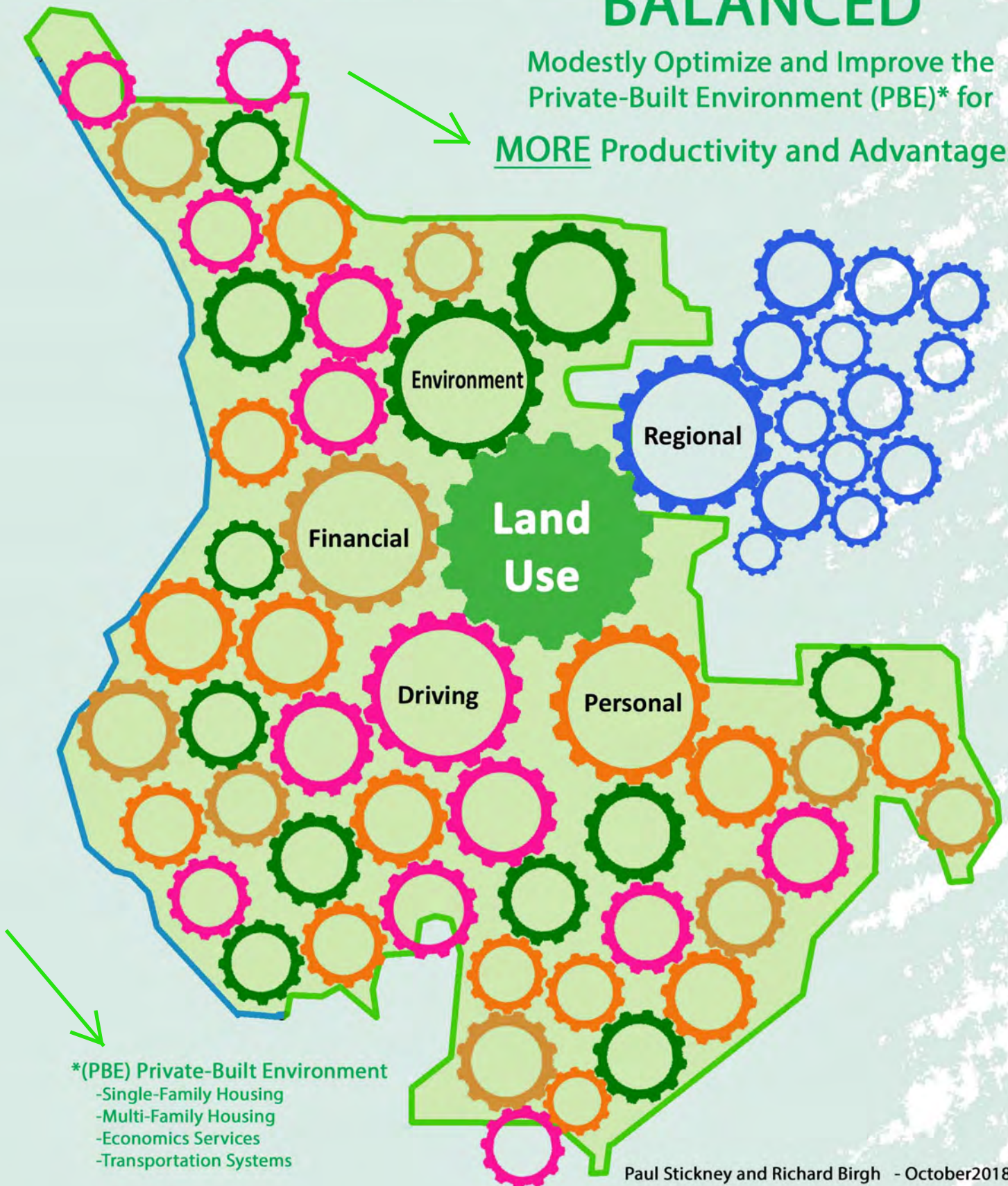
**\*Artificial limitation and constraint of the Private-Built Environment (PBE) within Sammamish - that is outside its optimal sustainable range boundaries.**

Q. Why is **Land Use** so important in Sammamish?

A. Because it drives and/or influences virtually everything the City does!

## BALANCED

Modestly Optimize and Improve the Private-Built Environment (PBE)\* for MORE Productivity and Advantages



\*(PBE) Private-Built Environment  
-Single-Family Housing  
-Multi-Family Housing  
-Economics Services  
-Transportation Systems

Q. What are the consequences for our community  
- in the short-term, mid-term and long-term -  
by changing to sustainably **Balanced\* Land Use?**



A. *Holistically* - Far **MORE** Productive and/or Advantageous.



## ENVIRONMENTAL EXPERIENCES

- o Environmental Quality
- o Critical Area Protections
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- o King County
- o Puget Sound Regional Council (PSRC)
- o GMA & Department of Commerce
- o Washington State Legislature
- o Others ?!

