

Snohomish County Department Of Public Works (DPW) Rules Adopted Pursuant to the Rulemaking Requirements of Chapter 30.82 SCC

***Providing Detail and Specificity for the Traffic Mitigation and
Concurrency Requirements of Chapter 30.66B SCC***

***All Rules herein are adopted pursuant to the delegation of authority in
SCC 30.66B.080.***

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4227 TRANSIT COMPATIBILITY CRITERIA FOR DETERMINING THE CONCURRENCY OF LAND DEVELOPMENT WITH TRANSPORTATION IMPROVEMENTS

4227.010 Applicability and/or Purpose

Adopted 12/21/98, First Revision 10/11/04

(1) The State Growth Management Act RCW 36.70A.070(6)(b)(ii) requires Snohomish County to adopt within its comprehensive plan (transportation element) level of service standards which address roadway and transit routes. In addition, RCW 36.70A.070 (e) requires that no development shall be approved which would cause the level of service on a designated county arterial to fall below the adopted level of service standards unless improvements are programmed and funding identified which would remedy the deficiency within six years. SCC 30.66B.100 includes the arterial level of service standards and a reference to transit compatibility criteria by which the Department of Public Works (DPW) will plan, program, and construct transportation system capacity improvements in order to facilitate new land development that is consistent with the county's comprehensive plan.

(2) Consistent with the delegation of authority, by the County Council, to the Public Works Director under Chapter 30.66B.080 Snohomish County Code (SCC), departmental Rule 4227 establishes the criteria by which a decision regarding transit compatibility can be made for land development. This Rule provides a detailed explanation of the transit compatibility criteria adopted within the county's comprehensive plan - transportation element and how the criteria apply to land development proposals and the roads serving them. Consistent with SCC 30.66B.167(1), developers can choose to have their development proposals

reviewed under the transit compatibility criteria detailed in this Rule which may modify concurrency determinations.

4227.020 Level of Service Standards Include Transit Compatibility Factors

Adopted 12/21/98, First Revision 10/11/04

Level of service standards and referenced transit compatibility criteria for roadways are established within Chapter 30.66B SCC based on policies adopted as part of the Transportation Element of the Snohomish County Comprehensive Plan. Chapter 30.66B.100 presents the adopted level of service standards for arterial roadways from the Transportation Element of Snohomish County's Comprehensive Plan. These standards are based on methods for determining level of service from the most current edition of the Highway Capacity Manual, Special Report 209, published by the Transportation Research Board.

4227.030. Transit Compatibility Concepts and Definition of Terms

Adopted 12/21/98, First Revision 10/11/04, Second Revision 12/9/07

- (1) Transit compatibility is based on specific criteria identified within the Transportation Element of the Comprehensive Plan.
- (2) Importantly, the following definitions describe the site-related and roadway-related criteria by which a proposed development can be determined to be transit compatible:
 - (a) Predefined land uses - these are land uses that have been determined to be transit compatible and supportive in that they generate person trips that have the potential to be served by public transit. The type of activities associated with the particular land use are such that it is practical to use public transit. The density of people or employees and/or the intensity of the land use can also make it practical to be served by transit. DPW Rule 4229.090 provides a list of the predefined land uses that are potentially transit compatible if they meet the appropriate density criteria. Mixed-use land developments may be deemed transit compatible based on individual land uses. Other land uses not predefined can be deemed transit compatible, on a case-by-case basis, if it can be demonstrated that they have potential to generate significant amounts of transit ridership.
 - (b) Site location - the site of a land development proposal would have to be within a direct walking distance of one-quarter mile or less (< 1/4 mile) to an existing or officially, planned transit route.
 - (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.
 - (d) Transit supportive design - is achieved when a proposed development provides opportunities through site design to make public transportation an attractive alternative to the automobile. Five aspects of site design can provide support for public transportation and include:
 - (i) pedestrian access to/from a development,
 - (ii) building location within a development,
 - (iii) the amount and location of parking,
 - (iv) internal circulation for pedestrians and transit vehicles, and
 - (v) the availability of pedestrian and transit facilities within a development.
 - (e) Park-and-ride capacity - maximum number of vehicles that can be parked at a park-and-ride facility or facilities within two miles or less of a residential land development proposal. For this criteria to be satisfied for urban and rural residential developments, vehicle capacity must be available at a park-and-ride lot that is within two miles or less travel distance by auto. Available capacity would be

enough vehicle parking to satisfy transit ridership accessing the lot by auto for the residential development under consideration. If a park-and-ride lot is within half a mile or less walking distance to/from an urban residential development, then this transit compatibility criteria may be satisfied regardless of available capacity.

