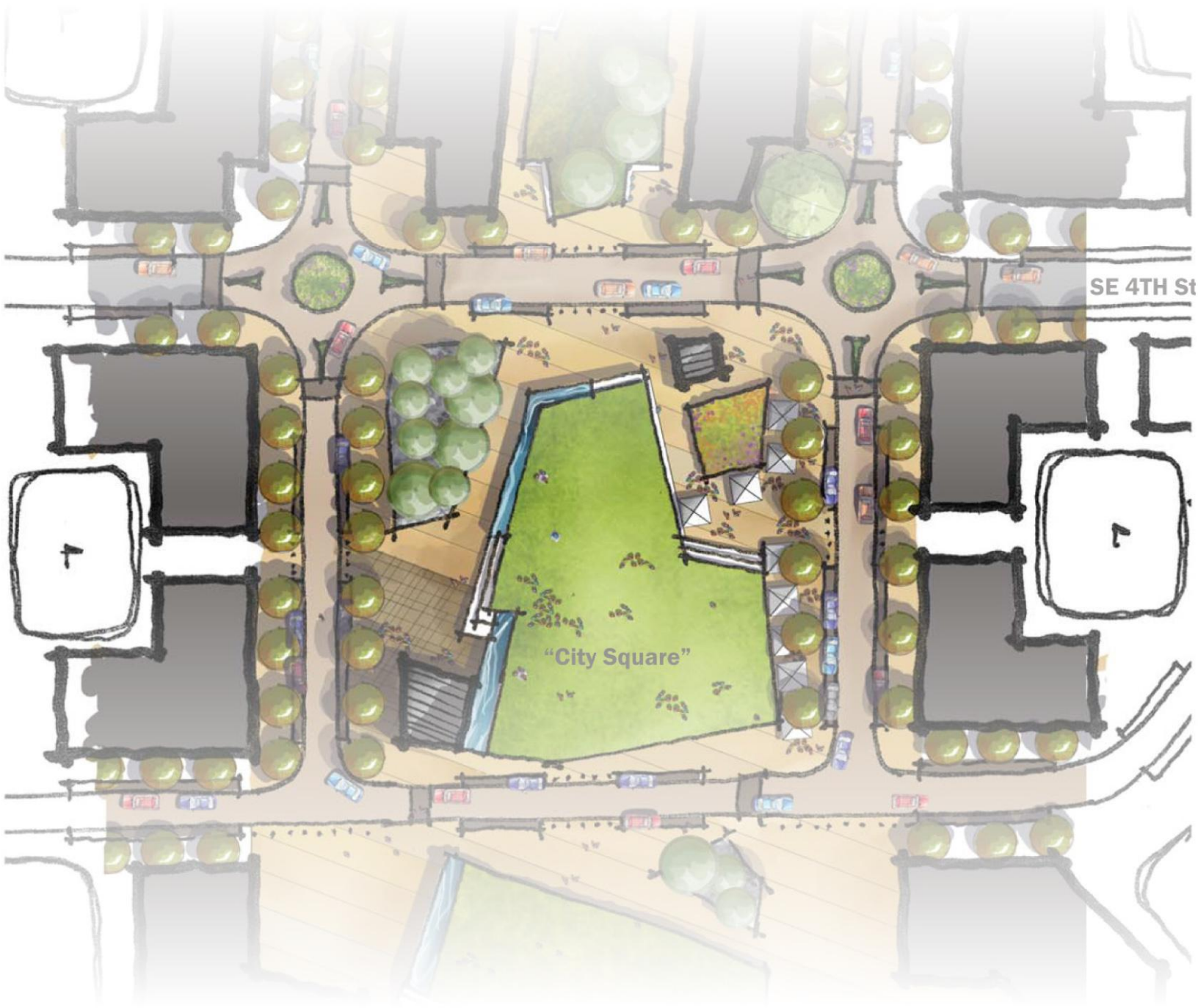
CORE MIXED USE (CMU) AREA TOWN CENTER ZONE A-1
PLAN CONCEPT, INTENT AND PRINCIPLES

# Sammamish Town Center Infrastructure Plan




SUBMITTED TO:
City of Sammamish

**DRAFT**
**November 5, 2009**

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# PLAN CONCEPT

The Sammamish Town Center Infrastructure Plan is focused on the Core Mixed Use (CMU) area identified in the Town Center Plan as the A-1 Zone. This has been identified as the Civic Center of the town, where the maximum development densities are placed along with the most highly pedestrianized streetscape, and open space system. The CMU must be a vibrant civic, cultural, and economic center, connected to the surrounding neighborhoods by both an efficient transportation network, and a system of public trails and pathways. It must enable the private and public sectors to develop facilities which respond to the total range of community life style needs, embodied in the "live, work, and play" triad. It must also integrate forward looking stewardship techniques in its open space system, and make these techniques visible and interactive with the built environment.

The Core Mixed Use area is an urban, pedestrian oriented, family-friendly, civic center encompassing a full mix of land uses, which are connected by a network of public open spaces and pathways. This civic zone and streetscape, is defined by buildings which are in proportion to street widths and which line the streets, and give form to outdoor rooms and spaces. Good town forms are not the result of the patterns of streets, but rather the sequence of spaces created by buildings. Interest is increased as the sequential experience unfolds by use of opening, closure, deflection, anticipation, and punctuation. The use of building masses and walls to modulate the shape of spaces is a key component to success of the Core Area.

Walk-ability is a key component of the plan. As such great attention will be paid to block size, cross-street connections, texture and scale of both vertical and horizontal surfaces, and compatibility of land uses within the district.

A central component of the Plan is a "Green Spine", which is a public open space system which connects the Commons area with the CMU. This open space system also forms the backbone of a network of soft and hardscape areas, that connect outward towards the adjacent residential neighborhoods. Furthermore, this open space system could incorporate integrated stormwater management techniques, offering district-wide opportunities for sustainable, cost-effective design solutions.

The great majority of the CMU will be developed by the private sector. It is the expectation of the city that development proposals to fulfill the intentions of this Plan, will be brought forward for review and possible approval by the City. This will require the assembly of land currently under various ownerships, and in a variety of current land uses.

This document gives guidance to private entities regarding the framework structure of the CMU, core principles of the Plan, and selected guidelines to achieve the desired outcome. There is great flexibility in the details, allowing a market-responsive approach to development, since economic viability is paramount to the success of the Plan.

The City may undertake selected catalytic actions in support of the Plan framework, demonstrating commitment to the Plan by investing in key infrastructure components adjacent to and supportive of private development.

# DEVELOPMENT PRINCIPLES

The Core Mixed Use area has the following attributes:

1. A connected network of streets which have a functional and visible hierarchy
2. A walk-able, pedestrian friendly block size
3. Vibrant sidewalk function sculpted by varying building facades
4. A horizontal and vertical scale and texture supportive of a walkable pedestrian district
5. Street design and traffic speeds supportive of a pedestrian district
6. Natural Systems that are integrated with the plan framework and which interface with stormwater and open space components of the plan
7. A connected network of public and private pathways and open spaces
8. A central open space system that incorporates ecological function and restoration; the "Green Spine"
9. A mix of uses that support economic development and civic identity
10. Civic buildings should occupy development pads adjacent to significant public spaces
11. The visual impact of parking lots and parking structures should be minimized in order to establish an urban, pedestrian streetscape.

## LAND USE AND DEVELOPMENT PATTERN

Commercial/retail uses are distributed along a pedestrian-dominated streetscape consisting of blocks scaled for walkability and interconnectivity, and which include mid-block pedestrian connectors. The buildings form outdoor rooms and spaces which support passive public open space as well as private, active commercial uses such as cafes, restaurants, and shop fronts spilling out onto the sidewalk. This retail core has within it the Green Spine, a public open space system linking from the Commons to the south, to a significant public open space in the northern quadrant of the core. Residential uses may occupy the upper floors of the core (Juanita Village), and also form a high density ring around the core (Kirkland), using townhouse and stacked flat building types. Market and finance conditions may not support a vertical mix of retail and residential (residences above shops). Therefore, a horizontal mix (residences near retail) may also be used to give variety and definition to the streetscape. This will rely on higher density residential development at the edges of the Core to form the center and to provide the required residential use component to the land use mix. Public uses such as a museum, community center, or other primarily public use, should occupy development pads adjacent to the intersection of the Green Spine and the Commons, in order that the synergy of use creates a vibrant connection between built and un-built space. These facilities can also function as a major contributor to the shared parking scheme for the district.