\*Modestly optimize and improve the Private-Built Environment (PBE) within Sammamish that is inside its optimal sustainable range boundaries.






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**From:** Paul Stickney [stick@seanet.com](mailto:stick@seanet.com)   
**Subject:** Two Written Comments for tonights City Council Meeting 6.16.20  
**Date:** June 16, 2020 at 3:59 PM  
**To:** Sammamish City Council [citycouncil@sammamish.us](mailto:citycouncil@sammamish.us)  
**Cc:** Dave Rudat [drudat@sammamish.us](mailto:drudat@sammamish.us), David Pyle [dpyle@sammamish.us](mailto:dpyle@sammamish.us), Kellye Hilde [khilde@sammamish.us](mailto:khilde@sammamish.us), Mike Sugg [msugg@sammamish.us](mailto:msugg@sammamish.us), Debbie Beadle [dbeadle@sammamish.us](mailto:dbeadle@sammamish.us), Melonie Anderson [manderson@sammamish.us](mailto:manderson@sammamish.us), Lita Hachey [lhachey@sammamish.us](mailto:lhachey@sammamish.us)

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Dear City Council Members,

I have two written public comments for tonights (6.16.20) City Council Meeting.

**Enrich & Sustain – Succinctly**  
(About a 20 second read)

**Housing in Sammamish – Rethinking Stewardship & Legacy (5.2016)**  
(About a 8-minute read)

"Housing for Life" matters to many in our community over their cycle-of-life.

I'll give you a call soon to have a conversation about this positive outcome.

Best Regards,

Paul Stickney  
425-417-4556

### **Enrich & Sustain for Sammamish – Succinctly**

#### **Housing for Life**

Optimally adjust our internal housing supplies to sustainably alleviate long-standing housing imbalances within Sammamish.

#### **Added Community Wealth**

Enable additional multi-dimensional wealth for our people; the environment; finances; transportation; the Puget Sound region; and our coveted community character.

#### **City and Regional Benefits**

Do what will benefit our City, County, Region and State most – optimize our internal housing supplies, economic services and transportation systems.

Succinctly – [Enrich & Sustain](#)

Paul Stickney – May 2020



Housing in  
Samma...16.pdf

## **Enrich & Sustain** for Sammamish – Succinctly

### **Housing for Life**

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# 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.

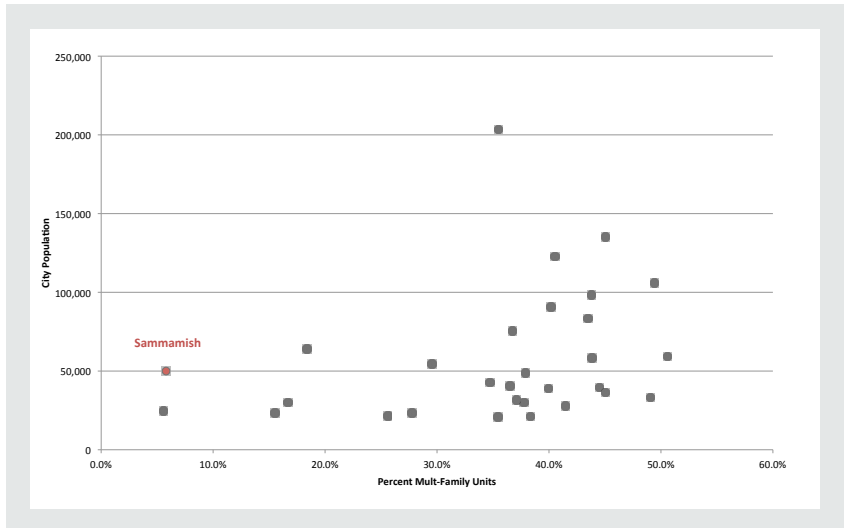


	King County Housing Units 1999		Sammamish Housing Units Existing 1999		Sammamish Target Housing Units		Sammamish Housing Units (Exist + Target)		Sammamish Households by Income 1999	
	Number	%	Number	%	Number	%	Number	%	Number	%
<b>Total</b>	640,355	100%	10,717	100%	3,842	100%	14,559	100%	11,172	100%
<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.

