

**CITY OF SAMMAMISH
WASHINGTON**

ORDINANCE NO. O2004-162

AN ORDINANCE OF THE CITY OF SAMMAMISH, WASHINGTON, AMENDING THE CITY OF SAMMAMISH COMPREHENSIVE PLAN, CHAPTER V., THE TRANSPORTATION ELEMENT RELATED TO NON-MOTORIZED FACILITIES, CHAPTER IX., PARKS, RECREATION, AND OPEN SPACE ELEMENT, AND APPENDIX C; AND ADOPTING THE FINAL PARKS, RECREATION AND OPEN SPACE PLAN AND THE TRAILS, BIKEWAYS AND PATHS PLAN

WHEREAS, the City Council adopted the City's Comprehensive Plan on September 16, 2003; and

WHEREAS, the Comprehensive Plan Parks, Recreation and Open Space Element directs that the final version of the Parks, Recreation and Open Space Plan be adopted as Appendix C; and

WHEREAS, the Transportation Element policies on Non-Motorized Facilities direct preparation of a pedestrian and bikeway plan; and

WHEREAS, City staff have brought forward amendments to fully implement both the Transportation Element and the Parks and Recreation Element of the Comprehensive Plan; and

WHEREAS, in accordance with WAC 365-195-620, a notice of intent to adopt the proposed code amendments was sent to the State of Washington Department of Community, Trade and Economic Development and to other state agencies on September 16, 2004, to allow for a 60 day review and comment period; and

WHEREAS, an environmental review of the proposed Comprehensive Plan amendments has been conducted in accordance with the requirements of the State Environmental Policy Act (SEPA), and a SEPA threshold determination and notice of adoption was issued on October 14, 2004 ; and

WHEREAS, the public process for the proposed amendments has provided for early and continuous public participation opportunities beginning on August 15, 2000 for the Parks, Recreation and Open Space Plan and July 9, 2002 for the Trails, Bikeways and Paths Plan, followed by additional public meetings on March 10, 2003; May 21, 28, and 29, 2003 and Parks Commission meetings in June, July, August, September, October, November, December of 2002 and March, May, August, October of 2003 and January, February, March, April, June, July, August, September and October of 2004; and

WHEREAS, the Parks and Recreation Commission, on October 25, 2004, unanimously recommended to the City Council approval of the Parks, Recreation and Open [Space Plan](#)

and the Trails, Bikeways and Paths Plan and adoption of the proposed comprehensive plan amendments; and

WHEREAS, the Planning Commission also considered the proposed amendments to the Sammamish Comprehensive Plan at four regular Planning Commission meetings on August 26, 2004, September 16, 2004, October 21, 2004, and November 4, 2004, and held a public hearing on the proposed amendments on October 21, 2004; and

WHEREAS, the Planning Commission has considered the public comment received and other information presented and on November 4, 2004, voted to recommend adoption of the proposed amendments to the City Council; and

WHEREAS, the proposed amendments are consistent with, and would serve to further implement the adopted Comprehensive Plan;

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

Section 1. Amendments to the Sammamish Comprehensive Plan Adopted. The City of Sammamish hereby adopts the following additions and amendments to the City of Sammamish Comprehensive Plan: the “Parks, Recreation and Open Space Plan”; the “Trails, Bikeways and Paths Plan”; amendments to the Transportation Element; and amendments to the Parks Recreation and Open Space Element which are attached hereto as Attachment “A” and by this reference fully incorporated herein.

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

Section 3. Effective Date. This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 7TH DAY OF DECEMBER 2004.

CITY OF SAMMAMISH

Mayor Kathleen Huckabay

ATTEST/AUTHENTICATED:

Melonie Anderson, City Clerk

Approved as to form:

Bruce L. Disend, City Attorney

Filed with the City Clerk:	November 9, 2004
Public Hearing:	November 16, 2004
First Reading:	November 16, 2004
Public Hearing:	December 7, 2004
Passed by the City Council:	December 7, 2004
Date of Publication:	December 13, 2004
Effective Date:	December 18, 2004

ATTACHMENT A

TG-3: Improve local circulation and emergency access throughout the community while addressing the importance of neighborhood quality and safety.