## TRANSPORTATION AND PEDESTRIAN NETWORK

An interconnected grid, or warped grid of streets (responsive to local topographic conditions) forms the network of the transportation system. Low design speeds (25 mph), use of extensive traffic calming techniques, expressed continuity of the pedestrian system through color and texture, wide and vibrant sidewalks, all contribute to a highly walkable, pedestrian dominant streetscape. SE 4$^{th}$ is the major spine and access route to the Core Area. As SE 4$^{th}$ crosses the Green Spine, it shall change character to allow pedestrian and open space design elements to dominate by using raised pedestrian crossings, planting, street furnishings, bulb-outs, textures, and roadway design. Public parking shall be included on all streets, and may consist of parallel, angled, mix of both to create "friction" to slow traffic and to create an edge to the roadway to protect the pedestrian precinct. All on-street parking shall be counted towards the district-wide parking supply.

The City's current street standards provide the flexibly to achieve these objectives if applied correctly. In essence, the street standards should be applied with the objective of creating a low speed urban street. Minimum lane widths should be applied with lane width becoming proportionally narrower as volumes or desired operating speeds are reduced. Minimum standards should be considered desirable. This transition from maximum to minimum standards should occur

as the street network enters the CMU. For instance, SE 4th Street should include three lanes with bike lanes at the connection to 228th Ave, but should transition to a narrower shared use roadway of two lanes with shared bike accommodation in the CMU.

To support the concept of a walkable center, parking supply in the A-1 zone will be based on reduced parking ratios, combined with shared parking reduction factors. Surface parking lots shall be behind buildings and within lots ringed by buildings. Structured parking shall be below grade or be ringed by edge buildings. Parking should be located at the entry points to the district in order to siphon off traffic before it enters the core area. Clear, graphically appropriate signage should encourage the concept of district parking; "park once, park early". The City may develop a shared parking resource for the district which is available to accept required paring from non-residential uses.

The pedestrian network consists of both urban sidewalk hardscape, with extensive street furnishings, as well as softscape areas associated with the Green Spine and open space corridors extending out towards the neighboring residential areas. Pedestrians have primacy in the core area, therefore pathways that cross streets at intersections or at midblock shall have precedence achieved by raised pedestrian crossings, texture, color, or other devices. To fully integrate a variety of transportation modes in the core area, bicycle routes shall be incorporated into the street section traffic lanes as sharrows, they do not have dedicated bicycle lanes. Once out of the core area, bicycle lanes may be added to the street section.

## OPEN SPACE, TRAILS, AND PUBLIC FACILITIES: THE GREEN SPINE

Beginning south of 4th Street at the north edge of The Commons, a central open space allows existing public open space to penetrate the CMU, and provide a unique amenity that will support the social and financial welfare of the Town Center; The Green Spine. The Green Spine is composed of a hierarchy of spaces and is categorized into three zones; Primary, Secondary, and Neighborhood Transitions. While each zone provides a unique pedestrian experience, all are stitched together by a common thread to create a seamless public amenity.

### *Primary Zone*

*Framed by bustling storefronts, cafes, and businesses spilling into the public realm to activate the space, the Primary Open Space is reminiscent of the old-world town square or piazza as the heart of the City. It is highly visible and functionally accessible as an integral extension of the Spine's pedestrian network. It is the most urban public open space of the Town Center and incorporates a variety of forms, colors, and textures; including sculptures, fountains, and a range of different places to sit such as walls, stairs, nooks, and corners at the edges that provide both physical and visual relief. Site amenities and features including benches, seatwalls, lighting, and plantings are arranged to provide versatility accommodating large regional events (e.g. farmer's market) while encouraging casual, more impromptu daily gatherings and social interaction.*

### *Secondary Zone*

*The Secondary Zone has a linear park like character. Outdoor cafes and retail front the park providing an "audience" as people stroll by, gather in small pocket plazas, and relax along vegetated eddies of quiet, more secluded outdoor rooms. Maintaining pedestrians through the thoughtful application and arrangement of integrated management practices, such as stormwater planters, constructed wetlands, and native/adaptive plantings, this zone achieves a softer quality with significant ecological function.*

### *Neighborhood Transition Zone*

*At the north end of the Green Spine is the neighborhood transition zone. This area has a local flavor where residents gather more personally as a small community; a different character than that found in the larger, more regional Primary Zone. A small, open plaza anchored by a focal*

*feature such as a fountain, sculptures or clock that speaks to the identity of the neighborhood provides a soulful, iconic element at the terminus of the spine.*

## NATURAL SYSTEMS AND STORMWATER MANAGEMENT

The CMU area's stormwater system will be developed by the private sector with an increased level of Low Impact Integrated Stormwater Management and Natural Drainage Systems (LID). The vision is to have innovative integrated stormwater solutions that demonstrate stewardship of the built and natural environment, and sensitivity to the downstream stormwater issues in sensitive areas.

The CMU plan incorporates opportunities for integrated Stormwater Facilities, as well as requirements for developers to construct LID stormwater facilities on-site:

The various open spaces in the green spine, as well as roadside planter strips will serve as rain gardens to treat the roadway runoff.

The Commercial/retail uses will be required to treat and control stormwater on-site. A large portion of the stormwater will be required to be incorporated into an approved onsite LID stormwater system.

A City Park adjacent to SE 4$^{th}$ will be developed, integrating a stormwater detention and treatment facility. Stormwater runoff from developments in the CMU may be able to obtain stormwater credits from this facility.

Additional LID stormwater strategies that may be used in the CMU include:

- Permeable pavement
- Green roofs
- Rainwater harvesting
- Injection of Treated Stormwater

# PLANNING PRINCIPLES AT WORK

The diagrams on the following pages represent three possible plan concepts that could result from an application of the planning principles and guidelines contained in this document. It is important to recognize that these are not offered as recommended plans, but as illustrations of a variety of ways in which the principles could give form to the town center. Since the great majority of the land area contained within the CMU will be developed by the private sector, the eventual development will be informed not only by the principles, but also by market conditions, land availability, financial climate and other factors in place at the time of development. These principles and inputs will guide the proposals to a walkable, vibrant Core Area containing a mix of retail, commercial, public, and residential uses, organized around the two central features of CitySquare and the Green Spine. Furthermore, it is very likely that the development will be phased over time resulting in evolution of particular land uses or parcels in the CMU as the Town Center matures.

The central form-giving feature of Town Center is "CitySquare". Centrally located and adjoining SE 4th Street, this highly public civic open space establishes the scale, character, and function of the Core area. At approximately 300 feet per side, it establishes a block pattern and size that is pedestrian-friendly, walkable, and comparable with numerous successful town and city centers. "CitySquare" will be a gathering place for residents and visitors to Sammamish, offering a peaceful, softscape core, with increasingly active and hardscape edges, as you move to the surrounding retail sidewalks. To the north, east, and west, at mid-block are highly connective pedestrian street crossings, allowing the character and function of the active open space to cross over the low-volume feeder streets. To the south, there are direct, at-grade connections to the Commons.

The Green Spine connects across CitySquare to the north and south, linking the Commons to the more intimate spaces of the retail core. With a combination of soft- and hardscapes, the Green Spine creates a web of public space that acts as the connective tissue of the Core. As a network, it links outward towards the surrounding neighborhoods with both trails and spaces, to encourage active discovery and participation in the entire Town Center development area. Furthermore, the Green Spine establishes functions in support of improved ecological function, reflecting the City's positive approach to balancing the environment, and development opportunities for the benefit of its residents.

SE 4th Street remains in its current alignment. As you enter the Core Area, the streetscape becomes more and more highly pedestrianized as you approach CitySquare. To the north and south, highly pedestrianized, complete streets ( "A" streets) form a network of vibrant public spaces joining commerce with open space and ecological function. In support of this, the "B" streets (service streets) and mixing zones allow for access to service areas and parking resources in support of the land uses.


