



FEBRUARY 4, 2020

**SOUND TRANSIT**  
ST3 - UNSOLICITED PROPOSAL

STCA, LLC



# Table of Contents

1	Introduction .....	2
1.1	Background.....	2
1.2	Need for Transit Oriented Development .....	2
1.3	Consistency with Sound Transit Policies and Support of King County Metro.....	3
2	Site Location .....	5
2.1	Sound Transit Selection Criteria.....	5
2.2	STCA Site Location .....	6
2.3	STCA Master Plan with ST3 .....	7
2.4	Transit Center Plan-Concept Site Plan .....	8
3	Nature of the facility .....	9
4	Sammamish Town Center Project History .....	10
5	Transit Center – Step 1 .....	11
5.1	Infrastructure and Parking Garage Application Submittal .....	11
5.2	Transit Circulation Plan – Step 1 .....	12
5.3	Project Timeline.....	13
6	Transit Center – Step 2 .....	15
6.1	SE 2 <sup>nd</sup> Street and Traffic Signal Application Submittal .....	15
6.2	Transit Circulation Plan – Step 2 .....	16
6.3	Project Timeline.....	16
7	Zoning/Permitting.....	17
8	Economic Proposal: Public-Private Partnership .....	17
9	Attachments .....	17

## 1 Introduction

As a follow-up to STCA’s Letter of Expression of Interest in the North Sammamish Park-and-Ride Facility, and our several meetings over the last several months, we are writing to provide an Unsolicited Proposal to provide at least 200 stalls of parking in a structured multi-use parking facility in the Sammamish Town Center, on land contributed to a public-private partnership by STCA.

### 1.1 Background

Sound Transit’s ST3 regional transit package, approved by voters in November 2016, included a \$20 million appropriation for a new park-and-ride facility with up to 200 spaces within the City of Sammamish. The purpose of the project is to improve access to existing and future bus and other transit services, including future light rail services scheduled to come to Redmond in 2024.

On January 28, 2019, Sound Transit issued a Request for Expressions of Interest from organizations and entities that may be interested in working with Sound Transit to deliver the park-and-ride facility as part of the ST3 transit plan. See ATTACHMENT 1. STCA submitted its Response on February 28, 2019, stating its interest in working with Sound Transit and other agencies, including the City, to locate a park-and-ride or other structured parking which would accomplish or exceed the goals of the ST3 mandate somewhere within the TC A-1 zone north of S.E. 4th Street. As part of this Response, STCA notified Sound Transit that such a facility was one of the topics identified for further discussion in a MOU signed by the City of Sammamish and STCA in November 2018. A copy of the MOU was submitted with STCA’s Response.

At its presentation to the City Council on June 3, 2019, the Sound Transit staff notified the City Council that the Town Center location was on the short list of potential sites. We understand from the materials in the City Council’s agenda packet for February 4, that Sound Transit has now narrowed the list to the STCA site in the Town Center (north of S.E. 4<sup>th</sup> Street), the site owned by the City and leased to Central Washington University, and the JCL site located at the northwest corner of S.E. 8<sup>th</sup> Street and 228<sup>th</sup> Avenue SE.

The materials Sound Transit prepared for the February 4 meeting include a scoring of the sites, but we understand that the scoring reflects an assumption that the parking stalls will be provided in a single-use surface lot. As described below, STCA is proposing, as an alternative to the surface lot, to provide the stalls in a multi-use structured parking facility, which will confer numerous public benefits, and advance Sound Transit policies to promote transit oriented development, particularly if, as proposed, a transit hub is located next to the parking facility.

### 1.2 Need for Transit Oriented Development

In keeping with Sound Transit’s policy preferring Transit Oriented Development (“TOD”), STCA is proposing to place the park-and-ride facility in its Sammamish Town Center TOD project.

The benefits of doing so are well-known, highly encouraged throughout the global planning community and recounted in “Weaving Together Vibrant Communities through Transit-Oriented Development” by Allison Brooks of Reconnecting America:

*“TOD refers to a mixture of housing, retail and/or commercial development and amenities, referred to as mixed-use development, integrated in the neighborhood within a half-mile radius of quality public transportation. The half-mile distance is based on research that has identified the average distance a person will walk to get to their destination, and is a proxy for a 10-minute walk.*

*While a half-mile is a useful benchmark, there are characteristics that make some places more walkable than others and which contribute to people’s willingness to walk more than a half-mile to access good quality transportation, or another destination. Factors that influence a neighborhood’s “walkability” include the size of blocks, the width of the street and sidewalk, and the existence of amenities like street trees, benches, shops and services, and good signage that make the walking experience more enjoyable. People are much more likely to walk in places frequented by other pedestrians, where they feel safe and where they are visually engaged along the way.*

*Some of these benefits include:*

- Improved access to job centers and economic opportunity;*
- Expanded mobility choices that reduce dependence on the automobile, reduce transportation costs and free up income for other purposes;*
- Reduction in neighborhood isolation and concentrated poverty across a region;*
- Walkable communities that accommodate more healthy and active lifestyles;*
- Reduced vehicle miles traveled (VMT) and thereby lowered greenhouse gas emissions;*
- Reduced dependence on foreign oil;*
- Potential for added value created through increased and/or sustained property values where transit investments have occurred, which can be invested back into the community.”*

### 1.3 Consistency with Sound Transit Policies and Support of King County Metro

Locating the park-and-ride within the Town Center is consistent with the goals and policies of Sound Transit Resolution No. 2018-10, concerning transit-oriented development (TOD):

- (1) makes “equitable TOD an integral component of and supportive of transit project planning and delivery,” Policy Goal 2.1.3,
- (2) “encourages the creation of diverse housing options near transit with priority to affordability,” Policy Goal 2.1.5,
- (3) encourages convenient, safe, multi-modal access to the transit system, with an emphasis on non-motorized access,” Policy Goal 2.1.6.

The proposed Town Center location in the Town Center A-1 (TC-A1) zone achieves each of these goals. The TC-A1 zone is slated for the highest-density development anywhere in the City of Sammamish, allowing up to six stories of multi-family housing immediately adjacent to the proposed Town Center location. This area of higher-density multi-family housing is an important component of the City's affordable housing strategy. See CITY OF SAMMAMISH COMPREHENSIVE PLAN at 79 ("Given the cost of single-family housing and because mixed use and multifamily housing types are typically more affordable than single-family, detached housing, the City recognizes the importance of having sufficient zoned capacity for multi-family and Town Center mixed use residential development in order to meet affordability needs.") At least 10% of the TC-A1 units up to base density, and 33% of any bonus units, must be affordable.

Locating the park-and-ride and associated transit hub in this area will help achieve the critical regional goal of promoting affordable housing with convenient access to transit. Finally, we note that the transit hub the park-and-ride facility would serve is within walking distance of the Town Center's mixed-use area. As a structured multi-purpose facility, rather than a single-use commuter surface lot, the park-and-ride would allow the more efficient use of land for commuter parking, and allow greater residential density in the immediate area of the transit hub, thus also promoting easy access to transit for pedestrians and bicyclists. The existence of nearby retail and restaurant uses in the Town Center would also help draw more commuters than a single-use, isolated commuter lot.

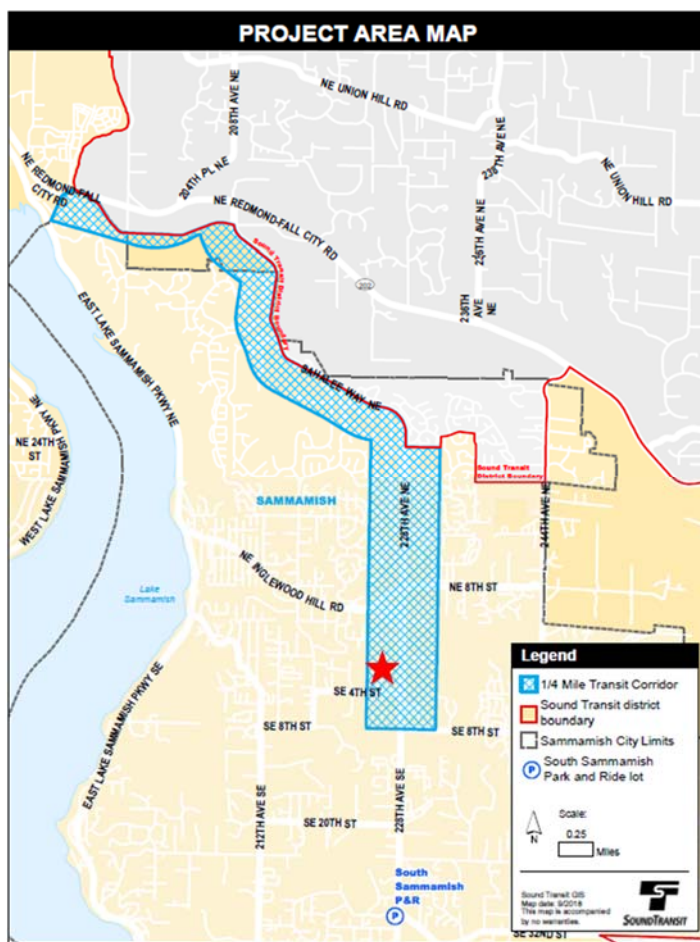
Finally, we note that King County Metro has confirmed in a letter to Sound Transit that Metro will provide service to the Town Center site with existing transit lines that serve the primary Sammamish corridor, and that Metro would be working with the City to discuss the design of streets, signals, and other engineering issues to prioritize the speed and reliability of transit service to a Town Center site. See ATTACHMENT 2.