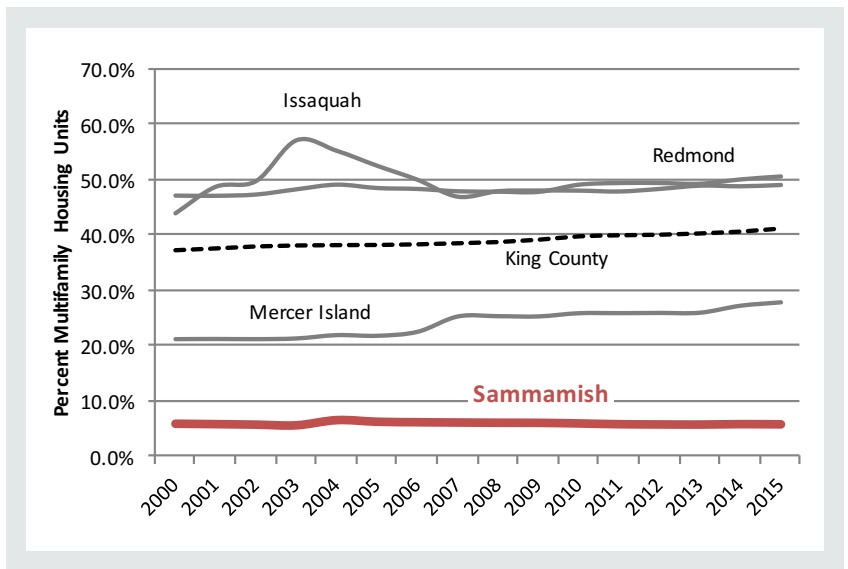
### Sammamish is a Regional Anomaly on Housing

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

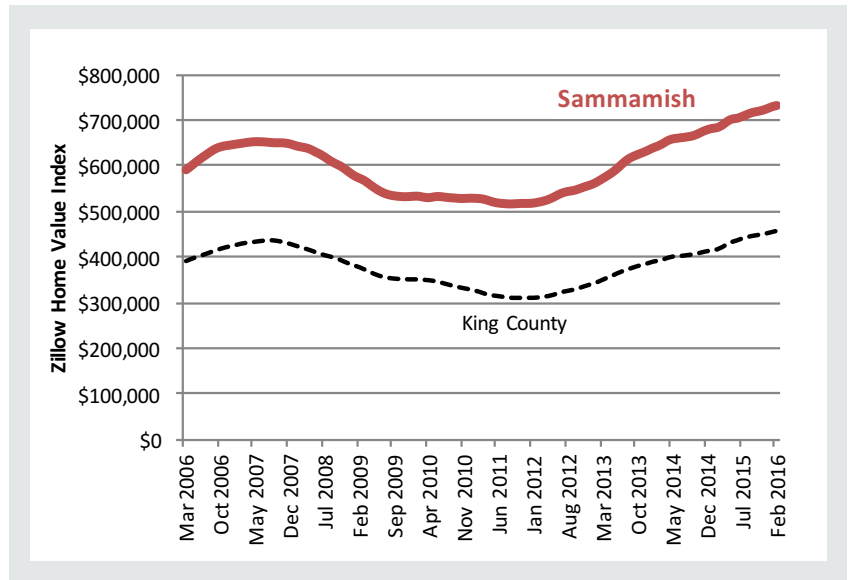
Sammamish inherited a housing supply typical of rural county housing policies since its inception as a city from King County in 1999. The characteristics of this supply has changed little after the GMA of 1990 and the creation of its Urban Growth area. Over the last 15 years, the housing supply has grown 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.

