



## Memorandum

Date: May 23, 2017

To: Paul MacCready, Principal Planner, PDS

From: Erik Olson, Transportation Specialist *EMO*

Subject: Second Review Transit Compatibility Comments for the Point Wells Urban Center Project PFN 11-101457 LU

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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 in May 2016 and on April 17, 2017 and are titled:

- DRAFT Point Wells Expanded Traffic Impact Analysis by David Evans and Associates dated May 2016.
- Technical Memorandum from Kirk Harris, PE, PMP to Ryan Countryman dated March 29, 2016.
- Point Wells Development Project Narrative, dated April 17, 2017.

My first review comments, dated June 15, 2011 (attached), were included in the REVIEW COMPLETION LETTER, dated April 12, 2011, from PDS to the applicant.

In reviewing the above referenced documents, I did not see any information that addressed my 2011 comments. The method for meeting the Transit Compatibility requirements of SCC 30.34A.085 (2011) will have an impact on determining the trip reduction credits needed to comply with the Transportation Demand Management (TDM) requirements for this development. The allowed credits from TDM affects the developments internal capture rate, which in turn impacts the developments total net new Average Daily Trips (ADT).

The Technical Memorandum to Ryan Countryman, titled "Transportation Analysis Methods and Assumptions", submitted to PDS on March 29, 2016, under Section 3.3 on page 12 in the second paragraph and Table 3, states:

"The level of transit use assumed for the internal capture rate calculations, correlates to the level of transit amenities and operations that the Project owner is committed to providing to the Project in accordance with SCC 30.34A.080 Circulation and Access, and more specifically Subsection 9 which states: *Applicants must provide transportation demand management measures for developments pursuant to chapter 30.66B SCC with the potential for removing a minimum of 15% of the development's peak hour trips from the road system.* It is expected that as the Project develops and is completed that the the Project owner will coordinate with

public transit agencies to have permanent solution through an interlocal agreement. The forecasted number of person-trips by transit exiting the site during the AM peak hour and entering the site during the PM peak hour is summarized in **Attachment T.**”

“**Table 3** illustrates the transit mode share assumption for the Urban Center Alternative and Urban Village Alternative in the AM and PM peak hour for each construction phase.”

**“Table 3: Transit Mode Share in the AM and PM, Both Directions”**

Alternative	% Transit for Land Uses at the Point Wells Site			
	Phase I in 2020	Phase II in 2025	Phase III in 2030	Phase IV in 2035
Urban Center Alternative 1	5%	5%	10%	15%
Urban Village Alternative 2	5%	5%	10%	15%

In the paragraph language you reference the minimum 15% TDM required for this project. It is unclear in the both the paragraph language and Table 3 if you are using your transit assumptions to comply with the entire 15% TDM required. The 15% TDM requirement is divided into two parts with different percentages, with the first being 5% for all urban developments under SCC 30.66B.630(1) and the second being 10% for an Urban Center development under SCC 30.66B.630(2). Table 3 indicates how much transit use you anticipate, starting with 5% in 2020 and increasing to 15% in 2035. You need to implement the provisions of SCC 30.66B.640(2) to receive trip credits for the 5% TDM under 30.66B.630(1). You will need to provide information on how you will implement and reach these transit assumptions.

TDM is reviewed by the PDS traffic development reviewers and you will need to provide them a breakdown of how you proposed to meet your TDM requirements.

DPW will be unable to determine the development transit compatibility until you provide adequate information to determine if the development can comply with the transit compatibility requirements of DPW Administrative Rule 4227 (Attached).

Additional Information.

Here is the applicable code section in Chapter 30.34A relating to access to public transportation that this application is vested to:

**30.34A.085 Access to public transportation.**

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.