## 2 Site Location

### 2.1 Sound Transit Selection Criteria

The proposed location of the Sammamish Town Center Park and ride facility complies with the Sound Transit Project Area Map requirements:

- Within ¼-mile of the 228th Ave NE/Sahalee Way NE/SR 202 transit corridor
- North of SE 8th St.
- Within the RTA boundary
- Within the City of Sammamish or unincorporated King County
- Primarily serves City of Sammamish residents











## 2.4 Transit Center Plan-Concept Site Plan

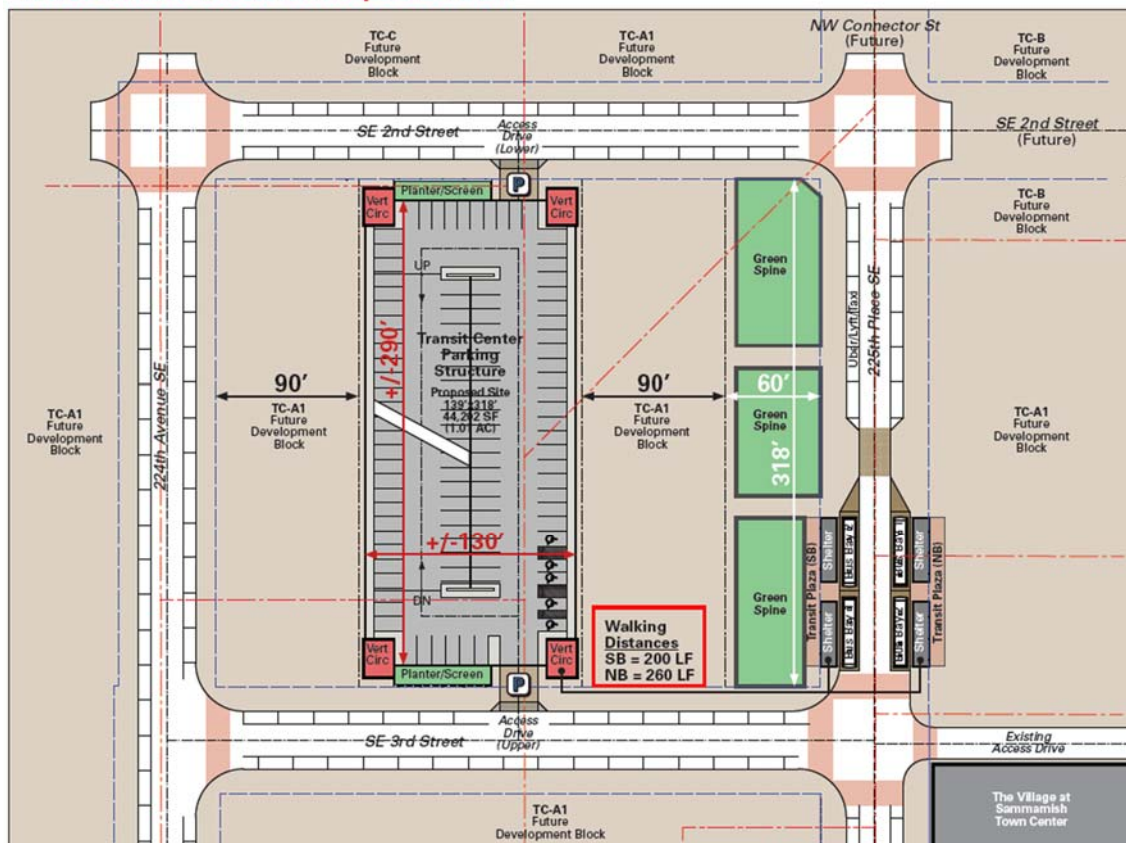
The design and location of the ST3 parking garage have been carefully planned to meet a variety of design objectives:

- The City of Sammamish's vision for the green spine is located to provide a green belt between the bus shelters and anticipated future development. Future development is intended to provide a visual buffer from the park and ride garage structure which spills onto the green spine offering an neighborhood aesthetic to the transit center.
- Ground floor retail considerations are planned to service transit riders and take advantage of the green spine aesthetics.
- Walking distance from the park and ride facility to the bus shelters minimizes walking distances to the following:
  - 200 lineal feet from park and ride garage structure to Southbound bus shelters.
  - 260 lineal feet from park and ride garage structure to Northbound bus shelters
- Co-located park and ride facility to service the following public and private transit options for the Sammamish Town Center and the citizens of Sammamish:
  - Sound Transit
  - King County Metro
  - Private Operators: Microsoft Connector, Amazon, Facebook, etc.

### Sammamish Town Center

#### Master Development Plan

#### Transit Center Block: Concept Site Plan



### 3 Nature of the facility

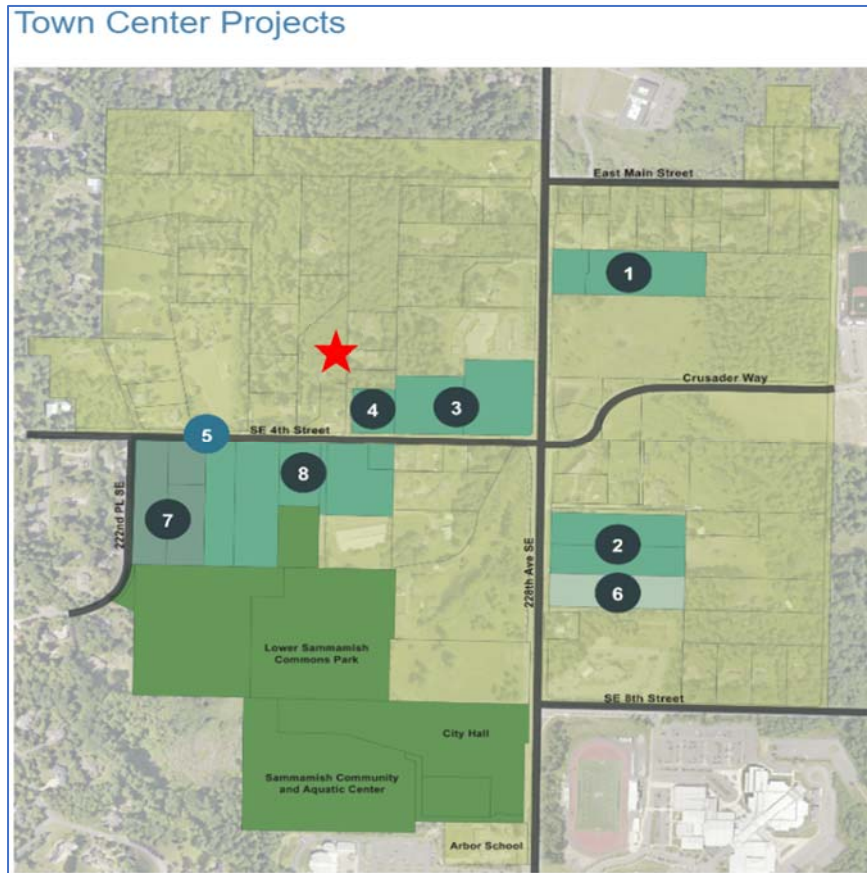
The park and ride facility is estimated to have approximately 500 parking stalls. This breaks down as follows:

- 200 stalls dedicated to Sound Transit
- 300 stalls available for other transit providers, residential units, retail/office and private party shuttle services
- Potential for future expansion for mass transit parking spaces

In order to maintain the 200 stalls dedicated to Sound Transit at all times, it will be necessary to install a system to separate the parking availability to preserve Sound Transit's space dedication at all times.

## 4 Sammamish Town Center Project History

Realizing the City's long-term vision for the Sammamish Town Center with a range of housing choices, commercial services (including restaurants and retail), a transit center, senior center, parks and City amenities, has required a phased approach to development. The first town center project was initiated in 2015. Since 2015, the following projects have either been completed or are in progress:

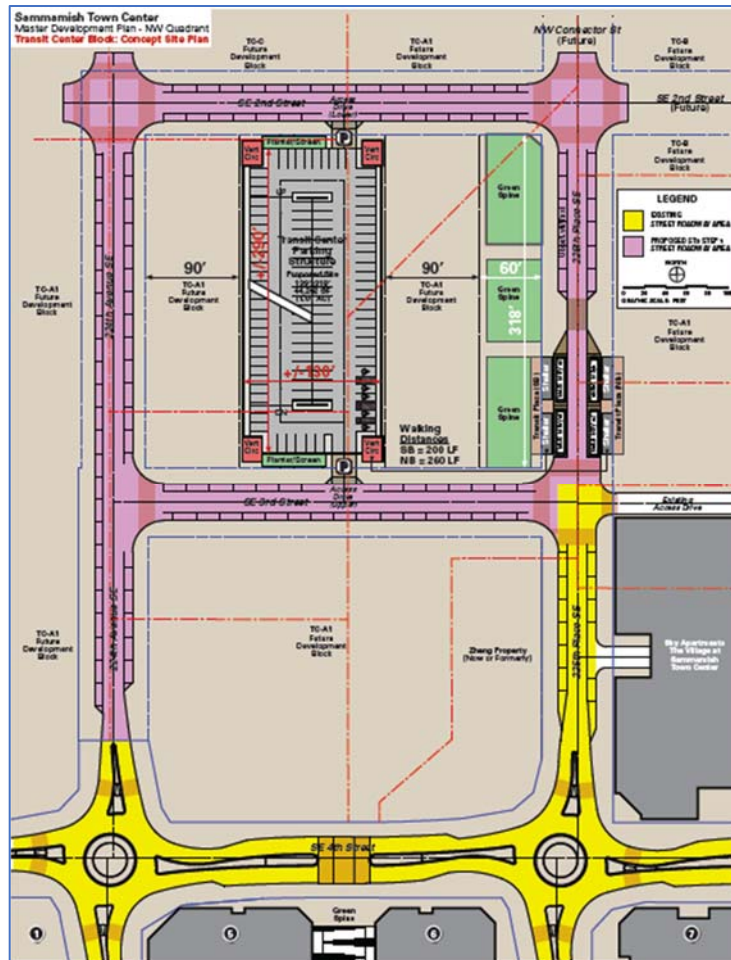


#	Project Name	Units	Comm SF	Affordable Units	Phase
1	Samm Apartments	92	14,245	18	Complete
2	Sammamish Townhomes	75	6,500	7	Complete
3	The Village at Sammamish Town Center	0	97,000	0	Complete
4	Sky Sammamish	159	13,000	24	Complete
5	SE 4 <sup>th</sup> Road Improvement	0	0	0	Construction
6	Land Use Amendment	38	0	2	Comp Plan Amendment
7	Brownstones West	66	0	3	Entitlement
8	SW Quadrant	334	82,000	77	Entitlement
Totals		764	212,745	131	

## 5 Transit Center – Step 1

### 5.1 Infrastructure and Parking Garage Application Submittal

The proposed location of a transit center with park-and-ride in the Sammamish Town Center builds upon infrastructure improvements from current and past projects in a multi-phased approach. In Step 1 of the transit center infrastructure application, the infrastructure buildout leverages the newly constructed SE 4<sup>th</sup> Street road improvements project (highlighted in yellow) to connect to 228<sup>th</sup> Avenue SE.