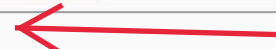




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▶ Meeting Housing Needs without Additional Traffic Generation-Stickney	Jun 24 2020	1.1 MB
▶ Interconnected Advantages of Enrich & Sustain-Stickney	Jun 24 2020	94.9 KB
▶ Email comments - Paul Stickney	Jun 24 2020	235.5 KB
▶ 2020 Work Plan - O'Farrell	Jun 24 2020	151.0 KB
▶ Public Hearing Comments	Jun 24 2020	3.4 MB
▶ June 16, 2020	Jun 17 2020	11.6 MB
▶ June 2, 2020	Jun 03 2020	7.5 MB
▶ May 19, 2020	May 20 2020	12.9 MB



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**From:** Paul Stickney <stick@seanet.com>  
**Sent:** Tuesday, June 23, 2020 1:33 PM  
**To:** City Council  
**Cc:** Dave Rudat; David Pyle; Kellye Hilde; Mike Sugg; Debbie Beadle; Melonie Anderson; Lita Hachey  
**Subject:** Interconnected Advantages. Meeting Housing Needs without Additional Traffic Generation.  
**Attachments:** Meeting Housing Needs without Additional Traffic Generation.pdf; Interconnected Advantages of Enrich & Sustain.pdf

[CAUTION - EXTERNAL EMAIL]

Sammamish City Council Members,

Attached are two pdf's submitted as written public comment for today's City Council meeting of 6.23.20.

- Interconnected Advantages  
(About a 30 second read)

There are 14 advantages listed here in two groups of 7 interconnected rings. They are colored with the 7 colors of the rainbow. One group from infrared to ultraviolet, the other group from ultraviolet to infrared.

The intention here is to show the holistic spectrum of [Enrich & Sustain](#) from both the "bottom up" planning perspective and the "top down" approach to to planning. These topics are genuine, desirable ... and ring true.

- Meeting Housing Needs without Additional Traffic Generation  
(About a 20-25 minute read)

The full title of this memorandum is:

*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.*

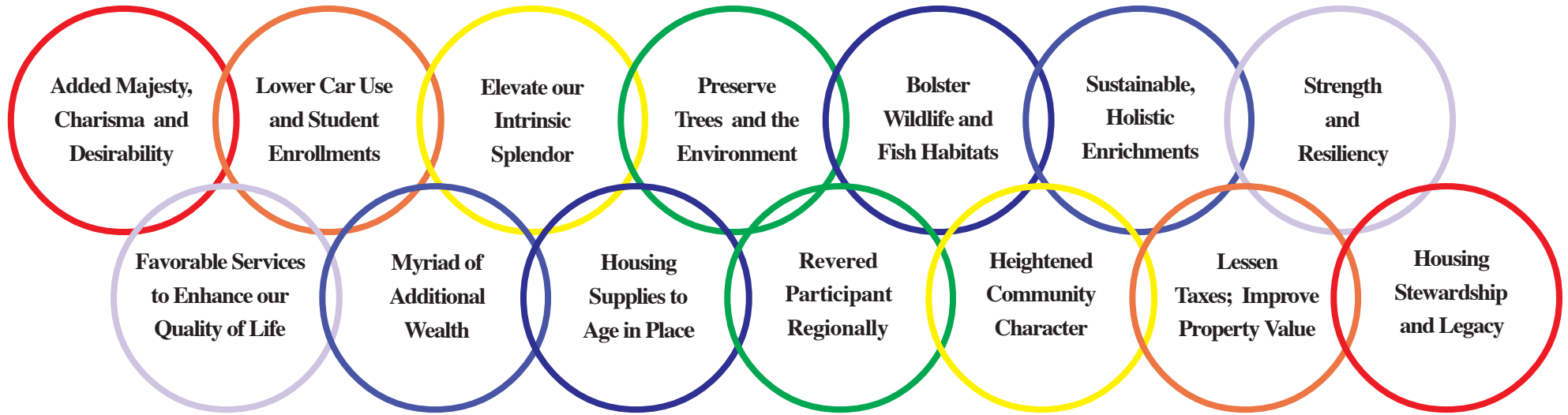
This analysis and research speaks for itself.

Kind 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.