(f) Roadway condition - relates to the presence of shelters and seats at transit stops within the urban area and, at a minimum, having safe and accessible stops within rural areas. This may also include the ability to safely cross arterial roadways near transit stops.

(g) Walkway to transit stop - transit compatibility is possible where a paved walkway (i.e., at least five feet wide for a raised sidewalk or seven feet for an at-grade walkway or shoulder) is provided on at least one side of an arterial within a quarter mile of a transit stop.

(h) Peak transit headway - the time interval between transit vehicles moving in the same direction along a given arterial roadway during peak travel periods (i.e., 6:00 to 9:00 AM and 3:30 to 6:30 PM).

(i) Transit load factor - the ratio of passengers to available seats on a transit vehicle moving in the same direction along a given arterial roadway during peak travel periods (i.e., 6:00 to 9:00 AM and 3:30 to 6:30 PM) and typically represented as a decimal (e.g., 0.76 or 1.22).

(j) Designated urban centers - designated urban centers are parts of the urban community that have clearly defined boundaries where higher residential and commercial densities occur. According to the county's General Policy Plan (GPP), the urban centers are to be designed to support multimodal transportation, and have site design features that support and accommodate pedestrian and public transit uses.

(k) Transit usage and facilities study - is a study conducted by a developer in cooperation with the county and transit operating agency in order to make a determination whether a development is transit compatible or not. The study includes data collected in regards to: boarding/alighting, passenger loading, bus stop/shelter inventory, safety considerations at transit stops and arterial crossings, and park-and-ride usage.

4227.040 Transit Compatibility Minimum Criteria for Level of Service Determinations

Adopted 12/21/98, First Revision 10/11/04

The table below presents a summary of the criteria for determining if a development and/or roadway is compatible with and supportive of the provision of fixed-route transit services.

MINIMUM CRITERIA	URBAN RESIDENTIAL(1)	URBAN COMMERCIAL(1)	RURAL RESIDENTIAL	RURAL COMMERCIAL
SITE-RELATED				
Land Use	predefined	predefined	predefined	predefined
Density (gross acre)	4+ du/acre	15+ employees/acre	clustering	15+ employees/acre
Site Location	≤ 1/4 mile to route	≤ 1/4 mile to route	≤ 1/4 mile to route	≤ 1/4 mile to route
Design	transit supportive	transit supportive	transit supportive	transit supportive
P&R Capacity	≤2 mi. by car/ or 1/2 mi. by	N/A	≤2 mi. by car	N/A

MINIMUM CRITERIA	URBAN RESIDENTIAL(1)	URBAN COMMERCIAL(1)	RURAL RESIDENTIAL	RURAL COMMERCIAL
	walk			
ROADWAY-RELATED				
Condition	seats and shelter	seats and shelter	safe and accessible	safe and accessible
Walkway to transit stop	for 1/4 mi. to stop	for 1/4 mi. to stop	N/A	N/A
Peak transit headway	≤ 2 hours (2)	≤ 2 hours (2)	≤ 3 hours	≤ 3 hours
Transit load factor	1.2 maximum (bus)	1.2 maximum (bus)	1.0 maximum	1.0 maximum
Footnote (1) Designated urban centers would be designed for transit compatibility.				
Footnote (2) During peak period designated urban centers should also be ≤ 1 hour headway.				

4227.050 Transit Compatibility Determination Performed by Transportation Planning

Adopted 12/21/98, First Revision 10/11/04

(1) The Department of Public Works (DPW) Transportation Planning Group will establish a procedure for transit compatibility determinations in cooperation with Community Transit and Everett Transit, the Sound Transit and King County METRO, as well as maintain a data base of transit facilities and improvements to aid in making determinations of transit compatibility.