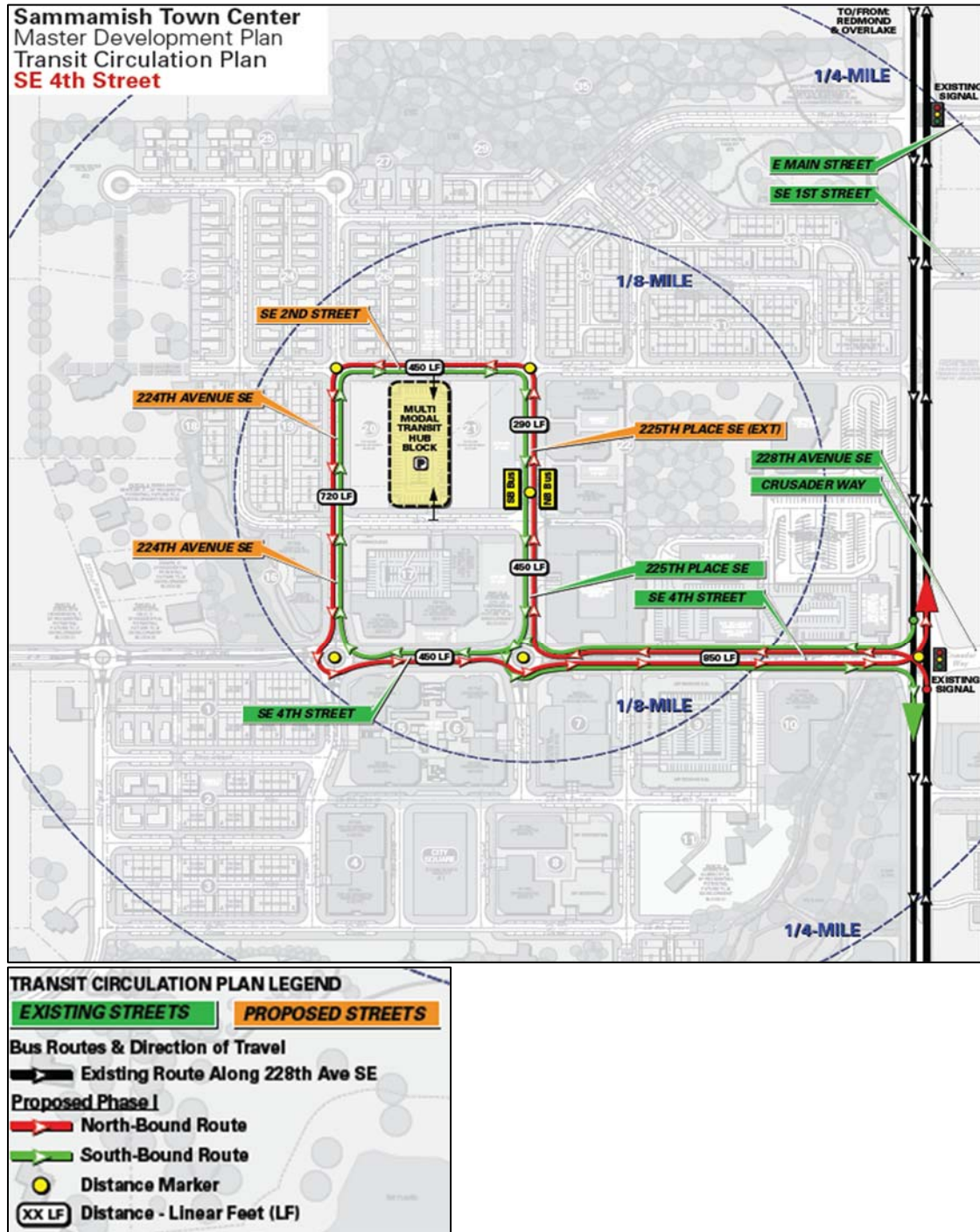
Building out the Step 1 infrastructure around the transit center with park-and-ride, and connecting it to the existing improvements provides the following benefits:

- Leverages existing improvements (SE 4<sup>th</sup> Street and 225<sup>th</sup> PL SE-highlighted in yellow) to create an accessible transit circulation pattern.
- Avoids impacting any Critical Sensitive Area (i.e. wetlands, steep slopes, etc.)
- Construction schedule predictability due to zero impact to CSA areas.
- Situated within a ¼ mile of current developments consisting of 651 units and 206,245 SF of commercial.
- Situated within a ¼ mile of anticipated future development consisting of additional multi-family residential units and commercial services and amenities.



## 5.2 Transit Circulation Plan – Step 1

Once the Transit Center Step 1 infrastructure and garage improvements have been completed, the transit circulation pattern will leverage the existing and new improvements as indicated below to provide northbound and southbound service to the new transit center.





### 5.3 Project Timeline

Below is a high-level schedule of the major phases of the Transit Center Step 1 project:

2020				2021				2022				2023			
Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4
Planning															
				Entitlements											
								Permitting							
												Construction Buildout			

Within each of these high-level phases, several tasks have been identified below that will occur:

#### Planning Phase:

- 2020
  - Consultant Report Preparation (Geotechnical, Critical Sensitive Areas, Preliminary Traffic Impact Analysis) Feasibility Meeting with City of Sammamish
  - Pre-Application with City of Sammamish
  - Submit for Traffic Concurrence certificates for proposed site
  - Prepare Civil drawings for submittal with entitlement application
  - Prepare Construction drawings for submittal with entitlement application

#### Entitlements Phase:

- 2020-2021
  - Submit Entitlement Application with Civil and Construction Drawings
  - Respond to City Review Comments
  - Receive Entitlement Approval

#### Permitting Phase:

- 2021-2022
  - Revise civil and construction drawings submitted with entitlements
  - Submit civil and construction drawings for permit review
  - Respond to City review comments
  - Receive civil permit for infrastructure commencement
  - Receive construction permit for garage structure commencement

#### Construction Phase:

- 2022-2023
  - Conduct infrastructure buildout
    - Clear and grub site
    - Grade site
    - Install wet utilities (Storm, Water, Sewer)

### ST3 – Unsolicited Proposal

- Install dry utilities
- Install curbs/roads/sidewalks
- Install temporary stormwater detention pond
- Receive site development final
- Conduct Garage Structure buildout
  - Substructure Prep and Excavation
  - Footings and underslab prep
  - Level 1 Slab on Grade Construction
  - Levels 2-5 Construction
  - Exterior Finishes – Decorative Panels
  - Interior Finishes
    - MEP Installation
    - Elevator
    - Stairs
    - Signage
  - Site Landscaping
  - Final Approval

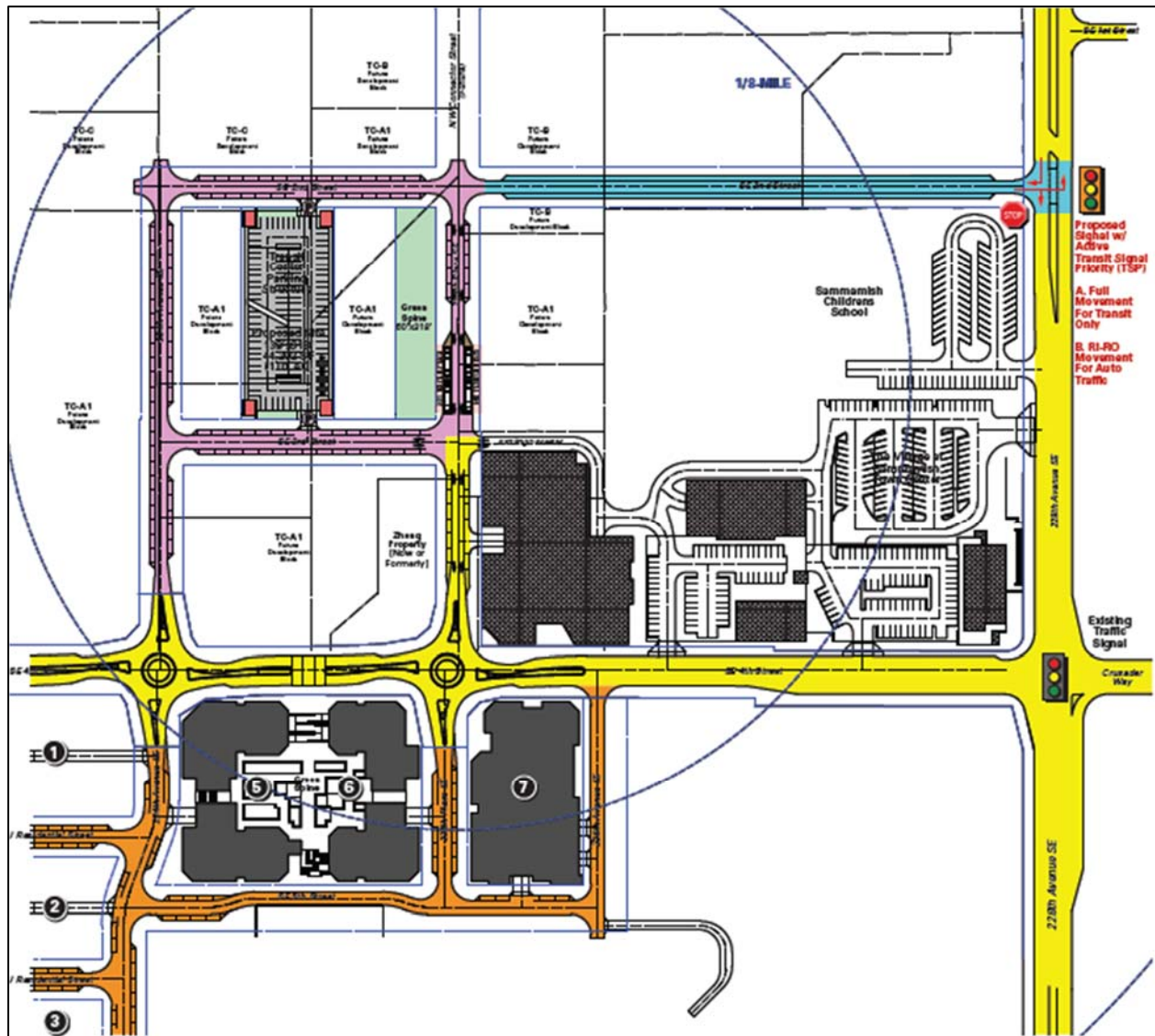
#### Project Complete:

- 2023
  - Transit Center Step 1 Complete

## 6 Transit Center – Step 2

### 6.1 SE 2<sup>nd</sup> Street and Traffic Signal Application Submittal

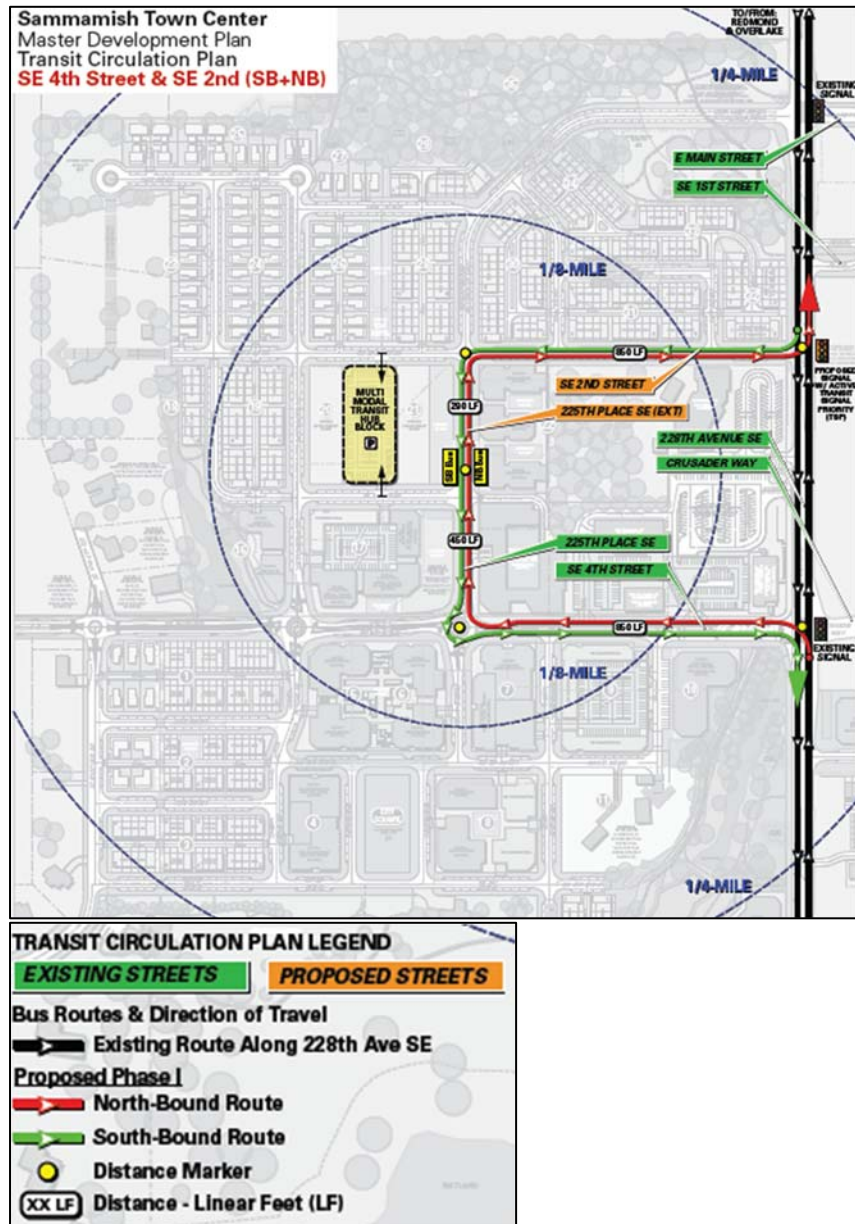
In Step 2 of the Transit Center plan, a new development application with the City of Sammamish will connect SE 2<sup>nd</sup> Street between 225<sup>th</sup> PL SE to 228<sup>th</sup> Avenue SE. In addition to the road construction, a traffic signal is anticipated to serve a transit only left turn movement offering a revised transit circulation pattern to the transit center when the Step 2 improvements are completed.



## 6.2 Transit Circulation Plan – Step 2

Building out the Step 2 infrastructure around the transit center and connecting it to the existing improvements leverages the Step 1 benefits along with the following:

- Avoid impacting any Critical Sensitive Area (i.e. wetlands, steep slopes, etc.)
- Construction schedule predictability due to zero impact to CSA areas.
- Improved transit circulation patterns to reduce deviation lengths and times.



## 6.3 Project Timeline

Timeline for Step 2 application submittal is anticipated to follow the completion of Transit Center Step 1.

## 7 Zoning/Permitting

Under the Town Center Plan adopted by the Sammamish City Council in 2008 as a “sub-area plan” to the Comprehensive Plan, the Town Center is envisioned as the new “heart of the City,” with a central node of mixed-use development and public park space in the Town Center A-1 (TC-A1) zone. One specific goal of the Town Center Plan is to “promote the use of transit and expansion of transit service to serve Town Center development.” See SAMMAMISH TOWN CENTER PLAN, page 43, Policy T-8.3.

The park-and-ride facility would be located within the TC-A1 zone, which is the zone designated for its highest residential and commercial densities. See SMC 21B.10.030(1)(a)(purpose of the A-1 zone is to provide “a pedestrian-oriented mix of retail, office, residential, and civic uses *that functions as the focal point for the Town Center and the City.*”) A variety of “governmental services,” including structured “commuter parking lots” are an allowed use in the TC-A1 zone. SMC 21B.20.070(1). No change in the existing Comprehensive Plan Land Use Designation or the current zoning designation would be needed to accommodate a structured parking facility at the proposed site in the A-1 zone. Nor does the site contain any environmentally critical areas that would require special permits or exceptions. STCA could proceed immediately with the preparation of applications for a Unified Zone Development Plan (required for all uses in the A-1 zone), followed by construction permits. The project-level SEPA review could be tied to and build upon the non-project SEPA review that Sound Transit will undertake as part of its final site selection process.

Given the City’s policies, goals, and regulations favoring transit, structured parking, and higher-density residential/commercial uses in the TC-A1 zone, the City and STCA have agreed that they should continue to discuss the possibility of locating a Transit Center (which should include the North Sammamish Park-and-Ride parking stalls) in the Town Center. The agreement is embodied in the MOU that STCA and the City signed in November 2018. STCA is providing a copy of this Unsolicited Proposal to the City, and has requested a meeting to discuss this option further, as the parties agreed to do in the MOU.

## 8 Economic Proposal: Public-Private Partnership

STCA proposes a simple partnership:

- STCA constructs the structure on its land.
- STCA and Sound Transit have the value of a structured parking space on a monthly basis appraised under a mutually agreeable appraisal process.
- Once that value is determined, the parties agree to a long-term lease with a total parking space rental value equal to a present value of the balance of ST3’s Sammamish project budget.

## 9 Attachments



STCA, LLC

5335 Meadows Road, Suite 108  
Lake Oswego, OR 97035  
Telephone (425) 626-1120

February 28, 2019

*Via Email (Ashley.saidy@soundtransit.org)*

Ashley Saidy  
Sound Transit  
401 S. Jackson Street  
Seattle, WA 98104-2826

Re: *RFEI/North Sammamish Park-and-Ride RI 0032-19*

Dear Ms. Saidy:

STCA is pleased to provide this response to Sound Transit's Request for Expressions of Interest (RFEI) regarding a future North Sammamish Park-and-Ride facility. STCA possesses the property and qualifications to assist, plan and fulfill Sound Transit's goals with the North Sammamish Park and Ride. STCA also meets all of the required and optional desired criteria as described by the agency.

As detailed below, STCA is interested in the joint development of a park-and-ride facility within an area of the City known as the Sammamish Town Center. A specific location will require further discussion with City, Sound Transit, and Metro, but is anticipated to be somewhere west of 228th Avenue N.E. and north of S.E. 4th Street, within the City's Town Center A-1 zone. Please note that, as further discussed below, the City has identified a potential park-and-ride facility within the Town Center as a topic for its 2019 Comprehensive Plan update and a separate Memorandum of Understanding with STCA. More information about a potential Town Center location, and potential joint use arrangements, will be developed as those discussions with the City continue in the coming months.

***1. A brief history of your organization or business, and statement of interest in this project.***

STCA, LLC was formed in 2014 by the founders of Innovation Realty Partners, LLC. Innovation Realty Partners, LLC, and its predecessor

entities and affiliates, have undertaken complex real estate projects since 2010. Those projects include the acquisition of, and repair of, fractured subdivisions after the economic crash of 2008, apartment entitlement and development and townhome planning and construction.

STCA has now aggregated approximately 90 acres within the Town Center-zoned property in the City of Sammamish. Under the Town Center Plan adopted by the City Council in 2008 as a “sub-area plan” to the City’s Comprehensive Plan, the Town Center is envisioned as the new “heart of the City,” with a central node of mixed-use development and public park space in the “Town Center A-1” (TC-A1) zone. While the exact location of the park-and-ride facility has not been determined and will require further discussion with the City of Sammamish, it is anticipated that it would be located within this TC-A1 zone west of 228<sup>th</sup> Avenue and north of S.E. 4<sup>th</sup> Street.

One specific goal of the Town Center Plan is to “promote the use of transit and expansion of transit service to serve Town Center development.” See SAMMAMISH TOWN CENTER PLAN, page 43, Goal T-8. One of the Plan’s specific policies to achieve this goal is to “work with local transit agencies to enhance transit service to and within the Town Center.” See SAMMAMISH TOWN CENTER PLAN, page 43, Policy T-8.3. In the coming year, the City Council is considering amendments to the Sammamish Town Center Plan to provide further policies to implement its transit-service goals. See ATTACHMENT A (CITY OF SAMMAMISH RESOLUTION NO. 2018-811, Section 1.3). Moreover, STCA and the City have entered into a Memorandum of Understanding that identifies the possibility of a Town Center park-and-ride as a specific topic of discussion and potential agreement between the parties. See ATTACHMENT B. STCA’s interest in the North Sammamish Park-and-Ride project stems from its substantial ownership interest in the Town Center and desire to implement the Town Center Plan policies in a manner that best serves the residents of Sammamish and the surrounding community.