## Composite Landscape Use

### Legend

- Buildings/ Development Lots
- 'A' Streets (Primary)
- 'B' Streets (Secondary)
- Vehicular/ Pedestrian Mixing Zones
- Pedestrian Only
- Parking (Surface or Underground)
- Stormwater Feature
- Water Feature
- Green Spine/ Open Space
- Public Open Space Pedestrian Edge
- Public Open Space Pedestrian Edge (Privately Owned / Maintained)

## Sammamish Town Center

### Composite Scheme '1'


Open Space & Parks
Pedestrian Network
Stormwater
* Permeable Pavements = 50% of Parking & 75% of Pedestrian
Legend
Surfacing Requiring Treatment & Detention
Surfacing Requiring Detention Only
Bioretention/ Raingardens
Green Roofs
Detention Vault
Rainwater Harvesting (For Irrigation, etc.)
0 75'150'
Vehicular Network
Legend
Buildings/ Development Lots
'A' Streets (Primary)
'B' Streets (Secondary)
Vehicular/ Pedestrian Mixing Zones
Pedestrian Only
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Sammamish Town Center
Composite Scheme
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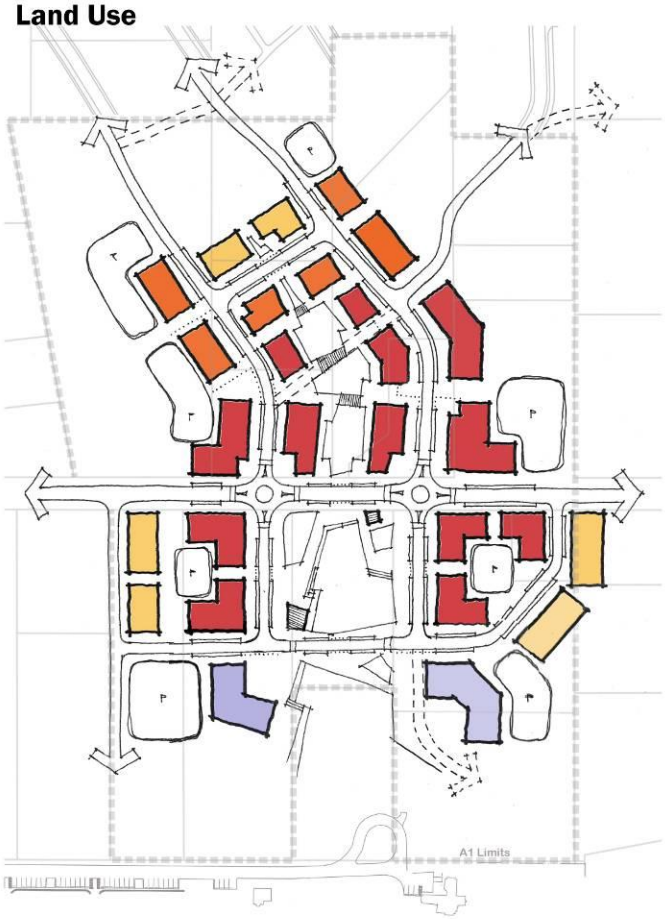
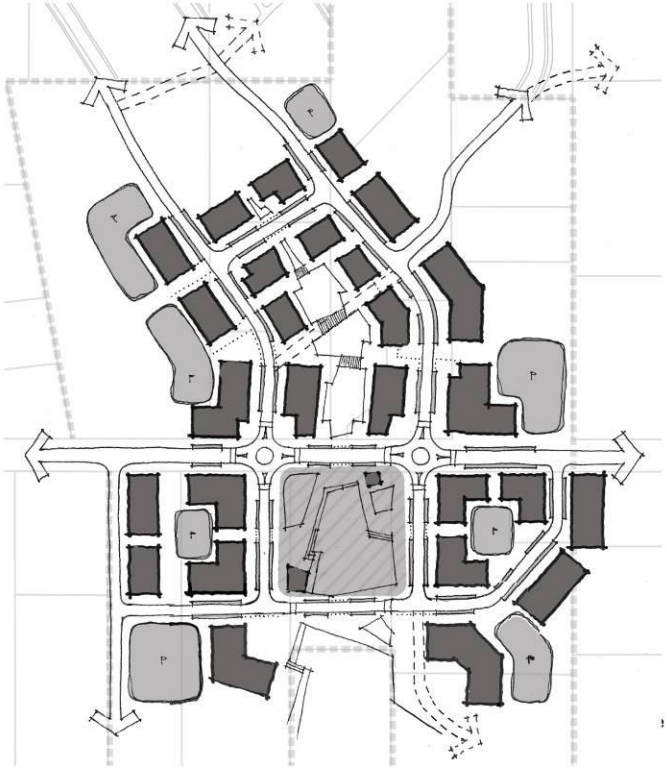
Land Use



Parking

## Design Objectives for Town Center

**Public Streets Border Major Public Open Spaces**

**Centrally Located "City Square"**

**Hierarchy of Interconnected Public and Private Open Spaces**

**Civic and Commercial Heart of Sammamish**

**Buildings Form Outdoor Rooms and Spaces**

**Walkable Block Dimensions**

**Maximize Walkability**

**Defined, Publicly Accessible Edges**

**Interconnected Network of Pedestrian Scaled Streets**

**300' Maximum to Intersection**

**Mid-Block Pedestrian Connector for Blocks Over 200'**

**Establish a Connected Hierarchy of Streets**

**Establish 'A' and 'B' Streets**

**Street Design and Traffic Speeds Supportive of a Pedestrian District**

**Road and Trail Network Promotes Non-Motorized Forms of Transportation**

**Provide Modal Equity**

**Incorporate Traffic Calming Design Throughout**

**Park Early, Park Once**

**Civic and Commercial Heart of Sammamish**

**Add Value to Key Retail and Gathering Areas**

**Create Safe, Walkable, Pleasant Place**

Legend

- Civic and Community Amenities
- Commercial (Retail and Office)
- Mixed-Use (Commercial Emphasis)
- Mixed-Use (Residential Emphasis)
- Parking (Surface or Underground)
- Buildings/ Development Lots

0 75'150'

**Sammamish Town Center**
**Composite Scheme**

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# Open Space Hierarchy

## Primary Open Space

**Character of Open Space**

Hub of Activity
Iconic Space of Town Center
Regional Draw (Large Event Gatherings)
Dynamic Marketplace
Highly Visible
Streets & Buildings Define Edges
50/50 (Hardscape/ Softscape)

**Pedestrian Function**

Transitioning Between Modes of Transportation
Wayfinding
Larger Organized/ Event Gathering
Pavilion
Retail Spill out
Farmer's Market
Small Impromptu Gathering

**Ecological Function**

(Lesser Degree)
Stormwater Collection
Lowest Ecological Function of Open Space
Rain Gardens
Permeable Paving
Rainwater Harvesting
Conveyance
Produce More Runoff than Treating

## Secondary Open Space

**Character of Open Space**

Center of Community Activies (Medium Event Gathering)
Mixing Zone (Peds/ Vehicle)
Buildings and Pedestrian Promenade Define Edges
40/60 (Hardscape/ Softscape)

**Pedestrian Function**

Transitioning Between Modes of Transportation
Outdoor Café/ Coffee Shop
Retail Spill out
Farmer's Market
Wayfinding
Small Impromptu Gathering
Larger Organized/ Event Gathering

**Ecological Function**

Stormwater Collection
Highest Ecological Function
Rain Gardens
Permeable Paving
Rainwater Harvesting
Conveyance
Goal of Treating Amount of Runoff Produced

## Neighborhood Transition Open Space

**Character of Open Space**

Residential/ Community Mixing Zone
Neighborhood Connector
"Local Flavor"
Buildings & Street Define Edges
60/40 (Hardscape/ Softscape)