(2) The transit compatibility determination performed by Transportation Planning shall consist of :

- (a) an initial determination of eligibility, upon request by a land development analyst on behalf of a developer, based on site-related criteria such as type and intensity of land use;
- (b) a scoping of a transit usage and facilities study where a development is eligible and additional information is needed from the developer to make the transit compatibility determination;
- (c) a collaborative process with the appropriate transit agency to review the results of the transit usage and facilities study that will result in a transit compatibility determination, and
- (d) a recommendation to Land Development on transit-related mitigation for the transit compatibility determination so that a Transportation Development Reviewer (TDR) can complete review of the proposed land development.

(3) The data base on transit facilities and improvements, maintained by the Transportation Planning Group shall at minimum consist of inventories and data related to:

- (a) the predefined land uses eligible to be transit compatible if they meet specific criteria (along with land use information and maps illustrating urban/rural boundaries, planned densities and zoning);
- (b) all transit routes or lines by operating agency;
- (c) all bus stops, seats and shelter locations on individual routes;

- (d) the presence or lack of walkways on arterials within 1/4 mile of transit routes or lines;
- (e) average peak period headways experienced on individual transit routes and lines;
- (f) park-and-ride lot location and capacity, and
- (g) transit boarding/alighting and loading information acquired through various studies.

4227.060 Making Concurrency Determinations Based on Level Of Service (LOS) Standards and Transit Compatibility Criteria

Adopted 12/21/98, First Revision 10/11/04, Second Revision 12/9/07

- (1) This transit compatibility Rule shall be used in conjunction with DPW Rule 4224 to make concurrency determinations based on level of service (LOS) standards and transit compatibility criteria.
- (2) Pursuant to SCC 30.66B.102, in making a determination that a land development proposal is concurrent with capacity improvements to impacted arterial units, special allowance can be made for developments that are deemed transit supportive and where impacted arterial units are transit compatible. Level of service will be computed on an hourly basis consistent with the most current version of the Highway Capacity Manual: Special Report 209, Transportation Research Board.

4227.070 Transit Compatibility Practices

Adopted 12/21/98, First Revision 10/11/04

- (1) Transportation Planning shall work with the appropriate transit agency to identify transit compatibility practices that would satisfy the level of service transit compatibility criteria adopted within the Transportation Element of the Snohomish County GMA Comprehensive Plan and then will prepare a written recommendation to the Transportation Development Reviewer (TDR).
- (2) Transit-compatibility practices related to land use may include, but are not limited to those listed below.
 - (a) Land Use. Mixed land uses on single sites and near bus routes (e.g., residential, office, retail and other commercial).
 - (b) Transit-supportive residential densities (e.g., 4 to 20 dwelling units per acre where the total units amount to 50 or more) and employment densities (e.g., 50-60 employees per acre where the total employment base is 10,000 or more).
 - (c) Office and retail uses should be located along roadway(s) with transit service with parking placed on side and rear of parcels.
 - (d) Reduced parking spaces related to a maximum rate per unit gross floor area.
 - (e) Other land use practices that are proven to be supportive of transit operations and increased ridership.
- (3) Transit-compatibility practices related to Onsite Design may include, but are not limited to those listed below.
 - (a) Orient buildings to transit stops with limited front lot setbacks.
 - (b) Minimize the distance between building entrances and the nearest transit stop and provide a direct pedestrian route from stop to entry.