Finally, STCA has already been actively discussing with the City of Sammamish on how the Town Center project could co-locate a Park-and-Ride facility to serve the transit needs of the community. In fact, the MOU adopted by the City and STCA was in part to memorialize this potential partnership and represents a cooperation agreement in anticipation of pursuing Sound Transit’s Park-and-Ride project.

***2. How your organization or business proposes to engage in the project, given the project requirements and delivery and development approaches outlined in Section 2. Please clearly***

***address each of the required project elements, as well as the “desired” elements as applicable.***

It is anticipated that if appropriate agreements are reached with Sound Transit, Metro, and the City as to project location, funding, and other issues, STCA would take the lead in constructing the park-and-ride facility as part of the build-out of future mixed-use development north of S.E 4<sup>th</sup> Street.

STCA’s responses to the required and desired project elements outlined in Section 2 of the RFEI are provided in ATTACHMENT C.

***3. Address property access rights, including easements and public safety access, and a description of how to address each.***

It is anticipated that access to the park-and-ride would be provided by S.E. 4<sup>th</sup> Street (currently undergoing expansion to serve the Town Center), and then if necessary new local streets or roads that would be developed as part of the planning of future Town Center development north of SE 4<sup>th</sup> Street.

***4. Address any known or potential project risks, including the ability to deliver the project no later than December 31, 2024.***

Other than the need for multi-agency coordination to determine a project site and funding, STCA is not aware of any potential project risks or obstacles to delivering the project by no later than December 31, 2024.

***5. Brief summary of your organization’s experience with delivery of parking projects and/or other public benefit projects, and experience working in public-private partnerships.***

STCA, LLC as master developer and aggregator of property in the Sammamish Town Center has entered into a Joint Venture with R.D. Merrill Company (through its affiliate Pillar Properties) to build out Phase 1 of the Town Center south of SE 4<sup>th</sup> Street. STCA is combining R.D. Merrill’s expertise in planning and constructing mixed-use centers with STCA’s land holdings and planning in the Sammamish Town Center. STCA and R.D. Merrill have also begun discussions about the Phase 2 of the Town Center, north of SE 4<sup>th</sup> Street, which will include the anticipated transit center and ST3 parking structure. R.D. Merrill’s resume includes construction and development of multiple, similar parking deck structures, including: (1) the structure located at The Meyden in Bellevue with above and below-grade parking, (2) Stadium Place with its five-story podium parking, and (3)

University Place which has a very similar structure to what Sound Transit is looking for in Sammamish.

**6. *Brief summary of the development team's experience and examples of comparable projects completed by the team.***

Please see answer above.

**7. *Any additional information relevant to this project.***

The scope of STCA's holdings, combined with the City's Town Center plan, provide a unique planning opportunity to locate a park-and-ride in a transit oriented, high density, mixed-use development.

Thank you for your consideration of this information. We look forward to an opportunity to continue the discussions as the planning efforts of the City, Sound Transit, and Metro continue to unfold.

---

Sincerely,  
STCA, LLC  
By Innovation Realty Partners, LLC, its  
Managing Member

A handwritten signature in blue ink, appearing to read "M. D. Samwick".

By Matthew D. Samwick  
Its Operating Manager

Attachments

**CITY OF SAMMAMISH  
WASHINGTON  
Resolution No. R2018-811**

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**A RESOLUTION OF THE CITY OF SAMMAMISH,  
WASHINGTON RELATED TO SETTING THE 2019  
COMPREHENSIVE PLAN AMENDMENT DOCKET**

WHEREAS, the City of Sammamish plans under Chapter 36.70A RCW, the Growth Management Act (“GMA”), which requires cities to adopt a comprehensive plan that is consistent with the GMA and with county and regional planning policies;

WHEREAS, the City Council initially adopted the City’s Comprehensive Plan in 2003 by Ordinance O2003-130, and has adopted various subsequent revisions; and

WHEREAS, the City Council updated the Sammamish Comprehensive Plan in accordance with RCW 36.70A.130 on October 26, 2015 (“2015 Comprehensive Plan”) by adopting Ordinance O2015-396; and

WHEREAS, Sammamish Municipal Code (SMC) Chapter 24.15.040 authorizes the City to consider site-specific land use map amendments and text amendments to the Comprehensive Plan on an annual basis; and

WHEREAS, City staff solicited Comprehensive Plan amendment proposals from citizens and City departments in August and September 2018; and

WHEREAS, a total of three proposals were submitted and deemed complete, including one from the general public and two from City departments; and

WHEREAS, proposals that are included on the 2019 docket will be added to the City’s 2019 work plan, thoroughly analyzed, and returned to the Planning Commission and City Council for consideration; and

WHEREAS, on October 18, 2018, the Planning Commission reviewed a presentation describing the annual docket process and summarizing three proposals; and

WHEREAS, on November 1, 2018, the Planning Commission held a public hearing on the proposals for the 2019 Comprehensive Plan docket, considered public comment, and made a recommendation to the City Council regarding which proposals to include on the 2019 docket; and

WHEREAS, on December 3, 2018, the City Council reviewed a presentation describing the annual docket process and summarizing three proposals and the related staff and Planning Commission recommendations; and



Attachment  
A

WHEREAS, on December 4, 2018, the City Council held a public hearing on the proposals for the 2019 Comprehensive Plan docket in order to provide further opportunity for public comment and participation;

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

Section 1. Docket Decision. The City Council of the City of Sammamish hereby approves the following proposals to be included on the 2019 Comprehensive Plan docket:

1. City of Sammamish – Department of Community Development
  - Updates related to upcoming approval of new Urban Forest Management Plan.
2. Mary Wictor
  - Corrections to the three errors/updates noted in the submitted application (Adding the missing map legend to figure LU-1 on LU.5 in Volume II; correcting the lines on the map in figure EC-4 on EC.15 in Volume II; and updating "TBP Plan" on page iv in the Table of Contents, Acronyms, & Glossary to reflect that this was changed to the "Non-Motorized Plan").
3. City of Sammamish – Department of Community Development
  - To assess if updates are needed to the goals and policies of the Town Center Subarea Plan and Comprehensive Plan related to the Green Spine, the Urban Forest Canopy, Public Transportation, Regional Storm Water, Solar Generation, and Public Right of Way Design Standards.

Section 2. Effective Date. This Resolution shall take effect and be in force upon passage and signatures thereon.

**PASSED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 4<sup>th</sup> DAY OF DECEMBER 2018.**

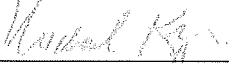
CITY OF SAMMAMISH

  
\_\_\_\_\_  
Mayor, Christie Malchow

ATTEST/AUTHENTICATED:

  
Melonie Anderson, City Clerk

Approved as to form:

  
Michael R. Kenyon, City Attorney

Filed with the City Clerk:  
Passed by the City Council:  
Resolution No.:

## MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF SAMMAMISH AND STCA, LLC

THIS MEMORANDUM OF UNDERSTANDING ("Agreement") is made by and between the City of Sammamish, a municipal corporation of the State of Washington ("City"); and STCA, LLC, a Delaware Limited Liability Company ("STCA"), collectively referred to herein as the "Parties."

### I. RECITALS

A. In June 2008, the City adopted the Town Center Plan as a subarea plan within its Comprehensive Plan. This subarea plan implemented the City's vision for a new "heart of the city" called the Town Center, with a balance of civic and community amenities, retail and office opportunities, residential choices, and environmental functions and values; and

B. The City implemented the Town Center Plan by adopting the Sammamish Town Center Infrastructure Plan and Town Center Development Code (Title 21B SMC) in 2010, and a Transfer of Development Rights (TDR) program in 2011 (Chapter 21A.80 SMC).

C. STCA seeks to develop real property located in the Town Center (the "STCA Project") and the Parties recognize that an understanding as to the scope of Phase 1 of the STCA Project is in the parties' mutual interest.

D. Each of the Parties is authorized to enter into this Agreement and carry out its terms and conditions as provided below.

### II. AGREEMENT

#### A. Phase I of STCA Project.

1. Boundary of Phase 1. Phase 1 of the STCA Project ("Phase 1") will be located somewhere within and include no more real property than the real property shown in the map attached hereto as EXHIBIT A ("Exhibit A Land").

2. Residential Unit Count. The parties acknowledge that it will take multiple phases to fully develop the Exhibit A Land. STCA agrees to limit the number of residential units in its initial permit applications to no more than 506 ("Initial Unit Count"). The Parties acknowledge that the Initial Unit Count is not a limitation on the total number of units that can be built upon the Exhibit A Land during the life of the STCA Project. The Parties acknowledge that the residential units in STCA's initial applications could, therefore, encompass less than all of the Exhibit A Land. At the time any Phase 1 applications or subsequent applications are submitted, the City will calculate density in accordance with its Code Interpretation dated May 2, 2017, to confirm compliance with the density limitations in the Town Center Development Code.

By way of example, the Initial Unit Count could be achieved within the Exhibit A Land property as follows (assuming a site survey, wetland study, or other verification does not alter

## Attachment B

the assumption that EXHIBIT A depicts 10.84 acres in the TC A-1 zone, 6.12 acres in the TC-B zone, and 2.37 acres in the TC-C zone):

<b>Zone</b>	<b>Allocated DU</b>	<b>Bonus / TDRs DU</b>	<b>Total DU</b>
TC A-1:	173	258	431
TC B:	49	6	55
TC C:	10	10	20
<b>TOTAL</b>			<b>506</b>

The above example achieving a 506 total residential unit count is described in detail in Exhibit B attached hereto. The Parties acknowledge that the bonus dwelling units in the Town Center come from two categories: the affordable housing pool, SMC 21B.75.020(3), and TDR programs, SMC 21B.25.040(2). The Parties acknowledge that the Bonus/TDR Dwelling Units in the example above would rely on the affordable housing pool in SMC 21B.75.020(3) being no less than 193 and the use of approximately 20 King County TDRs purchased by STCA.

3. Commercial Square Footage. As shown in the table below, Phase 1 will include a maximum of one-hundred thousand (100,000) square feet of commercial development.