# Interconnected Advantages – **Enrich & Sustain** for Sammamish



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## **Enrich & Sustain** for Sammamish

**Community** ◇ **Neighborhoods** ◇ **Lifestyles**

**Seven Generations** ◇ **Diverse Cultures** ◇ **Six-Sectors\***

\*The Environment - Transportation - People - Money - The Region - Community Character

## 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)**

(subtract) 410

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

1,827

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

2633

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

4,460

**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 =  $1066/397 = 2.67/ksf$

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**

<b>Land Use Code</b>	<b>Description</b>	<b>PM Peak Hour Trip Rate</b>
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**

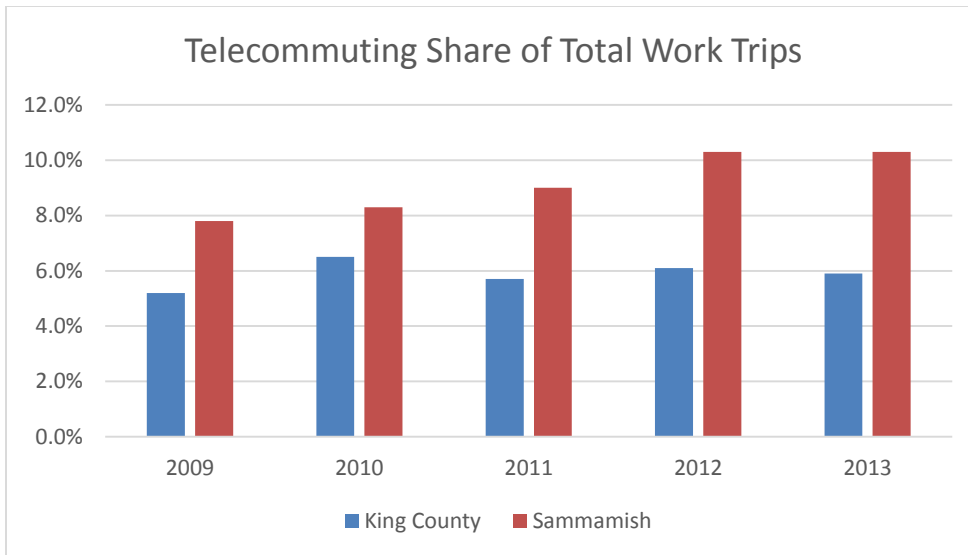
Name	Location	Relative Difference in Observed Rates to ITE Rates
The Villages	Irvine, CA	-18%
Rio Vista Station Village	San Diego, CA	-30%

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.



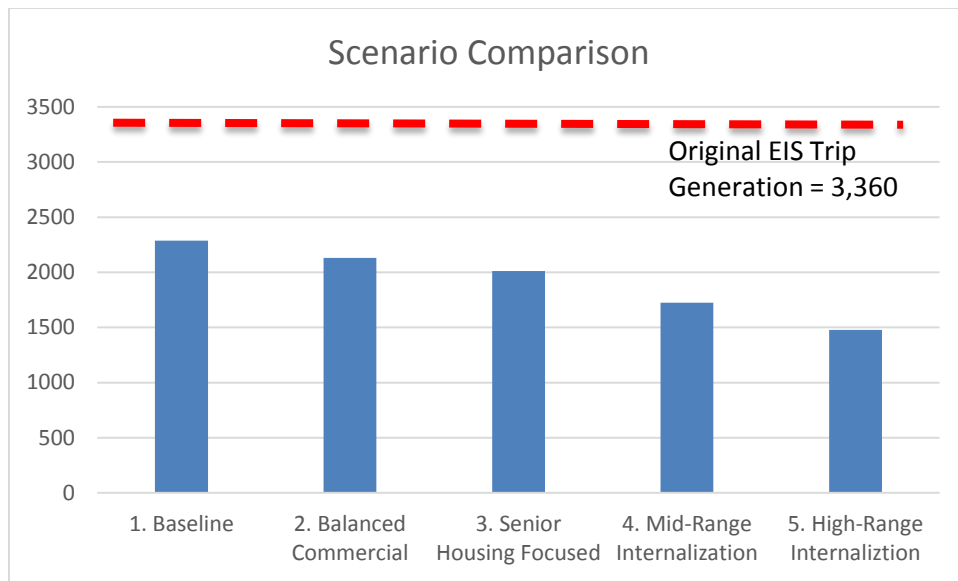
### **Trip Generation: Range of Scenarios**

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.