TO-3.1: Circulation. To the greatest extent possible, a cohesive traffic circulation system should be established throughout the City.

TP-3.1.1: A safe and convenient network of residential streets should serve neighborhoods. When assessing the adequacy of local traffic circulation, the following considerations are of high priority:

- Enhancement of emergency vehicle access,
- Reduction of emergency vehicle response times,
- Reduction of speeds in neighborhoods,
- Address of other neighborhood concerns such as safety, noise and aesthetics, and
- Court and hearing examiner decisions.

The following considerations are of low priority when assessing the adequacy of local traffic circulation:

- Provision of alternate neighborhood connections,
- Shortening of travel distances,
- Reduction in overall traffic congestion, and
- Provision of access to transit.

TP-3.1.2: Cul-de-sac streets in new development should only be allowed when connecting neighborhoods streets are not feasible due to existing land uses, topography, or other natural and physical constraints.

TP-3.1.3: The City should limit the placement of facilities or physical barriers (such as buildings, utilities, and surface water management facilities) to allow for the future construction of streets that facilitate the establishment of a safe and efficient traffic circulation network.

TP-3.1.4: To support the efficient and safe movement of goods and freight, the City should establish and identify truck routes to the City's major destinations. Such routes should be located along arterial roadways and should avoid potential impacts on neighborhood streets.

TP-3.1.5: Substandard roadways should be brought up to standards before adding new roadway connections.

TP-3.1.6: The improvement of roadway circulation must not impair the safe and efficient movement of pedestrians and bicycle traffic.

TP-3.1.7: Traffic circulation along the 228th Street corridor should provide a system of access in and around commercial blocks to promote customer convenience and reduce congestion. Through-traffic should be separated from local traffic circulation to encourage and support customer access.

TP-3.1.8: Efforts should be made to consolidate access points to properties along principal arterial, minor arterial, and collector roadways.

~~TP 3.1.9: The City should not exercise its right of eminent domain to provide connections between local access roads or proposed arterials. When the City is considering condemnation for a proposed local connection or arterial, or in a proposed road corridor, condemnation shall be the last resort to existing alternative routes and only after a compelling need and finding have been demonstrated following a public review process involving the affected properties and adjacent property owners.~~

TP-3.1.109: The City shall establish lot limits for a second access in order to provide: livable neighborhoods; emergency access; and equitable distribution of traffic.

Non-Motorized Facilities

TG-6: Create desirable, safe, and convenient environments that are conducive to walking and bicycling or other non-motorized uses.

TO-6.1: Pedestrian Facilities. Safe and attractive pedestrian facilities are considered essential elements of the City's circulation and recreation system.

TP-6.1.1: The City should create a walkway program to fund walkway improvements that address life and safety issues. (See TBP-6.2 below)

TP-6.1.2: The City should develop a walkway plan that addresses pedestrian needs and provides for travel throughout the City as well as connections to local parks and activity centers. (The TBP as whole does this)

TP-6.1.3: Pedestrian facilities should be required on both sides of principal and minor arterial streets, at least one side on collectors, and on at least one side of other existing streets where safety concerns are an issue. (See TBP 6. 5 below)

TP-6.1.4: Pedestrian pathways should be encouraged in new and existing neighborhoods.(See TBPP6.4.6 below)

TP-6.1.5: Connections for non-motorized access between adjacent neighborhoods and streets should be encouraged.(See TBPP 4.6 below)

TP-6.1.7: Pedestrian facilities except for those designed for primarily recreational use should be constructed of hard surface all-weather materials.(See TBP 6.5 below)

TP-6.1.8: Variations in surface materials may be allowed, and should be consistent with community character. (See TBP 6.5 below)

TP-6.1.9 Objects located on or near pedestrian facilities including but not limited to poles, benches, planters, bike racks, and awnings should not impede pedestrian traffic.(See TBP 6.5 below)