**Pedestrian Function**

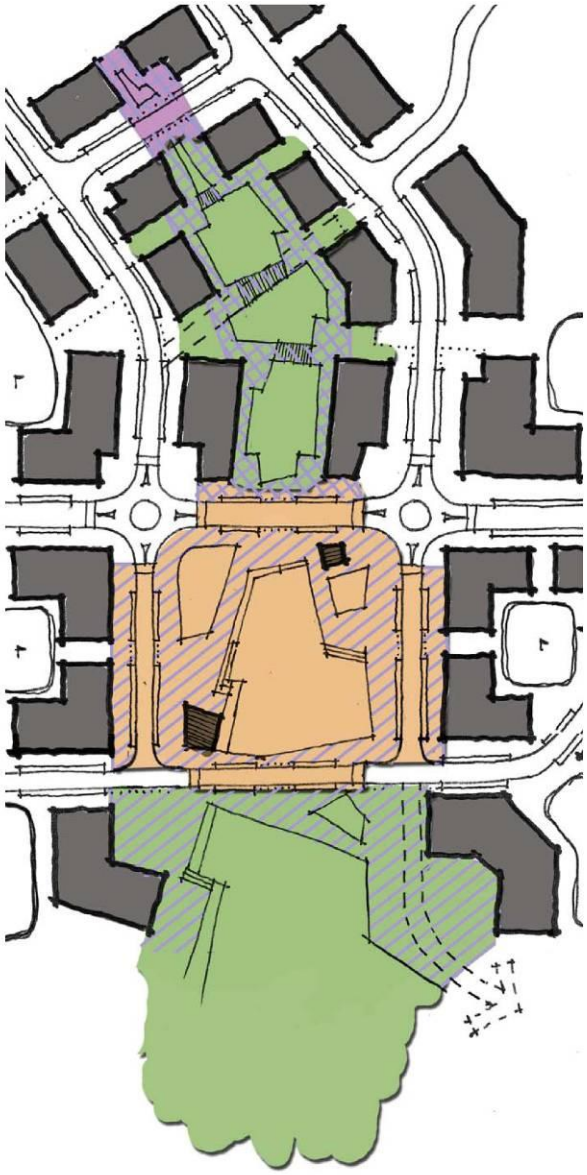
Neighborhood Gathering
Residents/ Locals Hang Out
Mid-Size Events
Focal Feature (Water/ Sculpture/ Clock)
Garden Edges
Productive Gardens/ Urban Agriculture
Community Programs (P-Patch/ Garden House)

**Ecological Function**

Transition/ Ecotonal (Built/ Natural)
Tributary/ Feeder to Green Spine
Collection/ Distribution/ Storage
Stormwater Features
Celebration of Eco. Function

**Streetscape Function**

Mix Cars/ Peds w/ Emphasis on People
Eyes on Space (Residence)
Optional:
Pedestrian/ Auto Mix w/ Variable Hours
Finer Grain Pedestrian Networks




**Primary Open Space**

**Secondary Open Space**

**Neighborhood Transition**

# Sammamish Town Center
## Composite Scheme

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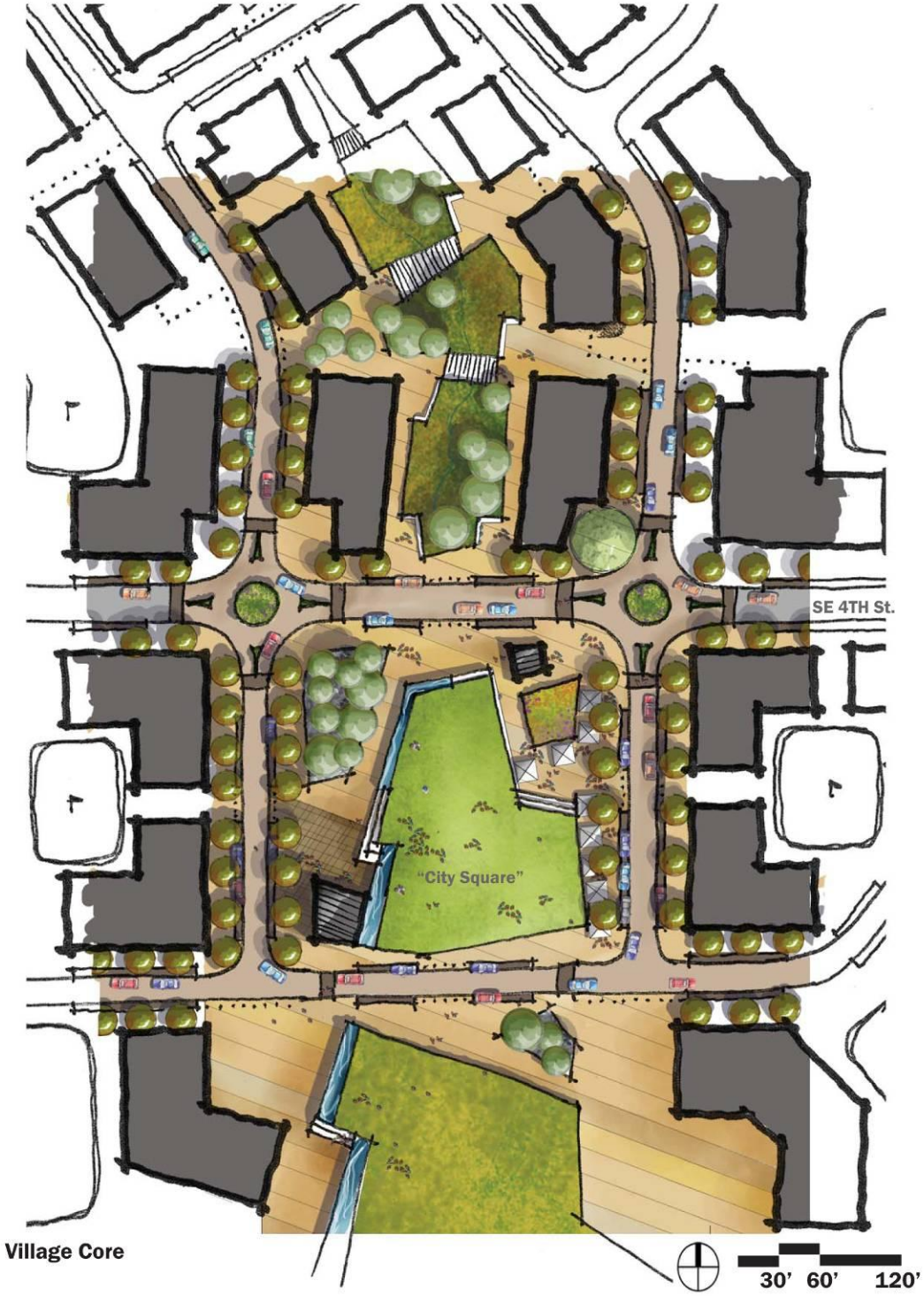


