



SNOHOMISH COUNTY
Public Works

M E M O R A N D U M

DATE: June 15, 2011
TO: Darryl Eastin, Principal Planner, PDS
FROM: Erik Olson, Transportation Specialist
SUBJECT: First Review Transit Compatibility Comments for the Point Wells Urban Center Project PFN 11-101457 LU

The following comments are provided by the Department of Public Works (DPW) concerning the "Transit Compatibility" for the Point Wells Urban Center project (Project).

The documents reviewed were received by PDS on March 4, 2011 and are:

- Letter to Erik Olson, titled Transit Compatibility Plan – Point Wells Urban Center, dated March 1, 2011.
- Point Wells Development Traffic Impact Analysis, dated March 2011.
- Point Wells Expanded Traffic Impact Analysis, dated March 2011.
- Transportation Demand Management Plan, dated November 15, 2010.
- Letter from Mark Relph, City of Shoreline Public Works Director, to Victor Salemann, PE, dated March 29, 2011.
- Email from Roland Behee of Community Transit to Bradley D Tong, PE, dated March 1, 2011.
- Email from David Beal of Sound Transit to Bradley D Tong, PE, dated March 4, 2011.

The requirements of Chapter 30.34A SCC, specifically SCC 30.34A.085, require access to public transportation as follows:

Business or residential buildings within an urban center either:

(1) Shall be constructed within one-half mile of existing or planned stops or stations for high capacity transit routes such as light rail or commuter rail lines or regional express bus routes or transit corridors that contain multiple bus routes;

(2) Shall provide for new stops or stations for such high capacity transit routes or transit corridors within one-half mile of any business or residence and coordinate with transit providers to assure use of the new stops or stations; or

(3) Shall provide a mechanism such as van pools or other similar means of transporting people on a regular schedule in high occupancy vehicles to operational stops or stations for high occupancy transit.

As the project site is located more than ½ mile from any existing or planned stops or stations for high capacity transit routes such as light rail or commuter rail lines or regional express bus routes or transit corridors that contain multiple bus routes, subsections (2) and (3) above shall apply to this project as is evidenced by the submitted documents.

In the letter to Erik Olson, dated March 1, 2011, titled Transit Compatibility Plan – Point Wells Urban Center, you state on page 2 under Density that the project will have a gross density of approximately 50 units per acre based on 3,081 residential dwelling units (du's) on 60.9 gross acres. In Table 1 on page 3 under the Density section, you state the "dry land portion of the site is 45 acres and the net developable area equals 35 acres. You then state the project would provide 704 jobs and that this exceeds 15 employees per "dry" acre. Rule 4227 is the Rule on Transit Compatibility. Concerning employee's per acre, section 4227.030(2)(c) Density (gross acre) states:

- (c) **Density (gross acre)** - minimum densities are identified for residential and commercial land development proposals. Four or more dwelling units per gross acre is the minimum density for transit compatible urban residential land uses under the comprehensive plan. Seven or more dwelling units per acre is viewed by the public transit industry as a more ideal density target to be supportive of transit. Clustering of rural dwelling units would be necessary for a rural residential land use to be transit compatible. Fifteen or more employees per gross acre is the minimum density for transit compatible urban and rural non-residential land developments. (Emphasis Added by DPW)

Please update the table to reflect the employee's per acre based on 60.9 gross acres. In your documents titled Point Wells Development Traffic Impact Analysis and Point Wells Expanded Traffic Impact Analysis and on your site and other plan sheets, you show a future Sound Transit station/stop and a bus transit station, within the boundaries of the project. Before either of these can be recognized and attributed to meeting the transit compatibility criteria in Table 1 of Rule 4227, agreements with the respective agencies must be in place and must indicate when service will be available and what improvements are needed to be provided by the project, to ensure that service can and will be provided.

In the document titled Point Wells Development Traffic Impact Analysis, dated March 2011, on page 6 under Transit Reduction, you state "Although a number of transit resources are available, **no** transit reduction was taken during the trip generation portion of the analysis. (Emphasis added) In accordance with SCC 30.34A.010, Urban Center developments are intended to be higher density transit and pedestrian oriented developments. Based on the intent of the code and your stating the project will provide access to public transportation in the form of a Sound Transit station/stop, a bus transit station, reduced on-site parking, car/van pooling, shuttle service and shared cars, it is unclear as to why you do not have a reduction in your trip generation based on these items. Please provide a clearer explanation as to why.

Additional details will be required concerning the use of car/van pools, shuttle service, shared car service and any other non-transit agency related facilities. The details should be presented in a phase by phase basis, ending with what will be in place when the project has reached its final build out, and should include, but not be limited to, the following:

- The number of vehicles needed for car/vanpools and shared car service;
- The number of vehicles needed for shuttle service, including hours of operation, headway and destinations;
- The entities that will be responsible for providing, operating and maintaining each separate facilities infrastructure.

As this project is required to go through an Environmental Impact Statement (EIS) review, it is anticipated that most, if not all, of the issues raised above will be addressed in the EIS.

If you have any questions about the comments in this memo or about transit compatibility, please contact me at 425-388-3488 ext. 4507 or by email at erik.olson@snoco.org.