<b>Project Name</b>	<b>Base Allocation</b>	<b>Commercial Development Capacity Bonus Pool</b>	<b>Total Phase 1 Commercial Area</b>
TC A-1 Remaining Commercial Allocation	95,750 SF	39,250 SF	<b>100,000 SF</b>

B. Subsequent STCA Project Phases. STCA agrees not to apply for permits for additional phases of development in the Town Center beyond the Initial Unit Count or outside the Exhibit A Land until the earlier of: (1) a mutually executed Memorandum of Understanding for such additional phase, (2) the adoption by the Sammamish City Council of a Transportation Master Plan, or (3) August 31, 2019.

C. Additional STCA Project Topics. The Parties agree that the issues listed in (1) – (5) below are of significant interest to the STCA Project and worthy of further discussion. The Parties agree to continue discussions to focus and refine the terms for addressing each of these issues through appropriate mechanisms. Inclusion of these topics in this Agreement does not impact code requirements for Phase I of the STCA Project.

1. Green Spine. The Town Center subarea plan and Town Center Infrastructure plan locates the Green Spine within the TC A-1 zone or the Core Mixed-Use area of the Town Center. The Parties will endeavor to reach an agreement regarding the width and types of uses to be included in the Green Spine.

## Attachment B

2. Urban Forest Canopy. The Parties will endeavor to reach an agreement regarding the percentage of tree canopy coverage to be provided post-Phase I development by retained trees and replanted trees.

3. Park-and-Ride/Transit. The Parties agree that the Town Center could be enhanced by a transit center. The Parties recognize that cooperation between the Parties and other regional transit authorities will be needed to investigate and provide for a permanent transit center in the Town Center. The Parties agree to participate in discussions with these third parties regarding same. The Parties also agree to discuss and investigate the inclusion of a temporary park-and-ride facility or transit center.

4. Regional Stormwater Facility. The Parties recognize the advantages that a regional stormwater facility may provide to the Town Center and the city as a whole. The Parties will continue to work cooperatively to determine the appropriate location for one or more regional storm water facilities.

5. Solar Power. The Parties acknowledge the benefits of solar power for the Town Center and STCA Project. The Parties will endeavor to reach agreement on the use of solar power whether it be as a demonstration project or otherwise.

D. Future Agreement(s). The Parties agree to negotiate in good faith the terms of a Development Agreement or other appropriate agreement(s) that include the issues and terms described in sections C.1. – C.5 above. The Parties will seek to present such agreement(s) to the City Council on or before March 31, 2019.

### E. General Terms.

1. Relationship of parties. The Parties to this Agreement are independent and nothing in this Agreement is intended to create a partnership, joint venture or other entity.

2. No third-party beneficiaries. This Agreement is solely for the benefit of the Parties hereto, and no third-party shall be entitled to claim or enforce any rights hereunder except as specifically provided herein.

3. Severability. In the event any part of this Agreement is declared void or invalid, the remaining portions of this Agreement shall not be affected but shall remain in full force and effect.

4. Modification. The obligations of the Parties to this Agreement may not be modified, amended or waived except by written execution by all parties.

5. Execution in counterparts. This Agreement may be signed by one or more counterparts, including by facsimile, scanned or electronic signatures, each of which shall be considered an original, and all of which together shall constitute one instrument.



Attachment B

6. Entire agreement. The Parties hereto agree that this Agreement constitutes the only agreement between them regarding the issues addressed by this, and no oral representation nor prior writing extrinsic to this instrument shall have any force or effect. By negotiating and entering into this Agreement, neither party waives or relinquishes any legal rights or claims they may have.

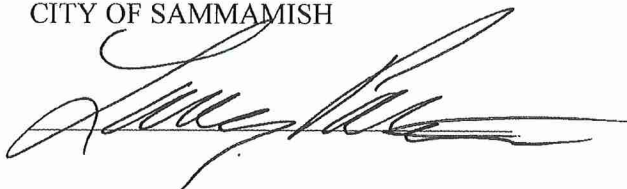
7. Legal review. This Agreement has been reviewed and revised by legal counsel for all parties and no presumption or rule that ambiguity shall be construed against the party drafting the document shall apply to the interpretation of reinforcement of this Agreement. The Parties intend this Agreement to be interpreted to the full extent authorized by applicable law.

8. Jurisdiction and venue. This Agreement shall be interpreted, construed and enforced in accordance with the laws of the State of Washington. Venue for any action under this Agreement shall be King County, Washington.

9. Attachments. The Exhibits to this Agreement are incorporated into this Agreement.

IN WITNESS WHEREOF, the Parties have executed this Agreement.

CITY OF SAMMAMISH



Date: 11/8/2018

STCA, LLC

By Innovation Realty Partners, LLC, Mng. Mbr



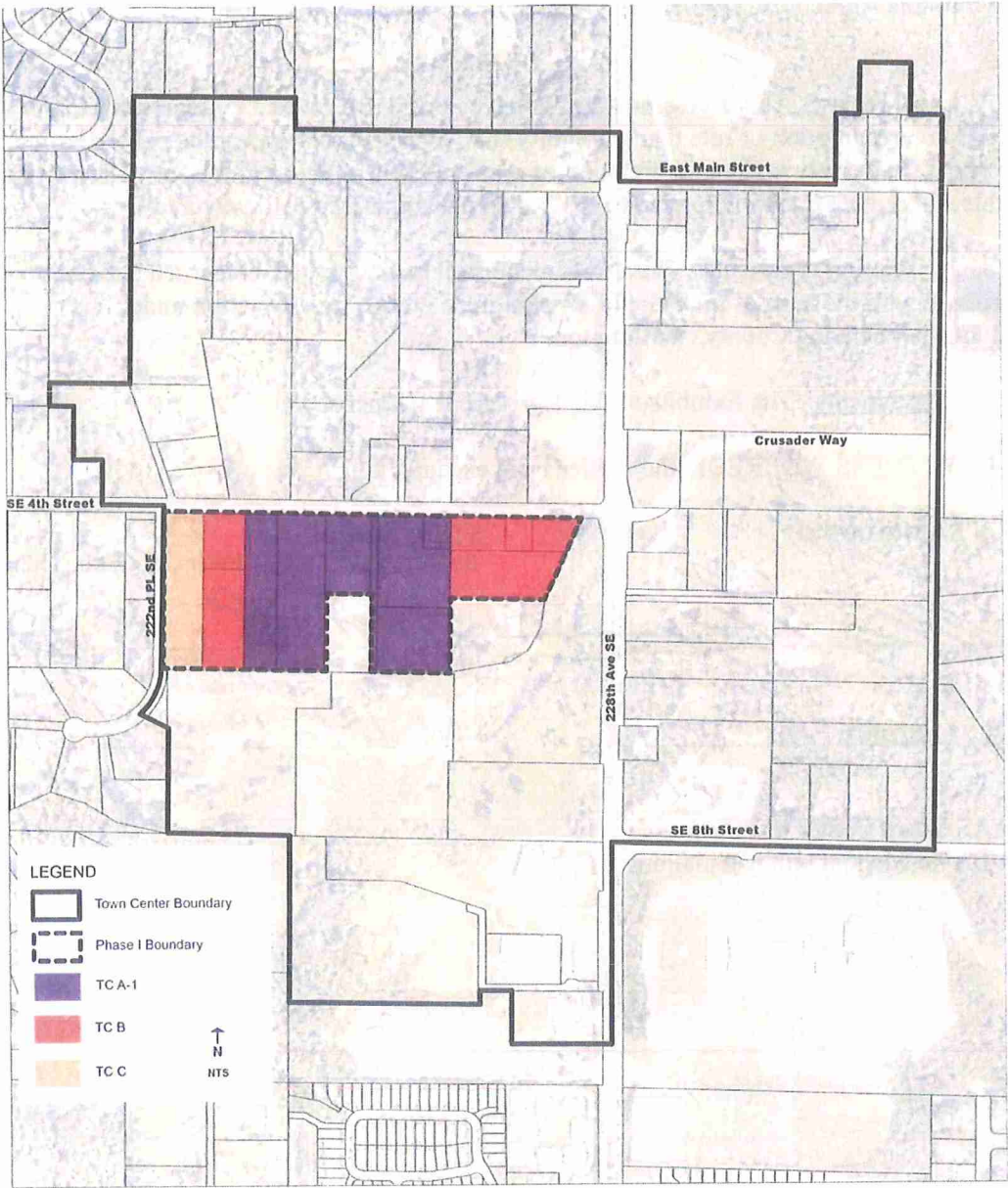
By Matthew D. Samwick, Op. Mgr.

Date: 11-12-18

Exhibit A: Town Center boundary map

Exhibit B: Residential unit calculations

Exhibit A



## Attachment B

## Exhibit B



## Department of Community Development

801 228th Avenue SE ■ Sammamish, WA 98075 ■ phone: 425-295-0500 ■ fax: 295-295-0600 ■ web: www.sammamish.us

## TOWN CENTER ZONE A

APPLICANT: STCA, LLC

TOTAL BUILDABLE AREA

10.84

STEP 1: Calculating Allocated Residential Density and Maximum Density			SMC Reference/Notes
<b>ALLOCATED DENSITY:</b>			<b>UNITS</b>
1	Total Buildable Acreage	10.84	AC 21B.25.080 Calculations
2	Allocated Density	16	DU/AC 21B.25.030 Densities and dimensions
3	Total Allocated Residential Density	173	DU 21B.25.030(1) Densities and dimensions
4	Total Required Affordable Housing Units (10% of Line 3)	17	DU 21B.75.020(1) Basic density provisions
5	Total Base Market Units (Line 3 - Line 4)	156	DU
6	Total Additional Market Units to Meet Allowable Density (Additional units req'd to meet allocated density, compensating for 0.5 DU/AC for required AHU)	9	DU 21B.75.020(2) Basic density provisions
7	Total Allocated Density with AHDU Incentive	182	DU 21B.75.020(2) Basic density provisions
<i>Stop here if not seeking bonus residential units</i>			
<b>MAXIMUM ALLOWABLE DENSITY:</b>			
8	Total Buildable Acreage	10.84	AC
9	Max Residential Density	40	DU/AC 21B.25.070(2) Calculations
10	Total Max Residential Density	434	DU