TP-6.1.10: Pedestrian facilities should be lighted where nighttime use is common. (See TBP 6.5 below)

TP-6.1.11: Pedestrian facilities should be located to take advantage of views and other amenities.(See TBP-6.3 below)

TP-6.1.12: Pedestrian safety should be a high priority in areas frequented by children, such as near schools, playgrounds, and parks. Pedestrian facilities should be provided in these areas at every opportunity.(See TBPP 6.7.2)

TP-6.1.13: Separation of pedestrian facilities from traffic should be incorporated in City design standards. (See TBP 6.5 below)

TP-6.1.14: Grade separated walkways may be considered in areas where pedestrian safety issues exist.(See TBP 6.5 below)

TO-6.2: Bicycle Facilities. Safe bicycle facilities are integral to the City's street and recreation plans.

TP-6.2.1: The City should develop a bikeway plan that addresses commuter and recreational bicyclist needs, and provides for travel throughout the City as well as connections to local parks and regional facilities.(See TBPP 6.4.7 below)

TP-6.2.2: Design standards should provide for safe bicycle operation on arterial roads.(See TBP 6.5 below)

TP-6.2.3: Bicycle routes should be clearly marked and signed.(See TBP 6.5 below)

TP-6.2.4: Bicycle racks should be provided in commercial and recreational areas.

TG-TBP 6.1 Provide Trails, Bikeways and Paths for All Users

Policies

TBPP 6.1.1 Provide for the Mobility Needs of all Citizens

Trail and non-motorized transportation planning shall take into account the mobility needs of the public which are defined both by the need to access specific destinations in a safe and convenient manner and by the variety of purposes for which these trips are taken. All designs for non-motorized facilities in the city should strive to emphasize safety, convenience, and quality of the trip.

TBPP 6.1.2 Provide for Seniors and Active Adults

Trail and non-motorized planning shall take into account the needs of seniors, particularly in areas near retirement communities. Trail and pedestrian crossings of roadways shall take into account the specific design needs of seniors and those with disabilities.

TBPP 6.1.3 Provide for Children

Trail and non-motorized planning shall take into account the specific needs of children, particularly in areas near parks and schools. Trail and pedestrian crossings of roadways shall be designed to accommodate, where possible, the specific needs of children.

TBPP 6.1.4 Provide for the Physically Challenged

The trail and pedestrian system of the City of Sammamish shall take into account the needs of the physically challenged in accordance with the Americans with Disabilities Act and the Washington State Building Code regulations when designing and implementing trail projects.

TBPP 6.1.5 Support Development of Facilities for Specialized Non-Motorized Travel Modes Where Appropriate

The City of Sammamish should accommodate, where feasible, wheelchairs, skates, skateboards, scooters, and similar types of conveyances on existing facilities or explore the feasibility of incorporating them into new facilities. Existing equestrian trail opportunities should be preserved where possible, and conditions enhanced for those who ride horses.

TG-TBP 6.2– Promote Safe Trail Use and Safety for Pedestrians, Bicyclists and Trail Users

Policies

TBPP 6.2.1 Develop Trail and Non-Motorized Information and Promotion Efforts for the Public

The City of Sammamish should develop a comprehensive and integrated public education program highlighting topics and available programs relating to trail use, non-motorized transportation benefits and safety. The program should educate the public about the health, recreational, financial and transportation benefits of non-motorized transportation and trail use. Such programs should be coordinated with local school districts and transit providers. Other efforts should include:

- Promoting the physical and mental health benefits of physical activity;
- Developing a guide/map to local trail facilities;
- Participating in regional transit fairs and forums;
- Development of promotional articles about walking and bicycling in City publications.

TBPP 6.2.2 “Share the Trail” Co-Existence Effort

The City should promote a multi-use approach to its trail system through the promotion of simple guidelines to good trail behavior, with the goal of reducing user conflicts.

TBPP 6.2.3 Design Trails That Consider Emergency Response Time and the Ability to be Patrolled

Design consideration shall be given to the requirements of public safety personnel to adequately patrol, monitor, and respond to incidents that may occur on the trail system. Coordination at the design phase with those responsible for public safety is an important element of any project’s eventual success.