## Sammamish Town Center
### Composite Scheme


CONNECTION TO MAIN ST.
CONNECTION TO 1ST
"City Square"
SE 4TH ST.
CONNECTION TO CIVIC CAMPUS
SAMMAMISH COMMONS
0 75' 150'
Composite Landscape Use
Legend
Buildings/ Development Lots
'A' Streets (Primary)
'B' Streets (Secondary)
Vehicular/ Pedestrian Mixing Zones
Pedestrian Only
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Water Feature
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Public Open Space Pedestrian Edge (Privately Owned / Maintained)
Sammamish Town Center
Composite Scheme '2'
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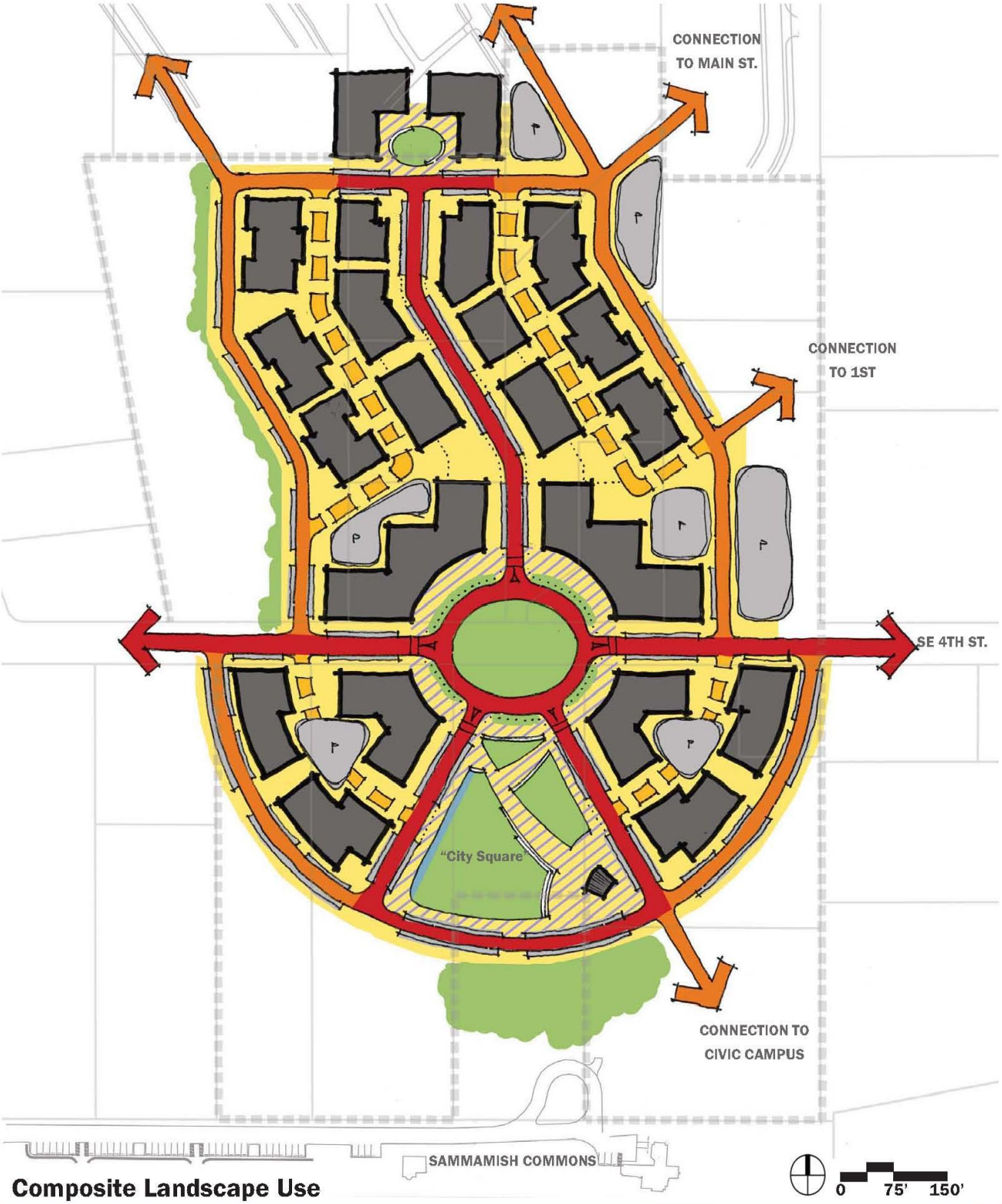


## Composite Landscape Use

**Legend**

- Buildings/ Development Lots
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**Sammamish Town Center**

**Composite Scheme '3'**

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# DEVELOPMENT GUIDELINES

## LAND USE

### *Intent*

The Core Mixed Use (CMU) area will be the civic and commercial heart of Sammamish. To that end, it will contain a full range of land uses including commercial, retail, residential (attached and multi-family), civic/public/institutional, parking, open space, and others (see Table A-2). These uses will be arranged to create a compact, pedestrian-friendly, walkable, mixed-use neighborhood, consisting of a network of connected streets and pathways (sidewalks and trails). Open space (both hardscape and softscape) will be fully integrated into the plan pattern, and will form a continuous network of both form and function, linking the Commons area with residential sectors to the north of the CMU. Buildings will form distinct edges to streets, plazas, and open spaces, in order to form appropriately-scaled outdoor rooms congruent with their function.

### *Development Guidelines*

*Block size: 250' minimum or 350' maximum to intersection or 15 minimum/30 maximum degree street deflection. Any block more than 250 feet in length shall have a midblock pedestrian connector.*

*Open Space Contribution: Any Development in the A-1 zone shall contribute 66% of its required open space to the Green Spine public open space system.*

*Building setbacks:*
*Front: 0 ft. min., 12 ft. max.*
*Side: 0 ft. min., 12 ft. max.*
*Rear: 12 ft. min. Buildings adjacent to the Green Spine shall provide continuous public access along the Green Spine edge.*

*Frontage buildout: 80% min. at setback*

*Retail Frontage Transparency: 70% min. clear glazing*

*Building Services: Building services shall not be located on Primary Streets ("A" Streets) or on the Green Spine Open Space system, except as "mixing zones".*

*Building Height:*

- *Buildings shall be measured in number of Stories, excluding attics and raised basements. Stories are measured from finished floor to finished ceiling.*
- *Residential Stories may not exceed 14 feet in height. All other uses must be a minimum of 11 feet with a maximum of 25 feet per floor. Parking structures are exempt from this provision.*

*Street Section: Buildings shall be a minimum height of ½ of the frontage right-of-way width, which can be achieved with floors and parapets.*

*Parking: Parking shall be provided on a shared use basis for all uses within the A-1 zone, or any lands developed under a Master Plan for the CMU. Parking is to be provided according to Table 11. On-Street parking shall be provided on all streets in the A-1 district. Each block shall devote approximately 66% of its length to parking, the remainder to pedestrian crossings, bulb-outs, and other connective devices. Parking may be parallel, angled, or any combination, and may alternate in type from side to side, the intent being to use parking as a traffic calming measure. On-street parking within the A-1 district or associated Master Plans, shall be counted toward the district shared-use parking supply. Surface lots must be held to the outer edges of the CMU, or be*

*contained in the center of a block by liner or edge buildings. Structured, above-grade parking shall be wrapped with liner buildings for at least 80% of any façade facing onto the CMU. Below grade parking is allowed and must be covered by either buildings or landscaped open space (both hardscape and softscape are acceptable).*

## STREETS AND SIDEWALKS

### *Streets Intent*

Streets in the CMU are intended to become places rather than corridors. To that extent they are designed to control speeds to 25 mph, they may include pavement materials that encourage traffic calming, they are integrated into the sidewalk and streetscape, intersection controls are designed to provide pedestrian and bicycle circulation on par with vehicle circulation, and trucks are accommodated, but not specially designed for to keep intersections small.

### *Streets Development Guidelines*

*Design Speed: Streets in the CMU should be designed to operate at 25 mph. The common practice of designing to 35 mph and posting 25mph inevitably results in speeding problems. The use of minimum design standards for urban streets will support this objective*

*Horizontal and Vertical Curves: Horizontal curves are encouraged to create interest and calm traffic while maintaining a 25 mph site distance. Long tangent streets should not be allowed. Vertical curves should be coordinated with adjacent development to ensure that sidewalks are still effective extensions of storefronts.*

*Grades: The implication of grades on sidewalk use should be carefully evaluated, especially in areas of expected retail uses. Grades greater than 2% should be avoided if outdoor seating is expected on the adjacent sidewalks. Steeper grades may be appropriate in areas of residential or office use.*

*Lane Widths: Lane widths should be minimized to keep speeds in check, crosswalks short and impervious areas minimized. Current City Street standards allow lane widths as narrow as 10 feet. This is an appropriate width for 25 mph operation, especially if on-street parking or bike lanes are provided.*

*Number of Lanes: The number of lanes should be limited to keep speeds in check, crosswalks short and impervious areas minimized. Turn lanes should be avoided if possible.*

*Bike Lanes: Bike lanes provide numerous benefits on linear corridors, but less so in fine grid systems. Designing to a 25 mph operating speed in the CMU will support more shared lane use and less reliance on marked bike lanes. On-street bike lanes in the CMU should be minimized to keep vehicle speeds in check, crosswalks short and impervious areas minimized*

*Block lengths: Block length minimums should be considered maximums in the CMU. Crossing the street takes precedence over driving down the street as the CMU is entered. Mid-block crossings should be considered when block spacing exceeds 250 feet.*

*Intersection Angles: Intersection angles should vary from 90 degrees to provide traffic calming, shorten perceived block lengths and manage speeds. Minimum intersection angles should be considered desirable in the CMU.*

*Intersection Controls: Traffic signals should be avoided if possible with all-way stop and roundabout control preferred. Roundabouts should be used at the entry points to the CMU on SE 4$^{th}$ to facilitate u-turns and street closures, as well as providing a transition from the arterial*

*character of 228th to the urban grid in the CMU. Intersections should be designed to accommodate a WB 40 truck without encroachment onto the sidewalk.*

### *Sidewalks Intent*

The Sidewalk zone is the active gathering area for the CMU. Commerce and non-commercial recreation both contribute to the vibrancy of this zone. To that end, retail and restaurant/café uses are encouraged to spill out onto the sidewalk by using the 12-foot maximum setback at selected locations along a block, to provide for outdoor seating, or sales and display. Alternatively, operable fenestration systems (garage doors, folding patio doors) that allow passage through the building plane, can provide openness and connection between interior and exterior spaces. The use of up to ½ of the sidewalk (within the right of way) for outdoor commerce, should also be allowed. Further, along each block, at least one outdoor seating area which is not associated with a retail activity should be provided. That means there is no obligation to interact in commerce, it costs nothing to sit there.