STEP 2: Calculating Bonus Residential Units			SMC Reference/Notes
11	Bonus Units Available (Number provided by the City)	193	DU
12	Bonus Units Requested, Max (Line 10 - Line 3)	261	DU 21B.25.070(1)(2) Calculations
13	Bonus Units Requested	193	DU
14	Bonus Affordable Housing Units Available (33.3% of Line 13)	64	DU 21B.75.020 (3) Basic density provisions
15	Bonus Market Rate Housing Units Available (66.6% of Line 13)	129	DU 21B.75.020 (3) Basic density provisions
16	Bonus Residential Units Requested	193	DU

STEP 3: Calculating Total Residential Density (Allowable Density + Bonus Units)			SMC Reference/Notes
17	Affordable Housing Proposed (Line 4 + Line 14)	81	DU
18	Market Rate Units Proposed (Line 5 + Line 15)	285	DU
19	Total Residential Units	366	DU

STEP 4: Calculating Total King County TDRs			SMC Reference/Notes
20	Receiving Zone: A-Zone	5	DU 21A.80.090
21	Approved TDR Units	13	TDR
22	TDR Density	65	DU

STEP 5: Calculating Total City of Sammamish TDRs (TC-D) (CURRENTLY NOT AVAILABLE)			SMC Reference/Notes
23	Receiving Zone: A-Zone	1	DU 21B.25.040(2)(d)
24	Approved TDR Units	0	TDR
25	TDR Density	0	DU

STEP 6: Calculating Total Residential Density (Allowable Density + Bonus Units + TDRs)			SMC Reference/Notes
26	Step 3 Total:	366	DU
27	Step 4 Total:	65	DU
28	Step 5 Total:	0	DU
Total Residential Units Proposed:		431	DU

Information provided by the Applicant

Total Density Calculated



**Attachment B**  
**Exhibit B**



**Department of Community Development**

801 228th Avenue SE ■ Sammamish, WA 98075 ■ phone: 425-295-0500 ■ fax: 295-295-0600 ■ web: www.sammamish.us

**TOWN CENTER ZONE B**

APPLICANT: STCA, LLC

TOTAL BUILDABLE AREA

6.12

STEP 1: Calculating Allocated Residential Density and Maximum Density			SMC Reference Notes
<b>ALLOCATED DENSITY:</b>		<b>UNITS</b>	
1 Total Buildable Acreage	6.12	AC	21B.25.080 Calculations
2 Allocated Density	8	DU/AC	21B.25.030 Densities and dimensions
3 Total Allocated Residential Density	49	DU	21B.25.030(1) Densities and dimensions
4 Total Required Affordable Housing Units (10% of Line 3)	5	DU	21B.75.020(1) Basic density provisions
5 Total Base Market Units (Line 3 - Line 4)	44	DU	
6 Total Additional Market Units to Meet Allowable Density (Additional units req'd to meet allocated density, compensating for 0.5 DU/AC for required AHU)	3	DU	21B.75.020(2) Basic density provisions
7 Total Allocated Density with AHU Incentive	52	DU	21B.75.020(2) Basic density provisions
<i>Stop here if not seeking bonus residential units</i>			
<b>MAXIMUM ALLOWABLE DENSITY:</b>			
8 Total Buildable Acreage	6.12	AC	
9 Max Residential Density	20	DU/AC	21B.25.070(2) Calculations
10 Total Max Residential Density	122	DU	

STEP 2: Calculating Bonus Residential Units			SMC Reference/Notes
11 Bonus Units Available (Number provided by the City)	0	DU	<i>Bonus units have been exhausted (refer to TC-A density calculations)</i>
12 Bonus Units Requested, Max (Line 10 - Line 3)	73	DU	21B.25.070(1)(2) Calculations
13 Bonus Units Requested	0	DU	
14 Bonus Affordable Housing Units Available (33.3% of Line 13)	0	DU	21B.75.020 (3) Basic density provisions
15 Bonus Market Rate Housing Units Available (66.6% of Line 13)	0	DU	21B.75.020 (3) Basic density provisions
16 Bonus Residential Units Requested	0	DU	

STEP 3: Calculating Total Residential Density (Allowable Density + Bonus Units)			SMC Reference/Notes
17 Affordable Housing Proposed (line 4 + line 14)	5	DU	
18 Market Rate Units Proposed (line 5 + line 15)	44	DU	
19 Total Residential Units	49	DU	

STEP 4: Calculating Total King County TDRs			SMC Reference/Notes
20 Receiving Zone: B-Zone	3	DU	21A.80.090
21 Approved TDR Units	2	TDR	
22 TDR Density	6	DU	

STEP 5: Calculating Total City of Sammamish TDRs (CURRENTLY NOT AVAILABLE)			SMC Reference/Notes
23 Sending Zone			21A.80.090
24 Receiving Zone: B		DU	
25 Approved TDR Units		TDR	
26 TDR Density	0	DU	

STEP 6: Calculating Total Residential Density (Allowable Density + Bonus Units + TDRs)			SMC Reference/Notes
27 Step 3 Total:	49	DU	
28 Step 4 Total:	6	DU	
29 Step 5 Total:	0	DU	
<b>Total Residential Units Proposed:</b>	55	DU	

Information provided by the Applicant  
Total Density Calculated

## Attachment B

## Exhibit B



## Department of Community Development

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## TOWN CENTER ZONE C

APPLICANT: STCA, LLC

TOTAL BUILDABLE AREA

2.37

STEP 1: Calculating Allocated Residential Density and Maximum Density				SMC Reference Notes
<b>ALLOCATED DENSITY:</b>		<b>UNITS</b>		
1	Total Buildable Acreage	2.37	AC	21B.25.080 Calculations
2	Allocated Density	4	DU/AC	21B.25.030 Densities and dimensions
3	Total Allocated Residential Density	9	DU	21B.25.030(1) Densities and dimensions
4	Total Required Affordable Housing Units (10% of Line 3)	1	DU	21B.75.020(1) Basic density provisions
5	Total Base Market Units (Line 3 - Line 4)	8	DU	
6	Total Additional Market Units to Meet Allowable Density (Additional units req'd to meet allocated density, compensating for 0.5 DU/AC for required AHU)	1	DU	21B.75.020(2) Basic density provisions
7	Total Allocated Density with AHU Incentive	10	DU	21B.75.020(2) Basic density provisions
<i>Stop here if not seeking bonus residential units</i>				
<b>MAXIMUM ALLOWABLE DENSITY:</b>				
8	Total Buildable Acreage	2.37	AC	
9	Max Residential Density	8	DU/AC	21B.25.070(2) Calculations
10	Total Max Residential Density	19	DU	

STEP 2: Calculating Total Residential Density				SMC Reference/Notes
11	Affordable Housing Proposed	1	DU	
12	Market Rate Units Proposed	9	DU	
13	Total Residential Units	10	DU	

STEP 3: Calculating Total King County TDRs				SMC Reference/Notes
14	Receiving Zone: C-Zone	2	DU	21A.80.090
15	Approved TDR Units	5	TDR	
16	TDR Density	10	DU	

STEP 4: Calculating Total City of Sammamish TDR Program (CURRENTLY NOT AVAILABLE)				SMC Reference/Notes
17	Sending Zone			21A.80.090
18	Receiving Zone: C		DU	
19	Approved TDR Units		TDR	
20	TDR Density	0	DU	

STEP 5: Calculating Total Residential Density (Allowable Density + TDRs)				SMC Reference/Notes
21	Step 2 Total:	10	DU	
22	Step 3 Total:	10	DU	
23	Step 4 Total:	0	DU	
Total Residential Units Proposed:		20	DU	

Information provided by the applicant or City  
Total Density Calculated



Attachment C

<p><b>Required (“Must Have”)</b> Project must have met all of the required criteria below in order to be considered</p>	<p><b>Desired (“Nice to Have”)</b> Project that meets all required criteria will be assessed further by meeting the optional desired criteria below</p>
<p><b>PROJECT LOCATION AND ZONING</b></p>	
<p>1. Project must be located:*</p> <ul style="list-style-type: none"> <li>○ within ¼-mile of the 228<sup>th</sup> Ave. NE/Sahalee Way NE/SR 202 transit corridor</li> <li>○ North of SE 8<sup>th</sup> St.</li> <li>○ within the RTA boundary</li> <li>○ Within the City of Sammamish or unincorporated King County</li> </ul> <p><i>* See attached Project Area Map</i></p> <p>We believe the above criteria are met. It is currently anticipated the park-and-ride would be located north of S.E. 4th Street and west of 228th Avenue, somewhere within the general area delineated in EXHIBIT 1 to this Attachment C. As required, this location would be: (i) within approximately 1/4 mile of the 228th Avenue NE/Sahalee Way NE/SR 202 transit corridor; (ii) north of SE 8th Street; (iii) within the RTA boundary; and (iv) within the City of Sammamish.</p> <p>2. Proposed site is on land zoned to support park-and-ride uses</p> <p>The park-and-ride facility would be located within the City’s “Town Center A-1” (TC-A1) zone, which is the zone the City has designated for its highest residential and commercial densities. A variety of “governmental services,” including structured “commuter parking lots” are an allowed use in the TC-A1 zone. We will seek entitlements for such a parking lot and the kind of structure being sought by Sound Transit.</p>	<p>1. Project is located on, or immediately adjacent to, the 228<sup>th</sup> Ave. NE/Sahalee Way NE/SR 202 transit corridor</p> <p>2. Project minimizes walking distance to the nearest existing transit stop</p> <p>3. Project is situated on land zoned for mixed-use development</p> <p>The project is immediately adjacent to the Sammamish Village development located on 228<sup>th</sup> Avenue where the current transit stop exists and, therefore, minimizes the walking distance to the existing transit stop. As desired, it is situated on land zoned for mixed-use development (the City’s TC-A1 zone).</p>
<p><b>PROJECT CONFIGURATION AND ACCESS</b></p>	