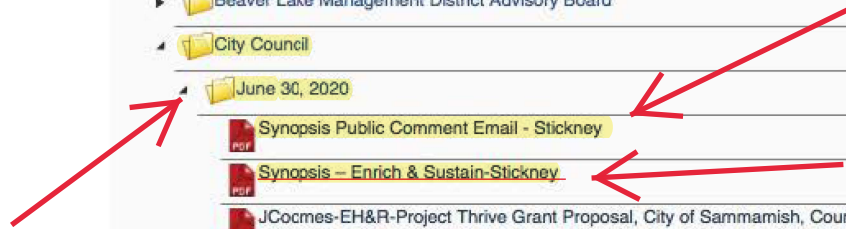
## **Conclusions and Recommendations**

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.

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PDF 6.Phase-in of Full TIF Rates- Stickney	Jul 01 2020	109.0 KB
PDF 5. Multimodal TIF Presentation- Stickney	Jul 01 2020	2.9 MB
PDF 4. Bellingham TIF Rate Study- Stickney	Jul 01 2020	1.5 MB
PDF 3. Comparison of 2019-2020 TIF Rates in Washington- Stickney	Jul 01 2020	239.5 KB
PDF 2. Multimodal and Urban Village TIF- Stickney	Jul 01 2020	61.6 KB
PDF 1. 2021-2026 Adopted Tip- Stickney	Jul 01 2020	5.2 MB
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▶ June 2, 2020	Jun 03 2020	7.5 MB



**From:** Paul Stickney stick@seanet.com   
**Subject:** Synopsis. Written Public Comment for 6.30.20 City Council Special Meeting  
**Date:** June 30, 2020 at 4:33 PM



**To:** Sammamish City Council citycouncil@sammamish.us, 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, Melonie Anderson manderson@sammamish.us, Lita Hachey lhachey@sammamish.us

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Written Public Comment for 6.30.20 City Council Special Meeting  
(About a 7-minute read)

Honorable Sammamish City Council Members,

Attached is a two page pdf as a written public comment for today's City Council Special Meeting.

### “Synopsis – Enrich & Sustain”

This June 2020 version has several notable changes from the one that is in your “Alpha Version” [Enrich & Sustain](#) notebook, which was written in late November of 2019.

I highly recommend you read this – it is clear, cogent and cool!

Kind Regards,

Paul Stickney  
415-417-4556



Synopsis –  
Enrich...ain.pdf

## Synopsis:

# Enrich & Sustain for Sammamish

## Community ♦ Neighborhoods ♦ Lifestyles

### Seven Generations ♦ Diverse Cultures ♦ Six-Sectors\*

\*The Environment – Transportation – People – Money – The Region – Community Character.

– An affirmative solution platform to remedy growth issues in Sammamish.

By Paul Stickney – Analysis and Commentary

This **synopsis** is based on the alpha version of eight “[Enrich & Sustain](#)” articles -- and orders of magnitude more background research, materials and time that led to crafting them.

**Sammamish housing supplies are proportionally imbalanced, relative to demands for different, diverse and smaller housing wants and needs over cycles-of-life – for those living and/or working within Sammamish.**

Bringing imbalanced housing supplies into modest optimal balance will **enable significant added wealth for our community** – right now, and continuing for future generations.

It is important to understand the reasons for numbers, and **not let numbers alone blind reason**.

Mayor Karen Moran has a great statement ... “**Just tell me**”. Rather than sugar coating, or beating around the bush, here is an abridged discussion about proposed changes to our housing supplies:

- > Sammamish has too many large single-family homes and too few diverse and smaller homes.
- > The capacity in Sammamish for *additional* large single family-homes is estimated between 4,000 and 8,000 (See the 8 articles). Our city has oversupplies of this type of housing. The Town Center is currently zoned for about 2,000 multi-family homes, with 326± already built.
- > There are about 22,500 dwellings in Sammamish. Contrasting existing housing supplies with the economic and demographic makeup of those living in Sammamish now, and over time, [Enrich & Sustain](#) suggests decreasing *additional* large single-family homes by about 2,000.
- > Our city has Internal housing supply shortage gaps for different, diverse and smaller homes. We need to add from 4,000 to 16,000 above what is existing and planned for. [Enrich & Sustain](#) suggests increasing these housing supplies in our Centers by about 8,000 units, over 20± years.

If these numbers are such that you are unwilling to consider learning about the reasoning behind them ... then there is no need to read the rest of this synopsis, the 8 “alpha” articles, or dig deeper.

