



SNOHOMISH COUNTY
Public Works

M E M O R A N D U M

DATE: September 6, 2011
TO: Darryl Eastin, Principal Planner, PDS
FROM: Jay Larson, AICP, Transportation Specialist
SUBJECT: First Review TDM Plan for the Point Wells Urban Center Project PFN 11-101457 LU

The following initial comments are provided by the Department of Public Works (DPW) concerning the Transportation Demand Management (TDM) Plan for the Point Wells Urban Center project.

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

- Transportation Demand Management Plan, Sheet TDM-1, dated November 15, 2010.
- Point Wells Development Traffic Impact Analysis, dated March 2011.
- Point Wells Expanded Traffic Impact Analysis, dated March 2011.
- Transit Compatibility Plan, dated March 1, 2011
- Email from David Beal of Sound Transit to Bradley D Tong, PE, dated March 4, 2011.

General comments:

- Because this development is in an urban center they are required to do TDM at the 15% level, they are only showing plans for 7%. They need to account for the other 8% by either going further with their program or by agreeing to pay for the additional trip reduction.
- (minor comment) They have mentioned a light rail station twice in the plans – light rail will never be on these tracks, I am assuming that they mean commuter rail, but it would probably be best if they just call it a passenger rail.

Specific comments:

The TDM plan proposes to include on-site TDM measures and voluntary trip reduction measures which they are proposing will reduce their trips by 7%.

On-site design – 5% - 30.66B.640

- It would be good to get an idea of their plans for lighting the pedestrian areas to meet 30.66B.640(h)
- They need to show where and how many secure covered bicycle spaces for the employment uses with this development. 66B.640 (i) requires at least 2% of the developments pm peak-hour trips, for mixed-use we have interpreted that as being 2% of trips attributable to the employment uses (commercial and retail), not the residential uses. Since employment uses are to be distributed through-out the development, these bike facilities should not be located in one central location spread out to be near to the employment. It is also assumed that these facilities will be phased with the phases of the development.

Voluntary Trip Reduction – 5% - 30.66B.650 (2) and PW Rule 4228.100

What they have listed as voluntary trip reduction is not voluntary trip reduction as defined in 30.66B.650. To get voluntary trip reduction credits they must enter into an agreement with the county to implement a six-year program that includes:

1. Basic measures
 - Designation of a transportation coordinator;
 - Distribution of information at least twice a year to all residents and employees;
 - Submit an annual report on the progress of the program to Snohomish County;
 - Provision of a ridematching program for residents/employers/employees interested in carpooling or vanpooling.
2. Additional Measures – for a development of this ADT there will need to be at least 4 additional measures, from the proposal I can already see three actions that they are proposing to address transit compatibility that can also be counted as voluntary TDM additional measures.
 - Shuttle service to Edmonds train station
 - Shuttle Service to the Shoreline Park and Ride, though I think that the Aurora Village Transit Center is a better choice
 - Construction of Transit/Rideshare shelter and loading area
 - Additionally, to meet this section's requirements, the development could place transit information stations in each building's public area and keep the information up-to-date.

There are other measures that could be done instead of those listed above. We should continue to speak with the developer's representatives to explore possibilities.

One concern is that it is not until Phase II that the transit facilities are completed. Since it is from transit facilities that residents in Phase I will make connections to transit, I would like to see a discussion of when shuttle service will commence and how Phase I residents will be served with transit until the transit facilities are completed.

Additional Trip Reduction Credits – 30.66B.650(1) and PW Rule 4228.080(2)

The development can get additional trip reduction credits up to 2% for bicycle facilities other than those covered in the on-site design requirements and for reduced parking.

- The development proposal for bike storage areas in each of the residential parking garages meets the requirement for bicycle facilities credit
- It is my understanding that they are proposing fewer parking spaces than are required under 30.36.040. If that is the case then they also qualify for the reduced parking credit

So my math comes to 12% (5 site-design, 5 trip reduction, 2 bike/parking). We still need a proposal for the final 3% which could be in the form of the voluntary TDM payment. The proponent needs to write their TDM proposals in the form of an offer to provide these services. This TDM proposal will then be signed by the proponent and the county and will be recorded with the property.