Attachment C

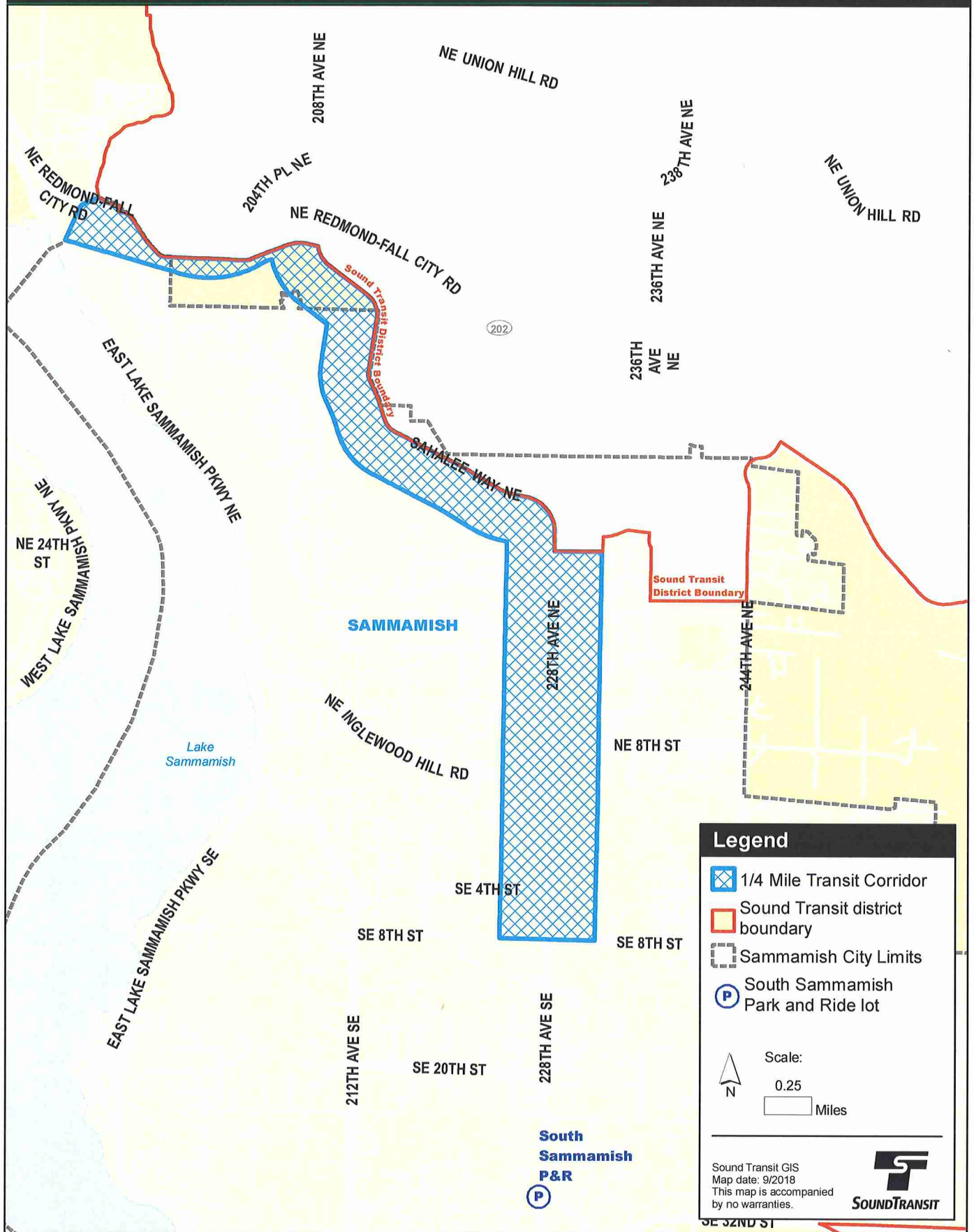
<ol style="list-style-type: none"> <li>1. Project accommodates spaces for up to 200 parking stalls</li> <li>2. Safe pedestrian access can be created via a signalized crossing</li> <li>3. Proposed site provides access for transit vehicles</li> </ol> <p><b>STCA owns 96% of the remaining undeveloped TC-A1 zone property in the City north of S.E. 4th Street (approximately 13.32 acres in total). A location would be selected that could accommodate at least 200 parking stalls, with safe pedestrian access, and access for transit vehicles from S.E. 4th Street.</b></p>	<ol style="list-style-type: none"> <li>1. Project has existing safe pedestrian access (i.e. signalized street crossings, crosswalks, sidewalks)</li> <li>2. Project minimizes travel time to the future SE Redmond link light rail station (to be located at NE 70<sup>th</sup> St. adjacent to the Marymoor Park Velodrome)</li> <li>3. Project does not require transit vehicles to deviate from established transit routes</li> </ol> <p><b>The site and surrounding area is largely undeveloped at this time but safe pedestrian access will be a cornerstone of the development and such access will be provided as part of the development of the park-and-ride facility in conjunction with future mixed-use development in the area. The site will provide transit access to the future Redmond light rail station via the 228th Avenue corridor and then SR 202 through a variety of anticipated transit options. The only minor deviation from existing transit routes would be the need for buses to travel the short distance along an expanded S.E. 4th Street from 228th Avenue (approximately 900 to 1200 feet depending on location).</b></p>
<b>NATURAL ENVIRONMENT CONSIDERATIONS</b>	
<ol style="list-style-type: none"> <li>1. Project would not create environmental impacts that cannot be mitigated</li> </ol> <p><b>The site would be within an area zoned for mixed-use development, with no known critical areas, and easily accessed from an expanded S.E. 4th Street. While a full assessment of environmental impacts would occur during SEPA review, STCA has undertaken extensive environmental review and is not aware of any significant environmental impacts that could not be mitigated.</b></p>	<ol style="list-style-type: none"> <li>1. Project has no environmental impacts</li> </ol> <p><b>Given the range of impacts to the built and natural environment that must be analyzed during SEPA review, it is difficult to say the project will have <i>no</i> environmental impacts. At a minimum there will be some construction impacts. But with appropriate mitigation measures, any impacts are not expected to be significant, and after the facility is constructed and operational, significant <i>beneficial</i> impacts are expected in the form of increased transit service, with a corresponding decrease in commuters' reliance on single-occupancy vehicles to travel to and from the Plateau.</b></p>
<b>PROJECT DELIVERY TIMEFRAME</b>	
<ol style="list-style-type: none"> <li>1. Project will be open and accessible to the public by December 31, 2024</li> </ol> <p><b>Assuming a strong level of coordination with</b></p>	<ol style="list-style-type: none"> <li>1. Project will be delivered significantly (6 months or more) earlier than December 31, 2024.</li> </ol> <p><b>An earlier date is possible, although this will</b></p>

Attachment C

<p>stakeholders and agencies, and no unexpected delays in the City's permit review process, including SEPA review, the project should be open and accessible to the public by December 31, 2024.</p>	<p>depend not only on agency coordination but also the timing of the mixed-use development that STCA anticipates building at approximately the same time as, and in coordination with, the park-and-ride facility. STCA's current Phase 2 completion date, subject to the above is anticipated to be in calendar year 2023.</p>
<p><b>OTHER CONSIDERATIONS</b></p>	
<p>1. No adverse traffic impacts that can't be mitigated</p> <p>The site will be accessed from 228th Avenue (a four-lane corridor), and then a four-lane S.E. 4th Street (between 225<sup>th</sup> PL SE. and 228<sup>th</sup> Ave). Traffic impacts should not be significant in the immediate vicinity of the park-and-ride facility, and overall City-wide impacts should be beneficial for reasons noted above.</p>	<p>1. No adverse traffic impacts</p> <p>2. Project provides additional public benefit beyond the park-and-ride stalls (<i>i.e. seamless transit integration, complete streets, affordable housing, etc.</i>)</p> <p>3. Project delivered by a third party as a "turn-key" solution</p> <p>Localized impacts should be minor given the access from 228th and S.E. 4th Street. Assuming appropriate agreements are in place with public agencies, the facility would be built by STCA and turned over to Sound Transit, Metro, or the City, in turn-key condition. The structure likely would be sized to include not only the 200 park-and-ride parking stalls, but also additional parking to serve the surrounding mixed-use development. In that case, some form of joint ownership and/or joint use would be detailed in an appropriate development or funding agreement with the relevant public agencies. The public benefits of the Sammamish Town Center are quite broad. The Town Center will provide housing choices, including affordable housing, regional storm water systems, complete streets, pedestrian-oriented developments, transit options which integrate seamlessly with localized transportation options, an urban tree plan and other new urban planning components.</p>



# PROJECT AREA MAP









*Moving forward together*

**Mobility Division**

*Service Development*

201 S. Jackson Street

KSC-TR-0426

Seattle, WA 98104-3856

August 28, 2019

Becca Aue

East Corridor Project Manager

Sound Transit

401 S. Jackson Street

Seattle, WA 98104-2826

  
Dear Ms. Aue:

I very much appreciate your partnership and collaboration with the Metro team during site screening for the North Sammamish Park and Ride project. Metro was happy to provide supplemental information for the level three site screening regarding transit deviation to the STCA Town Center site.

Our transit deviation analysis followed Metro's established Service Guidelines formula for consideration of route deviations away from the primary corridor being served. We recognize and agree with the need to explore this important aspect of potential future park and ride sites, especially considering the steep topography of the site and the nature of the planned transit-oriented development.

The conclusion of the analysis acknowledges the use of "the best information available to estimate future conditions," and that "as conditions change, and there is more certainty about deviation variables there is value in continued discussion." Importantly, though the analysis produced numbers (the "score") that did not literally meet the threshold for a Metro route deviation, the gap is so small that we do not consider the results to be decisive.

Given the borderline deviation score, and the uncertainty of the formula's variables, Metro does not want to cloud the Sound Transit site screening process with uncertainty based solely on this factor. Therefore, as you move forward in level three site screening, please understand that if this site is selected, Metro is committed to serving the site with existing transit lines that serve the primary Sammamish corridor.

To support our commitment to serve the site with transit, Metro will engage with the site's developer and the City of Sammamish in the near term to obtain corollary commitments to design streets, signals, and other aspects of civil engineering on the site to prioritize the speed and reliability of transit above other modes along the deviation, such as signal priority, transit lanes, appropriate turning radii, and other right-of-way design elements.

The goal and expectation is that in partnership, the City of Sammamish, Sound Transit, and STCA Town Center designers can create travel time conditions that, combined with other changes, such as increased development densities, result in a passing score for the deviation formula.

We look forward to continued partnership with Sound Transit on the North Sammamish Park and Ride, in our common pursuit of a world-class regional transit system.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bill Bryant", is written over the word "Sincerely,".

Bill Bryant  
Managing Director of Service Development

cc: Brian Henry, Service Planning Lead, King County Metro  
Steve Crosley, Transit Route Facilities Lead Planner, King County Metro  
Katie Chalmers, Supervisor of Service Planning, King County Metro