### *Sidewalks Development Guidelines*

*Curbs: Raised, rolled and flat curbs may be used depending on the degree of separation desired from moving vehicles or the degree of connectivity required to create a well-connected pedestrian network. Rolled and flat curbs may require the use of additional vertical elements such as bollards, planters or other devices to create penetrable separation between vehicles and pedestrians. Tableing shall be used to ensure pedestrian primacy and connectivity at intersections and mid-block connectors.*

*Planters: Planters along streets shall be dis-continuous and/or tree wells to promote pedestrian access to parking along the sides of streets.*

*Trees: Trees shall either be regularly spaced along streets, or clustered at intersections or other points of significance. Tree canopies should be scaled to the street width and building scale. Trees should have supplemental, low-level planting to provide interest and texture at the sidewalk level.*

*Paving: Should incorporate texture, color or scale-giving features or patterns to provide visual interest and scale in support of spatial definition and walkability.*

*Street Furnishings: Bollards, fences, awnings, movable planters, signs and way-finding kiosks and other devices should be used to delineate areas or zones of use along the sidewalk for outdoor commerce, public seating, planting, movement and other pedestrian activities. Street lighting should be consistent in character, appropriate to the district, coordinated with other City fixtures used in pedestrian environments. Lamp Posts should incorporate attachment points for banners, hanging planters or other scale-giving objects. The use of supplemental low-level lighting is encouraged to effectively illuminate the walking surface while reducing the brilliance of overhead fixtures.*

## OPEN SPACE, TRAILS AND PUBLIC FACILITIES

### *Primary Open Space Intent*

Framed by bustling storefronts, cafes, and businesses spilling into the public realm to activate the space, the Primary Open Space is reminiscent of the old-world town square or piazza as the heart of the City. It is highly visible and functionally accessible as an integral extension of the Spine's pedestrian network. It is the most urban public space of the Town Center and incorporates a variety of forms, colors, and textures; including sculptures, fountains, and a range of different places to sit such as walls, stairs, nooks, and corners at the edges that provide both physical and visual relief. Site amenities and features including benches, seat-walls, lighting, and plantings are arranged to provide versatility accommodating large regional events (e.g. farmer's market) while encouraging casual, more impromptu daily gatherings and social interaction.

### *Primary Open Space Development Guidelines:*

*Paving/ Planting Ratio: Approximately 50% hardscape and 50% softscape (planting, etc.)*

*Size: Minimum width of 40 feet. Maximum width of 200 feet (Measure from average perimeter building face)*

*Paving: Utilize a variety of permeable paving in support of low impact development and walkability*

*Seating: Provide opportunities for seating with a minimum of one linear foot of seating, for every linear foot of the zone's perimeter edge.*

*Trees: One medium sized canopy tree for every 40 linear feet of building frontage. Trees may be clustered, however, there shall be no more than 80 feet in any direction to the nearest tree.*

*Planting: Planting is minimal and should durable to withstand heavy activity.*

### *Secondary Open Space Intent*

The Secondary Zone has a linear park like character. Outdoor cafes and retail front the park providing an "audience" as people stroll by, gather in small pocket plazas, and relax along vegetated eddies of quiet, more secluded outdoor rooms. Maintaining pedestrians through the thoughtful application and arrangement of integrated management practices, such as stormwater planters, constructed wetlands, and native/adaptive plantings, this zone achieves a softer quality with significant ecological function.

### *Secondary Open Space Development Guidelines*

*Paving/ Planting Ratio: Approximately 40% hardscape and 60% softscape (planting, etc.),*

*Size: Minimum width of 30 feet, Maximum width of 100 feet (Measure from average perimeter building face)*

*Paving: Utilize a variety of permeable paving in support of low impact development and walkability*

*Seating: Provide opportunities for seating with a minimum of one linear foot of seating for every linear foot of zone's perimeter edge.*

*Trees: One medium sized canopy tree for every 40 linear feet of building frontage. Trees may be clustered, however, there shall be no more than 60 feet in any direction to the nearest tree.*

### *Neighborhood Transition Intent*

At the north end of the Green Spine is the neighborhood transition zone. Here you find a local flavor where residents gather more personally as a small community; a different character than that found in the larger, more regional Primary Zone. A small, open plaza anchored by a focal feature such as a fountain, or clock that speaks to the identity of the neighborhood provides a soulful, iconic element at the terminus of the spine.

### *Neighborhood Transition Guidelines*

*Planting: Significant planting with a variety of heights and textures primarily consisting of native/adaptive plantings.*

*Paving/ Planting Ratio: Approximately 60% hardscape and 40% softscape (planting, etc.),*

*Size: Minimum width of 40 feet Maximum width of 200 feet (Measure from average perimeter building face)*

*Paving: Utilize a variety of permeable paving in support of low impact development and walkability*

*Seating: Provide opportunities for seating with a minimum of one linear foot of seating for every linear foot of the space's perimeter.*

*Trees: One medium sized canopy tree for every 40 linear feet of building frontage. Trees may be clustered, however, there shall be no more than 80 feet in any direction to the nearest tree.*

## GREEN SPINE (GENERAL)

As the Green Spine is composed of a variety of spaces and outdoor rooms, each with their own function and flavor, there are common elements that provide continuity. A set standard of light fixtures, bollards, paving details, benches, and planting themes all help create the identity of the Green Spine and as a whole.

Circulation: Preserving connectivity throughout the Green Spine is critical to its success. For this reason a minimum unobstructed north to south pedestrian corridor of 12 feet shall be maintained for the entire length. Additionally, at a minimum every 40 feet there must be an accessible east to west 10 foot wide (minimum) pedestrian connection from one edge of the spine to the other.

## NATURAL SYSTEMS

### *Intent*

The requirements outlined here, are minimum requirements for the development of each of the parcels located within the CMU. The final outcome envisioned, will be parcels with intelligent integrated stormwater solutions that both connect and work together, to create a higher level of natural stormwater quality treatment and flow control for the basin. This will create a CMU area that demonstrates stewardship of the built and natural environments surrounding it. Example natural stormwater solutions (LID) include, but are not limited to: bioretention, permeable pavement, green roofs and rainwater harvesting, and stormwater injection wells.

### *Development Guidelines*

- City of Sammamish Municipal Code Chapter 14.0-Public Works Standards Adopted
- The most current version of City of Sammamish Public Works Standards
- City of Sammamish Ordinance No O2008-236
- City of Sammamish Town Center Comprehensive Stormwater Plan
- In addition to the codes listed above, development within the CMU area must meet the following criteria:
  - All roads will be treated by rain gardens located in the planter strip in the right of way or open space rain gardens as shown in the plan. Rain gardens must be sized per Department of Ecology standards.
  - The City may obtain a Water Rights Permit from the Department of Ecology for City or area wide use.
  - The City may participate in the design and construction of some LID storm water facilities in the CMU area.

# PRELIMINARY CONCEPTS

The CMU will be developed primarily by actions of the private sector through a Master Plan process as outlined in the Sammamish Town Center Plan adopted by City Council in June of 2008. The alternatives presented here are were created to explore possible outcomes of a planning and development process based on draft Principles, and are not proposed as specific solutions. Inevitably, the final outcome of the planning and development process will be based on market realities and financing constraints. Adherence to the principles and guidelines presented here, will, over time result in the kind of vibrant, economically viable Town Center envisioned by the citizens of Sammamish.