TBPP 6.2.4 Develop and Enforce Adequate Safety Expectations and Ordinances

The City should create safety programs and ordinances to promote safe use of trails and non-motorized facilities in the City of Sammamish. Safety programs and ordinances **shall** be developed and enforced in

conjunction with the Police Department, neighborhood groups, homeowners associations, and any other interested parties.

TG-TBP 6.3– Emphasize Recreational Trail Experiences

Policies

TBPP 6.3.1 Provide a Variety of Trail Experiences for Users

The trails, bikeways and paths system for the City of Sammamish should provide experiences for the entire community. The system should provide opportunities for a variety of modes, including, but not limited to, bicyclists, equestrians, runners, walkers, and skaters.

TBPP 6.3.2 Provide a Variety of Trail Types Within the Trail System

The trail system should provide a variety of trail types for use by varied user groups. This can be accomplished by providing trail types with varying surfaces, gradients, widths, visual experiences, and environmental surroundings.

TBPP 6.3.3 Consider Opportunities for Educational Experiences on Trails

The incorporation of environmental interpretation with the development of off-street recreational trails should be considered where appropriate.

TG-TBP 6.4– Plan, Design, Develop, and Administer the System as a Welcome and Contributing Element of the Community

Policies

TBPP 6.4.1 Preserve Process and Sensitivity in the Compensation and Acquisition of Private Property

The City should establish and closely follow procedures for the acquisition and development of private property for public trail, bikeway and pathway use. These procedures should address such considerations as land dedication, concomitant agreements, fee simple acquisition, public easement acquisition, and condemnation (See also policy TP-3.1.9 on eminent domain).

TBPP 6.4.2 Design to Protect Privacy of Adjacent Residents

The City shall design trail, bikeway, and path corridors to maximize the protection of privacy for adjacent property owners and to minimize potential trespassing opportunities as much as practical.

TBPP 6.4.3 Design to Minimize Physical Impacts on Adjacent Property

The design of trails, bikeway,s and paths shall integrate measures to protect adjacent property from visual and noise impacts, unwanted trespass, littering, or other intrusions.

TBPP 6.4.4 Design With Sensitivity to the Environment

The City shall design trails, bikeways, and paths with sensitivity to the critical natural features of the community such as wetlands, lakes, streams, significant trees, and steep slopes.

TBPP 6.4.5 Consider Topography and Other Physical Barriers in Planning and Design of the Trails and Non-Motorized Network

Development of trails, bikeways, and paths should consider the sensitivity of non-motorized users to changes in gradient, and attempt to use system development as a means of providing alternative routes to existing corridors with steep grades.

NEW POLICY BELOW

TBPP6.4.6 Provide Appropriate Support Facilities and Furnishings for Trail, Bikeway and Path Projects.

The City shall provide appropriate support facilities and furnishings for trail, bikeway and path projects with consideration of specific intended use of the completed project and the context in which the project is being developed. Some examples of amenities that may be considered include directional signage, interpretive signage, seating, waste receptacles, pet waste bag dispensers, trailhead parking and restrooms. Where practical the City will leverage use of existing parking and restroom facilities at public parks as trailhead locations to access the TBP system.

TBPP 6.4.67 Design and Develop a Community Trail System That Supports But Does Not Assume Responsibility for Existing Private Trail Networks

The development of this plan should increase the utility of local private trails to residents by linking to a neighborhood, municipal, and regional trails system.

TBPP 6.4.78 Encourage the Use of Special Events to Promote Use of the Trail and Non-Motorized System

The City should coordinate special events such as fun runs, walk-a-thons, and fundraisers to promote the benefits of trails, bikeways, and paths and establish the facilities as a part of the community's identity.

TBPP 6.4.89 Identify and Develop a Hierarchy of Trail, Bikeway and Path Types

The City shall identify and develop a range of facility types for implementation, while balancing the different needs of this system. Trails should range from local and passive recreational facilities to larger, more developed corridors that serve a variety of users and which connect key community facilities. Bike facilities should range from shared routes along roadways to separate shared use path corridors.