- (c) Geometrics of onsite roads should be designed to accommodate transit where service is expected (e.g., turning radii, road widths and pavement depths).
 - (d) Layout streets within subdivisions to allow through movement of transit vehicles and pedestrians by minimizing branching, circuitry and cul-de-sacs.
 - (e) Onsite pedestrian circulation should be direct, and incorporate continuous walkways, landscaping, access to bus stops and safe roadway crossings.
 - (f) Provision of park-and-ride and/or park-and-pool spaces on large commercial sites for use by transit users.
 - (g) Contribute to funding of custom bus service for employees.
 - (h) Transit passenger comfort, safety and security should be part of site design (e.g., lighting, weather protection, visibility).
 - (i) Other onsite capital improvements supportive of transit services.
- (4) Transit-compatibility practices related to Off-site Design may include, but are not limited to those listed below.
- (a) Provide walkways to transit stops from developments that are within 1/4 mile or less from transit routes (walkways would need to meet county design standards).
 - (b) Provide onsite bus stops and pullouts along development frontages served by transit.
 - (c) Provide bus shelters, shelter pads and seating.
 - (d) Contribute funding towards preferential signalization for transit on designated arterials.
 - (e) Contribute to the design and construction of arterial HOV lanes.
 - (f) Contribute to expansion of park-and-ride lot capacity.
 - (g) Other offsite capital improvements supportive of transit services.
 - (h) Improve pedestrian crossings across arterials.
- (5) Transportation Planning will seek recommendations and concurrence from the appropriate transit agencies regarding transit compatible practices.

4227.080 Documents to be Used as Reference Materials

Adopted 12/21/98, First Revision 10/11/04

- (1) The Department of Public Works (DPW) will rely on a number of other documents as reference materials for determining transit compatibility and supportive land uses, including the following, as now existing or hereafter amended.
- (a) A Guide to Land Use and Public Transportation for Snohomish County, Washington: Volume I and II, 1989. Snohomish County Transportation Authority.
 - (b) Creating Transportation Choices Through Zoning, 1994. Snohomish County Transportation Authority.
 - (c) Commute Trip Reduction Plan for Unincorporated Snohomish County, 1998. Snohomish County Public Works Department.
 - (d) Snohomish County GMA Comprehensive Plan: General Policy Plan, 2003. Snohomish County Planning and Development Services.
 - (e) Snohomish County GMA Comprehensive Plan: Transportation Element, 1995. Snohomish County Planning Department.

4227.090 Land Uses That Have Potential to be Transit Compatible

Adopted 12/21/98, First Revision 10/11/04

(1) Urban Residential. The following urban residential land uses have the potential to be transit compatible if they include at least four dwelling units per gross acre.

- | | |
|------------------------------------|-----------------------------|
| (a) Single-family Detached Housing | (e) Condominiums/Townhouses |
| (b) Apartments | (f) Mobile Home Park |
| (c) Low-rise Apartments | (g) Retirement Community |
| (d) High-rise Apartments | (h) Elderly Housing |

(2) Urban Commercial. The following urban land uses have the potential to be transit compatible if they include 15 or more employees per gross acre employed at the site.

- | | |
|------------------------------------|-------------------------------------|
| (a) Hotels | (m) Office Park |
| (b) Amusement park | (n) Business Park |
| (c) Zoo | (o) Specialty Retail Center |
| (d) Military Base | (p) Discount Store |
| (e) Schools | (q) Shopping Center (multiple uses) |
| (f) Community College | (r) Waterport/Marine Terminal |
| (g) College/University | (s) General Aviation Airport |
| (h) Library | (t) Commercial Aviation Airport |
| (i) Hospital/Clinic | (u) General Light Industrial |
| (j) General Office Building | (v) General Heavy Industrial |
| (k) Medical-Dental Office Building | (w) Industrial Park |
| (l) Government Office Building | (x) Manufacturing |

(3) Rural Residential. The following rural residential land uses have the potential to be transit compatible if they are clustered and thereby allow four dwelling units per cluster acreage.

- | | |
|------------------------------------|--------------------------|
| (a) Single-family Detached Housing | (d) Retirement Community |
| (b) Apartments | (e) Elderly Housing |
| (c) Mobile Home Park | |

(4) Rural Commercial. The following rural land uses have the potential to be transit compatible if they include 15 or more employees per gross acre employed at the site.

- | | |
|------------------------------------|-------------------------------------|
| (a) Military Base | (j) Specialty Retail Center |
| (b) Schools | (k) Discount Store |
| (c) Library | (l) Shopping Center (multiple uses) |
| (d) Hospital/Clinic | (m) General Aviation Airport |
| (e) General Office Building | (n) Commercial Aviation Airport |
| (f) Medical-Dental Office Building | (o) General Light Industrial |
| (g) Government Office Building | (p) General Heavy Industrial |
| (h) Office Park | (q) Industrial Park |
| (i) Business Park | (r) Manufacturing |