If you’re open to understanding the reasons that support these proposed numbers, and learning the advantages for our community by proportionally alleviating housing imbalances ... read on!

## Some of our community enrichments by optimally alleviating internal housing imbalances:

- > Thousands of households living here now (and over time) can choose to stay in Sammamish as planned and unplanned changes happen over their lives, rather than being forced to move away.
- > Traffic and car use are reduced below what our current Comprehensive Plan and zoning allow for.
- > Reduce the capacity for additional large single-family homes, of which we have internal oversupplies. These homes create high student generation rates, higher car trips, much more storm water runoff (per unit) and correspondingly less net tax revenue for our city.
- > Lessening added large single-family homes will enable more tree retention, open space, trails, wildlife habitat and preserve neighborhood character by having more space between homes. Also, improving water quality in lakes and streams, helping to protect our treasured Kokanee.
- > Allow additional housing supplies that we have internal shortages of. Lower student generation rates, car trips and storm water runoff. More revenue streams for our city. Density to promote walkability, connectivity, effective transit options and extensive environmental benefits too.
- > The Sammamish budget surplus has been steadily drawn down over the last 4+ years. Tax increases are looming to fund our general operations and there are vast capital spending needs too. Proportional housing balance can add about \$150 million in one-time revenues and \$10± million a year to our annual revenues, greatly reducing the need for tax increases.
- > Increased dollars for human services, arts, public safety and land acquisition. Optimize local economic services, business and jobs for convenience, to save time, and further reduce car use.

A quote from the highly successful HBO series Game of Thrones is “Winter is Coming”. Well, when it comes to the Puget Sound region, an unavoidable reality is “Growth is Coming”. The region is forecast to grow by 1.8 million people by 2050. We’re expected to take our relative fair share.

Our city has an extraordinary opportunity, to add growth that is beneficial for our community, and meet our share of regional growth at the same time – wow! Many political advantages and grant funding opportunities from the region and state too. Having our cake, and eating it over and over.

For some, the 800lb gorilla in the room is car use, congestion and traffic. Those in the know say essentially the same thing ... you can’t build your way out of traffic, you have to manage your way out of it. Proportional housing supply changes to alleviate housing imbalances do exactly that – as compared to our current comprehensive plan and zoning (See the 8 articles).

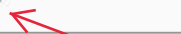
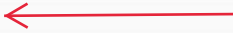
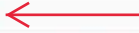
There have been three past growth approaches in Sammamish. Unfettered growth by King County for decades before incorporation ... and both no growth and minimized growth by Sammamish over the last 20 years. [Enrich & Sustain](#) is a refined, distinctively different growth approach – **optimizing**.

“Good. Better. Best”. This famous Sears & Roebuck marketing campaign applies to our city right now. Our community was good in 1999 when Sammamish incorporated. 20 years later our community is better in many ways, and maybe a few ways that are not. Proportionally optimizing housing supplies by means of the [Enrich & Sustain](#) growth platform will allow our community to evolve into its best.

This synopsis is just that, a synopsis. For more, read the eight articles. Combined they are only about 11,000 words in length. They provide a great deal of information to inform, educate and inspire about lasting, positive growth solutions for Sammamish by optimizing. Dig in, dive deep, and enjoy!



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Emergency Manager COVID-19 Update Report 7-7-20	Jul 08 2020	141.6 KB
City of Sammamish SEPA notice - non-project DS for proposed Comprehensive Plan and code amendments for transportation level of service	Jul 08 2020	1.5 MB
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20200707_Presentation-Remand Compliance Overview and Briefing	Jul 08 2020	1.2 MB
Public Comments	Jul 08 2020	984.6 KB
Public Comment - Don Gerend	Jul 08 2020	156.6 KB
JCoomes, Email Comment	Jul 08 2020	219.8 KB
JCoomes, CV 2020 (Most Current)	Jul 08 2020	253.7 KB
EH&R-Project Thrive Grant Proposal, City of Sammamish, Council Mtg 6-30-2020	Jul 08 2020	78.1 KB
2_Opening Statements - Enrich & Sustain-Stickney	Jul 08 2020	100.6 KB
1_Three Ways to Tip-Stickney	Jul 08 2020	175.9 KB
June 30, 2020	Jul 01 2020	13.7 MB
June 23, 2020	Jun 24 2020	5.7 MB
June 16, 2020	Jun 17 2020	11.6 MB