TG-TBP 6.5-- Promote High Standards for the Design and Maintenance of Trails Bikeways and Paths

Policies

TBPP 6. 5.1 Adhere to Adopted Local, State, and National Design Standards

The City should adopt standards based upon the American Association of State Highway and Transportation Officials (AASHTO) and the Washington State Department of Transportation Design Manual which are consistent with the requirements of funding organizations such as the Puget Sound Regional Council (PSRC) and the State Transportation Improvement Board (TIB). These standards should be applied to all public projects, when feasible, and all projects developed by the private sector requiring public approval.

TBPP 6.5.2 Design and Construct Appropriate Pedestrian/Trail Crossing Treatments (Facilities/Crossings)

AASHTO and State of Washington design standards for crossing treatments should be met at street intersections through the design of pedestrian crosswalks, and mid-block trail crossings with additional attention paid to the types of users and their particular needs.

TBPP 6.5.3 Develop and Uphold High Maintenance and Safety Standards

The City should adhere to the federal design standards for trail, bikeway, and path facilities, whenever feasible, to ensure ease of maintenance and to maintain a high degree of user safety within the City-owned and/or managed trails, bikeways and paths system.

TBPP 6.5.4 Provide Adequate Maintenance Resources

The City shall strive to provide maintenance funding and resources for trails and non-motorized facilities are increased to match the increased number of facilities within the city. Maintenance of trail facilities can also be provided through an “adopt a trail” program that encourages community organizations to assist with general maintenance of trails.

TBPP 6.5.5 Budget for Interim Improvements

The City shall consider the construction of innovative, lower cost, interim sidewalks, paved walkways, and trails as a means of providing connectivity and/or recreation when there is demonstrated demand, but when funding for the desired or ideal facility is not yet available.

TBPP 6.5.6 Minimize and Control Construction Impacts on Trails and Pathways

The City shall strive to minimize the duration and extent that construction activities impact trails, bikeways, and paths. The City shall develop permit conditions and other means to minimize the disruption of these facilities, provide for safe travel of all users during this disruption, and to eliminate the unnecessary staging of equipment, materials or signs impacting trail, bikeway or path facilities.

TG-TBP-6.6 – Develop the Trails, Bikeways and Paths Network Strategically

TBPP 6.6.1 Coordinate Development of Right of Way and Off-Street Opportunities

The City shall seek to maintain an appropriate balance between providing the efficiencies of multi-use paths located in the right-of-way, and advocating for opportunities outside of the right-of-way that have a clear recreational purpose and emphasis.

TBPP 6.6.2 Emphasize Access to the Regional Trail Network

The City shall promote pedestrian and bicycle facilities that connect to adjacent communities as well as regional destinations and businesses via a regional trail network. The City shall plan for connections to the proposed East Lake Sammamish Trail corridor and other significant regional trails.

TBPP 6.6.3 Connect to Other Identified Local & Regional Destinations

The City Shall utilize development of the City trail and non-motorized system to connect neighborhoods to significant destinations as feasible, including schools, civic facilities, commercial areas, residential areas, and parks.

TBPP 6.6.4 Emphasize Primary North/South and East/West Access Corridors

The City shall focus major trail development on primary east/west and north/south corridors as defined in Fig. 5.1. These corridors should be developed to connect priority destinations as defined in this plan, including schools, parks, regional trails, civic facilities and commercial centers.

TBPP 6.6.5 Develop Greenways (Green Streets)

The City should pursue projects that convert existing city streets into greenways. Treatments should include the addition of planter strips, planted medians, and traffic calming. Rather than closing the street to traffic, the goal is to reorient the street to the perspective of the pedestrian. The Public Works Department and Parks and Recreation Department should work together, along with the Parks Commission, City Council, and the public, to identify streets appropriate for Greenway Treatment. New streets of all classifications should be designed in a manner consistent with these principles.