### *Concept 1*

This Concept is based on a warped grid of streets which are also inflected to give closure to views. These curved spaces offer "discovery through passage", in that not all is revealed at the outset, you must move through the spaces to discover the offerings of the district. SE 4th Street is bent south toward the Commons, so that full engagement with the view opportunity is presented at the point where SE 4th crosses the Green Spine. The core area is made up of blocks that are between 200 feet and 350 feet per side. Buildings line the street/sidewalk with no setbacks, creating a tight, pedestrian-friendly streetscape into which retail activities can spill. The Green Spine is a major open space feature running through the middle of the core, and exiting northward into the residential district. A public plaza forms a central feature of the core, engaging the retail uses, the streetscape, and the natural system.

### *Concept 2*

This Concept utilizes the existing SE 4th street right of way, but interjects two round-a-bouts with a boulevard connector as the central organizing feature of the civic center. To the north, the Green Spine is a park-like softscape edged with hardscape pedestrian areas, and contained within a large open space room formed by adjacent buildings. A vibrant pedestrian precinct which allows for, but does not encourage traffic, is contained in an inflected pathway ringed by retail and commercial uses. Pedestrian connectors at several locations provide east-west movement across the core. To the south of SE 4th Street a public plaza connects from the Commons to the Green Spine, with parking resources to the east and west, serving both commercial and public facility uses.

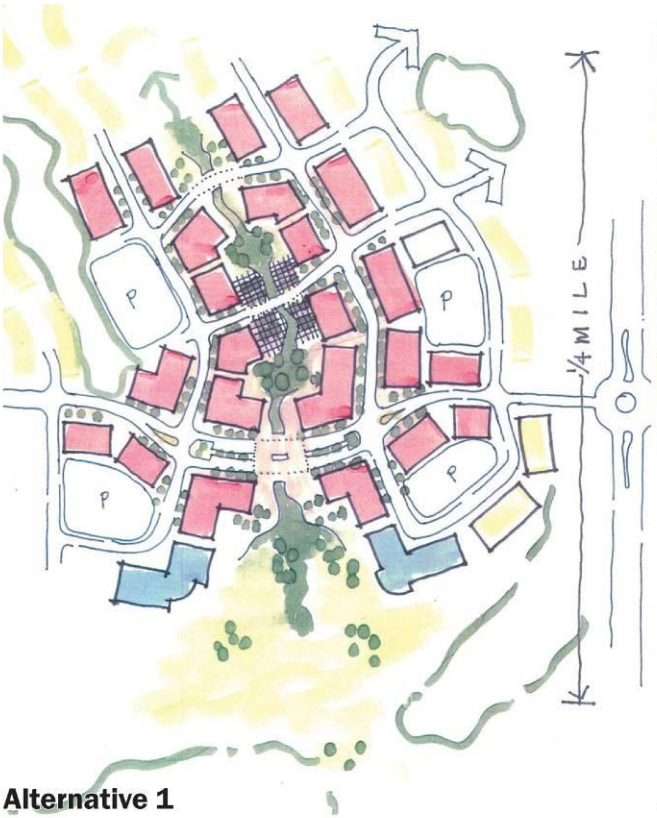
### *Concept 3*

Concept 3 offers a classic Central Park, ringed by commercial uses and public facilities. A walkable block size of approximately 330 feet on centerlines, forms the basis for outdoor space organization. The grid is inflected to meet topographic constraints, to create contained views, and opportunities associated with accidental intersections and building façade juxtapositions. SE 4th is retained in its current right of way, edged with retail functions and made part of the Central Park spatial experience, with extensive tree-scaping and strong pedestrian connections at intersections and mid-block. The southern edge of the formal Central Park opens onto the Commons open space creating a direct link for the Green Spine, as it heads north into the core area. An interesting feature of this scheme is the opportunity for the City to develop this Central Park with parking below, and possibly incorporating a stormwater management system as the catalytic action to spur private development north of SE 4th.

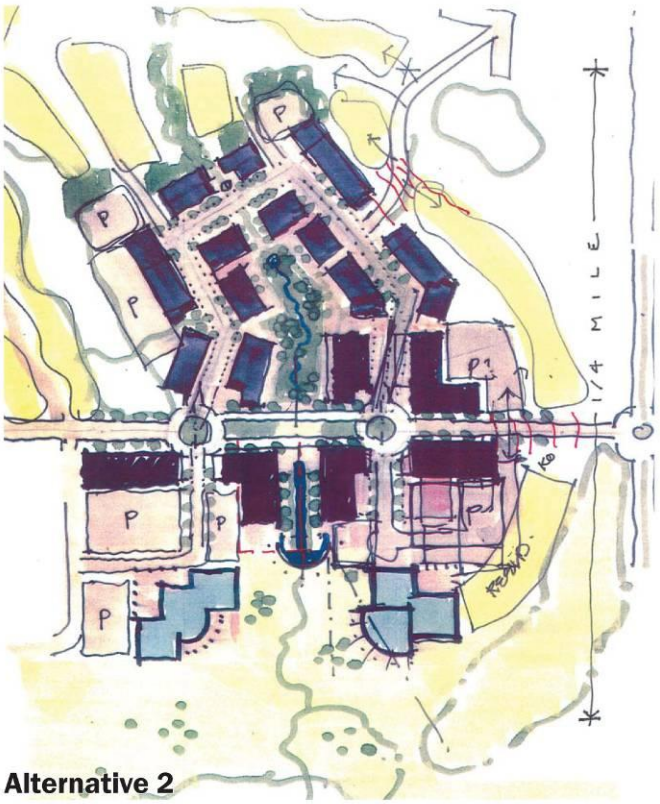
### *Subset A*

Subset A with slight modification can be integrated to any of the above Concepts. It proposes a connection from the Core Area of Town Center, through or over (preferred) the Commons and Ebright Creek to SE 8th Street. This would have the positive effect of linking the existing civic functions of City Hall and the Library, as well as the adjacent commercial development site with the Town Center. Further, it would provide an additional route of access to Town Center, thus

more fully integrating the Core Area with traffic patterns along the 228th corridor. Obviously, the crossing of the Commons is a delicate issue, but numerous excellent examples of this exist in some of the great cities, where cherished open space is made visible and accessible by the insertion of a carefully designed roadway. New York's Central Park, Boston's Olmstead "Fens" park system, and the canals and parks of Copenhagen are examples of this approach. The primary principle of connectivity is greatly enhanced by this subset.




**Alternative 1**

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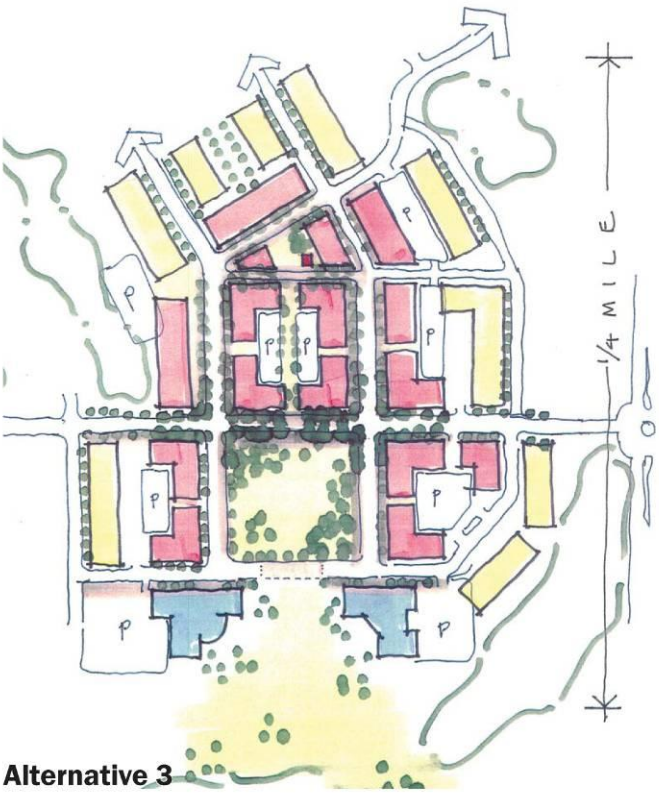
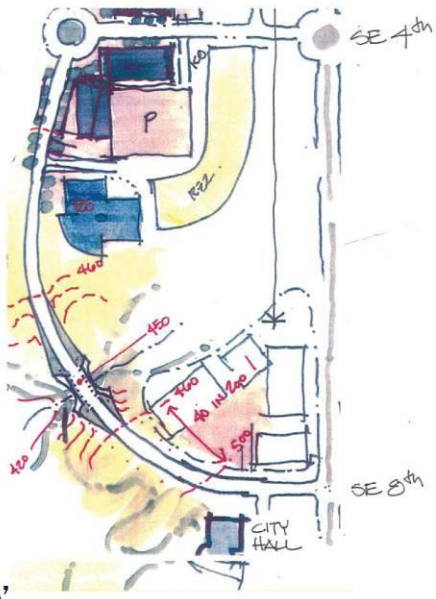



**Alternative 3**




**Subset 'A'**

0 75' 150'

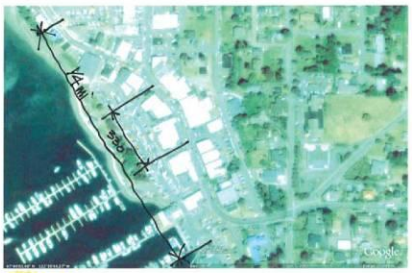
## Sammamish Town Center


MILL CREEK

LINEAR - SERPENTINE

ANGLE + PARALLEL ALTERNATE ON MAIN ST.
LOTS BEHIND BUILDINGS.