**From:** Paul Stickney [stick@seanet.com](mailto:stick@seanet.com)   
**Subject:** Two Written Comments for tonights 7.7.20 City Council Meeting  
**Date:** July 7, 2020 at 1:51 PM  
**To:** Sammamish City Council [citycouncil@sammamish.us](mailto:citycouncil@sammamish.us)  
**Cc:** Dave Rudat [drudat@sammamish.us](mailto:drudat@sammamish.us), David Pyle [dpyle@sammamish.us](mailto:dpyle@sammamish.us), Kellye Hilde [khilde@sammamish.us](mailto:khilde@sammamish.us), Mike Sugg [msugg@sammamish.us](mailto:msugg@sammamish.us), Debbie Beadle [dbeadle@sammamish.us](mailto:dbeadle@sammamish.us), Lita Hachey [lhachey@sammamish.us](mailto:lhachey@sammamish.us), Tammy Mueller [tmueller@sammamish.us](mailto:tmueller@sammamish.us)

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Hi Lita and Tammy,

Here are two 1-page written public comments for tonight's 7.7.20 City Council meeting.

1. Three Ways to Tip.
2. Open Statements - Enrich & Sustain

Combined, these two documents only take about 5 minutes to read.

Thank You

Paul Stickney  
425-417-4556

# Three Ways to Tip

Which growth approach is most beneficial for Sammamish going forward?  
"Current" or "Significantly Less" or "Optimize - Less and More"

## **"Current\*" Comprehensive Plan.**

Additional large single-family housing and diverse, different and smaller housing that is presently allowed by our existing Comp Plan and zoning.  
(\*Based on policies to **minimize** housing supplies)

## **"Significantly Less" than our current Comprehensive Plan.**

Less additional large single-family housing and less diverse, smaller and different housing than that allowed by our current Comp Plan and zoning.



Get this missing information before deciding which approach is best:

- "The Chew"
- "SF Buildout"
- Sufficiently informed inputs.

## **"Optimize\*\* - Less and More" than our current Comprehensive Plan.**

Lessen additional large single-family housing and add more diverse, smaller and different housing than that allowed by our current Comp Plan and zoning. This will help alleviate housing imbalances within Sammamish (based on housing wants and needs over recurring cycles-of-life) and also enable significantly more multi-dimensional wealth for our residents and the City.  
(\*\*Outlined in "Enrich & Sustain for Sammamish")

## Enrich & Sustain – Opening Statements

### Four principal subjects to enrich, and then sustain, for our Community:

- **Money** – for city and residents - costs of living, taxes, \$ savings – *happy and grateful*.
- **Nature** – tree canopy, lakes, fish, wildlife, character, open space – *majesty & stewardship*.
- **Amenities** - services, restaurants, fun, entertainment – *time, convenience and glad*.
- **Transportation** - internal, transit, multi-modal, walking – *health and conservation*.

There are 3 different approaches to growth in Sammamish that have **vastly** different effects on these subjects for our community. Minimal growth (currently) ... Little to No growth ... Optimal growth.

Which growth approach will benefit our residential community the most – now and over time?

As a community we need to decide ... but key information is missing to resolve this BIG issue.

Time to get the information we lack. Then, “once in the know” we collectively choose the best growth path that will holistically **Enrich & Sustain** our community - over and above the others.

### Two other primary subjects to enrich, and then sustain, for our benefit too:

*For many, these 2 important subjects are counter-intuitive and not top of mind.*

- **Housing for Life** – Internal housing demands over recurring cycles-of-life. (“We” and “Me”)
- **The Region** – State; GMA; Puget Sound; KC and neighboring cities. Broad consequences.

Combined, these 6 subjects make up the “Six-Sectors\*” – one major part of **Enrich & Sustain**.

**\*The Environment – Transportation – People – Money – The Region – Community Character.**

Besides the Six-Sectors\*, there are five other major parts that make up **Enrich & Sustain**:

- √ Community
- √ Neighborhoods
- √ Lifestyles
- √ 7-Generation Perspectives
- √ Diverse Cultures (Ethnic & Societal)

## Enrich & Sustain for Sammamish

Community ◇ Neighborhoods ◇ Lifestyles

Seven Generations ◇ Diverse Cultures ◇ Six-Sectors\*