TBPP 6.6.6 Provide Localized System Access Improvements

The City of Sammamish should consider the development of a line item in the Capital Improvement Program with a budget for making minor capital improvements to existing trails to enhance local safety and remove obstacles within trail corridors.

TG-TBP 6.7 – Coordinate Trail and Non-Motorized Transportation System Development with General Transportation and Transit Development

Policies

TBPP 6.7.1 Ensure Local Access to Transit Centers and Bus Stops

The City shall consider pedestrian and bicycle access from trails, bikeways, and paths to nearby transit system stations and bus stop locations.

TBPP 6.7.2 Link Pathway and Trail Development to the Provision of Safe Route to School Development

The City should integrate trails, bikeways, and paths into the identification and promotion of required Safe Route to School programs conducted by local school districts. Consider the general safety of the environment near both streets and pathways, including lighting, access, traffic volumes, and the ability to keep “eyes on the facility” as it is used by students.

TBPP 6.7.3 Utilize Trail Corridors as an Element of Community Transportation Planning & Program Development

Planning for the local trail system shall consider the potential for linkage to transportation-oriented destinations and facilities.

TBPP 6.7.4 Integrate Trails, Bikeways and Paths Development in New Transportation Projects as Supported by This Plan

Non-motorized facilities should be integrated into all new transportation projects and existing street improvement projects. Ensure both on and off-street systems work well together to provide the quality of access desired by the public. Such integration opportunities shall be built into the process of planning new roadways with recreational trail facilities, taking into account cost effectiveness, right-of-way requirements, linkages to trail trip origins and destinations, and the quality of the proposed route.

TBPP 6.7.5 Promote Consistency in On-Street Facility Design and Designation

The City should emphasize adherence to adopted state and federal design standards for non-motorized use in all roads projects, with specific emphasis on bicycle, pedestrian and ADA requirements. Ensure that on-street facility designation (signing and striping) is consistent with adopted state and regional practice.

TG-TBP 6.8 – Ensure Plan Remains Relevant and Current

Policies

TBPP 6.8.1 Update the Plan Regularly

The City should review the trails element of the Capital Improvement Program annually and update on an annual basis. Amendments to the TBP Plan may be implemented annually as needed. The entire TBP plan should be reviewed and updated every seven years.

TBPP 6.8.2 Address New Issues in a Timely Manner

The City should bring important new issues, as they arise, to the appropriate board, commission or other body for discussion between plan updates.

TBPP 6.8.3 Prioritize Trail, Bikeway and Path Projects

The City should use project evaluation forms to prioritize capital trails, bikeways and paths projects and review on an annual basis. The evaluation forms allow scoring of candidate projects based on factors such as cost, plan consistency, system continuity, impact, and users served.

TBPP 6.8.4 Manage Existing and Future ROW

The City should manage existing trail rights-of-way. The City of Sammamish should take the following measures to maintain information about rights-of-way and ensure that private obligations are being met:

- Continue gathering data on trail, bikeway and path facilities and entering into the City of Sammamish Geographic Information System database.
- Include paved trail facilities that are the maintenance responsibility of the City as part of the City's pavement management system
- Research past development conditions, perform title searches as necessary to confirm past easements and seek enforcement of un-met conditions
- Inspect public access easements and condition(ed) access annually to ensure that access requirements are being fulfilled.

TBPP 6.8.5 Develop an Acquisition Process for Needed Right-of-Way

Sammamish should take the following measures to develop a process to acquire right-of-way or public easements for trail use:

- Acquire and/or condition public easements for trail and other non-motorized transportation improvements through the development review and rezone processes when the need is supported by policies adopted in this plan.
- Establish uniform processes to acquire public trails and paths through donation, tax deduction and exemption programs, development condition or purchase. The City should also consider using the assistance of organizations such as land trusts in obtaining property.
- Develop an information database for granted easements that identifies the key components relative to trail and non-motorized access. The checklist should include width, description, recording date, surface type, type of improvement, management/maintenance responsibility, surveying, staking and signing.