PED. CONNECTIVITY W/ TRAILS + PARKING




POULSBO

SERPENTINE, 1/4 MILE

LARGE DISTRICT LOT

ON-STREET PARALLEL PARKING


MADISON PARK

1 STRONG "MAIN STREET"
MINOR INTERSECTIONS

ANGLE + PARALLEL PARKING, SERPENTINE

SMALL-SCALE DEVELOPMENT + WATERFRONT.


FAIRHAVEN

BLOCK SIZE ± 280' C-C x 280

ALTITUDE 500 M

GRID

FRONT-IN ANGLE PARKING BOTH SIDES

ALL "A" STREETS

NO ON-SITE PARKING FOR COMMERCIAL

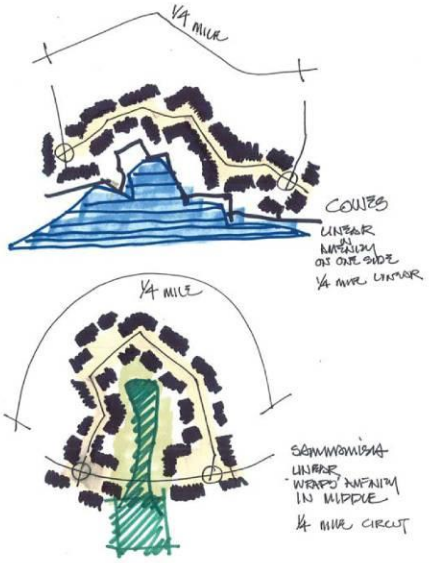


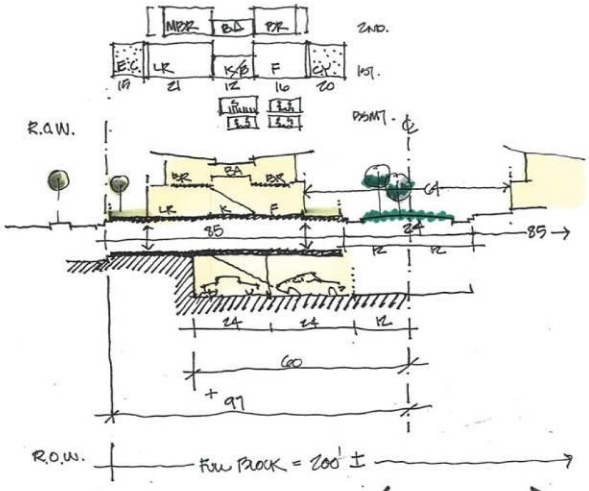
HEALDSBURG, CA

GRID

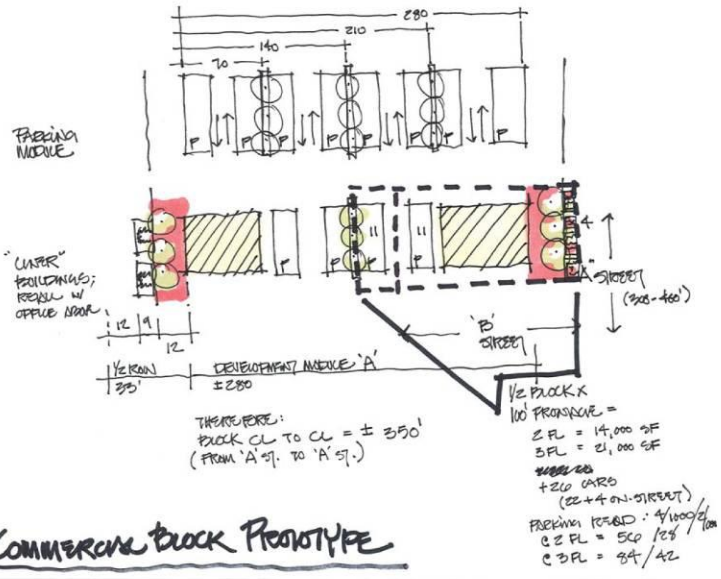
PARK ANCHORS CENTER

ON-STREET ANGLE PARKING, SOME LOTS BEHIND.

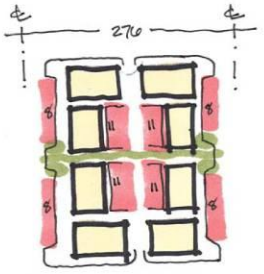





## Residential Block Prototype (Townhouse)




## Commercial Block Prototype




## Parking Supply

70 × 100 = 7000 SF/FL
x1 Retail + 2 Office
= 21,000 SF per bay
for 3 story section
@ 4/1000 (Parking) = 84 spaces
@ 2/1000 = 42 spaces

2 Story
Block has
76 Parking Spaces
8 x 14,000 SF (@ 2 FL)
= 112,000 SF Develmnt
@ 2/1000 = 224 cars
= 34% of (reduced) parking is handled on site.
148 cars must be accommodated elsewhere

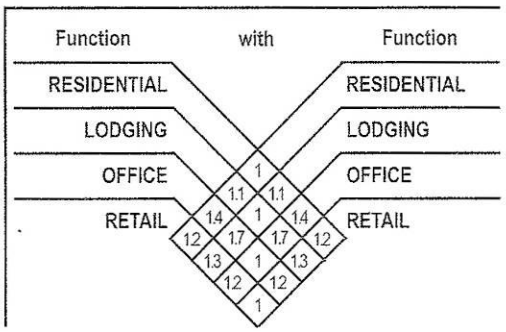
3 Story
Block has:
76 Parking Spaces
(on street counted "in")
8 x 21,000 SF (@ 3 FL)
= 168,000 SF of development
with @ 2/1000 (50% reduction)
= 3360 cars
So 22% of (reduced) parking is handled on site!
2260 cars must be accommodated elsewhere

**TABLE 11: Parking Calculations.** The Shared Parking Factor for two Functions, when divided into the sum of the two amounts as listed on the Required Parking table below, produces the Effective Parking needed for each site involved in sharing. Conversely, if the Sharing Factor is used as a multiplier, it indicates the amount of building allowed on each site given the parking available.

| | REQUIRED PARKING |
|---|---|
| RESIDENTIAL | 1.0 / dwelling |
| LODGING | 1.0 / bedroom |
| OFFICE | 2.0 / 1000 sq. ft. |
| RETAIL | 3.0 / 1000 sq. ft. |
| CIVIC | |
| OTHER | |

SHARED PARKING FACTOR

| Function | with | Function |
|---|---|---|
| RESIDENTIAL | | RESIDENTIAL |
| LODGING | | LODGING |
| OFFICE | | OFFICE |
| RETAIL | | RETAIL |



# BIBLIOGRAPHY

The following publications are recommended reading in support of the Principles and Guidelines for the Core Mixed Use Area

Townscape, Gordon Cullen, 1961, Architectural Press, London

Great Streets, Allan B. Jacobs, 1995, MIT Press

A Pattern Language, Alexander, Ishikawa and Silverstein, Oxford University Press

Towns and Town-Making Principles, Duany and Plater-Zyberk, Rizzoli

SmartCode Version 9, Duany, Sorlien and Wright, New Urban News Publications