(Added by Amended Ord. 09-079, May 12, 2010, Eff date May 29, 2010)

As I stated in my June 15, 2011 comments, 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, which means the transit provisions in SCC 30.34A.85 (2) and (3) are the only provisions that may apply to this project. For us to consider the provisions of sub (2), i.e. having a transit stop within ½ mile of all residents of the project (i.e. from the main residential/commercial entrance of the farthest building), we would need to have either an agreement or letter from either Community Transit (whose service area you are in) or Metro stating they will service a transit stop in the development or within ½ mile.

If you are unable to obtain such agreement or letter, then you will need to provide information on how you will meet the requirements of sub (3).

Attached: June 15, 2011 Point Wells Review Memo from Erik Olson to Daryl Eastin

DPW Administrative Rule 4227 TRANSIT COMPATIBILITY CRITERIA FOR DETERMINING THE CONCURREENCY OF LAND DEVELOPMENT WITH TRANSPORTATION IMPROVEMENTS, in effect on March 4, 2011.



**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

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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](mailto:erik.olson@snoco.org).

# **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.*

## **TABLE OF CONTENTS**

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

<b>4227.010</b>	<b>Applicability and/or Purpose .....</b>	<b>1</b>
<b>4227.020</b>	<b>Level of Service Standards Include Transit Compatibility Factors .....</b>	<b>2</b>
<b>4227.030</b>	<b>Transit Compatibility Concepts and Definition of Terms .....</b>	<b>2</b>
<b>4227.040</b>	<b>Transit Compatibility Minimum Criteria for Level of Service Determinations .....</b>	<b>3</b>
<b>4227.050</b>	<b>Transit Compatibility Determination Performed by Transportation Planning .....</b>	<b>4</b>
<b>4227.060</b>	<b>Making Concurrency Determinations Based on Level Of Service (LOS) Standards and Transit Compatibility Criteria .....</b>	<b>5</b>
<b>4227.070</b>	<b>Transit Compatibility Practices .....</b>	<b>5</b>
<b>4227.080</b>	<b>Documents to be Used as Reference Materials .....</b>	<b>6</b>
<b>4227.090</b>	<b>Land Uses That Have Potential to be Transit Compatible .....</b>	<b>7</b>

### **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 4227.090 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 (under capacity) or 1.22 over capacity)].
- (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 items (2)(a) through (j) above and:
- 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
<b>SITE-RELATED</b>				
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

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<sup>1</sup> 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
  - (b) Apartments
  - (c) Low-rise Apartments
  - (d) High-rise Apartments
  - (e) Condominiums/Townhouses
  - (f) Mobile Home Park
  - (g) Retirement Community
  - (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
  - (b) Amusement park
  - (c) Zoo
  - (d) Military Base
  - (e) Schools
  - (f) Community College
  - (g) College/University
  - (h) Library
  - (i) Hospital/Clinic
  - (j) General Office Building
  - (k) Medical-Dental Office Building
  - (l) Government Office Building
  - (m) Office Park
  - (n) Business Park
  - (o) Specialty Retail Center
  - (p) Discount Store
  - (q) Shopping Center (multiple uses)
  - (r) Waterport/Marine Terminal
  - (s) General Aviation Airport
  - (t) Commercial Aviation Airport
  - (u) General Light Industrial
  - (v) General Heavy Industrial
  - (w) Industrial Park
  - (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
  - (b) Apartments
  - (c) Mobile Home Park
  - (d) Retirement Community
  - (e) Elderly Housing
- (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
  - (b) Schools
  - (c) Library
  - (d) Hospital/Clinic
  - (e) General Office Building
  - (f) Medical-Dental Office Building
  - (g) Government Office Building
  - (h) Office Park
  - (i) Business Park
  - (j) Specialty Retail Center
  - (k) Discount Store
  - (l) Shopping Center (multiple uses)
  - (m) General Aviation Airport
  - (n) Commercial Aviation Airport
  - (o) General Light Industrial
  - (p) General Heavy Industrial
  - (q) Industrial Park
  - (r) Manufacturing