TBPP 6.8.6 Encourage the Implementation of TBP Projects Through Partnership Agreements with Private Parties

The City should encourage the implementation of TBP projects through partnership agreements with private parties and incentives for developers in an effort to strategically develop new segments of a City-wide public system. These partnerships are intended to encourage development of TBP facilities beyond those required as dedicated improvements.

TBPP 6.8.7 Integrate Citizen Participation

Continue to encourage active citizen and user group participation during the planning and design of trail, bikeway and path facilities. In instances where facilities are being constructed or furnished by agencies

other than the City, the City should seek opportunities for active citizen involvement in the planning and design of such transportation facilities.

TBPP 6.88 Coordinate with Other Jurisdictions

Coordinate with other jurisdictions to develop a regional network of trail and non-motorized transportation facilities. The Puget Sound Regional Council is supportive of the development of trails planning and development efforts as embodied by this plan and seeks to serve as a resource for City of Sammamish. Sammamish should pursue inter-jurisdictional coordination activities including:

- Work with surrounding jurisdictions to coordinate regional trail facility development.
- Work with the Puget Sound Regional Council, Interagency Council on Recreation, and other agencies to identify funds to assist with the implementation of this plan.

The reader is referred to Appendix of the Comprehensive Plan for the complete study of existing facilities, design standards, plans and implementation strategies in the full Trails, Bikeways, and Paths Plan (2004)

IX. Parks, Recreation & Open Space Element

POLICIES

It is generally recognized that land acquisition for recreation purposes has a positive influence on the local economy and quality of life. Parks and recreation assets are of public interest and proven benefits in terms of social, economic and environmental qualities. As growth continues, land for parks and recreation purposes becomes an increasingly limited and valuable resource, which must be conserved where possible.

One of the missions of the Department of Parks and Recreation is to establish and maintain public policies that address recreation resources within its jurisdiction. In order to consistently carry out its mission and serve the recreation needs of the people, the City must set forth policies, which are designed to aid development of these facilities.

PRO-P 1.1 Parkland Acquisition Policy. It is the City's intent to:

- a. Develop, adopt and maintain procedures and priorities for selection, classification and acquisition of parklands and the use of such lands for recreation purposes. All lands designated for recreation purposes shall be suitable for the park classification and recreation activities intended or needed. (see **Appendix C** for detail)
- b. Develop and maintain inter-local agreements for joint development, "right-of-use", land transfers, lease, exchange, dedication and surplus or easement land acquisition procedures. Undertake a working relationship with other public agencies and private entities to maximize opportunities for acquisition of land that qualifies to be included in the parks system.

- c. Utilize the resources of national, state, regional and local conservation organizations, corporations, non-profit associations and benevolent entities to identify and acquire environmentally sensitive land, urban wildlife habitat or open space/preservation areas within the City and its urban growth boundary or sphere of influence.

PRO-P 1.2 Park & Facility Improvement Policy. It is the intent of the City to:

- a. Provide for the orderly and comprehensive planning of parklands and recreation resources through design standards, site planning criteria, and Master Plan procedures. Such procedures should respond to public need and requirements for park development, facilities and recreation services. Consideration should be given to use of joint school/park programs, development and the application of reasonable standards and conditions for such use,
- b. Prepare a master plan to guide the use and development of all City-owned and/or operated parks. Each master plan shall be prepared in accordance with the provisions of the approved City of Sammamish Parks, Recreation, and Open Space Plan. In preparing each parks master plan the City shall:
 - 1. Actively involve the community including but not limited to neighboring property owners, potential users, and professionals in the field of parks and recreation,
 - 2. Not permit the construction of new housing in City parks,
 - 3. Not permit the commercial development or activities unless a finding is made by the City Council that the proposed commercial use is in the public interest and compatible with the public use and enjoyment of the park.
- c. Park design shall conform to local ordinances or recognized state and national standards for access, safety, health and protection of humans and domestic animal species. Park development shall be of high quality and aesthetically pleasing and sensitive to the opportunities and constraints of the natural, physical or architectural environment.
- d. Encourage and support development of local neighborhood, volunteer and community-based programs for park improvements, including participation of civic clubs, non-profit organizations, and organized groups with a vested interest in recreation,
- e. Provide barrier-free (ADA compliant) access, where readily achievable, by modifying existing facilities or when designing and/or constructing new recreation facilities and/or providing recreation services,
- f. Provide amenities at parks and recreation open space facilities such as lighting, seating, drinking fountains, trash receptacles, bicycle racks, and shelters wherever possible and appropriate to extend hours of use and/or service quality, while showing sensitivity to neighborhood and environmental context.

PRO-P 1.3 Economic Performance & Finance Policy. It is the intent of the City to:

- a. Identify and participate in growth impact-related public services fees and organize assessment methods such as benefit assessments in order to finance projects that are identified by the public as needed. Both public and private revenue sources will be employed to achieve a balance of equity and cost to the taxpayer through increased private participation in recreation service activity through enterprise opportunities.
- b. Identify and secure alternative funding programs administered by state and federal agencies.
- c. Establish maintenance user fees, charges and monetary policies within public/private agreements that provide recreation services at a reasonable cost to the public.

PRO-P 1.4 Support Policies. The following are a number of administrative actions that reinforce the basic policies of the Comprehensive Plan. The City should strive to:

a. Conserve Open Space Land for Natural, Cultural & Recreation Values:

1. Coordinate and maintain procedures for identifying and managing open space, conservation or preservation lands through mechanisms such as zoning, donation, purchase of easements, management strategies, or establishment of open space resource conservation authorities or districts.
2. Where appropriate for recreation purposes, transfer derelict land, surplus easements, tax delinquent land, surplus roadway/highway rights-of-way and other land not presently in productive use where such land can be used for land exchange, purchase or long-term leases for recreation or open space.
3. Where appropriate, make maximum use of lands associated with public utilities, water supply reservoirs and drainage or irrigation districts to meet recreation needs.
4. Adopt improved regulations for new residential and commercial development which require either the dedication of park lands, provision of recreation facilities or payment of fees in-lieu of land to a parks and recreation trust fund.
5. Work intensively with a variety of public and private sector groups to encourage management services, donations or bargain sales and dedicated lands through equitable incentives and to identify, acquire and conserve or manage land for future park development or open space preservation.

b. Encourage Joint Use of Existing Public Resources.

1. Where appropriate, establish joint use of recreational facilities while ensuring recreation services to the entire community. Utilize school

sites and public buildings for recreation and service programs through establishing joint purchase and/or use agreements.

2. Develop specific agreements and reciprocal no-fee policies, which encourage park use by school groups and school use by recreation user groups of all ages. Assist in providing services required to open up school facilities for recreational purposes and after-school programs,
3. Encourage joint-use for recreation wherever lands and facilities are suitable and committed to other private and public purposes, including City, county or state properties, utility rights-of-way, and properties belonging to institutions and private corporations,
4. Encourage use of local park and recreation facilities for a wider range of human service delivery (i.e., health information, personal consumer protection, nutrition, seniors, childcare, bookmobiles, play-mobiles, etc.).

c. Encourage Planning, Development and Full Use of Trails and Greenways.

1. Plan non-motorized trail systems for pedestrian and bicycle access to existing and new parks as an alternative to automobile access. Also, plan multi-use trail systems that link adjoining communities leading to rural or natural areas through regional trail linkages,
2. Develop specific trail plans to be used as guides in creating coordinated recreation and transportation systems for pedestrian and all non-motorized vehicles or forms of transportation ,
3. Establish public awareness programs for the use, safety and maintenance of trails.

PRO-P 1.5 The City shall designate City owned and/or maintained parks and recreation facilities in accordance with the approved Parks, Recreation, and Open Space Plan.

REFERENCES

City of Sammamish (November 2002November 2004). Draft Parks, Recreation & Open Space Comprehensive Plan. Sammamish, WA.(See Appendix C)

APPENDIX C

PARKS RECREATION AND OPEN SPACE COMPREHENSIVE
PLAN
AND
THE TRAILS, BIKEWAYS AND PATHS PLAN