DAVID EVANS
AND ASSOCIATES INC.

March 01, 2011

Mr. Erik Olson
Snohomish County Public Works
3000 Rockefeller M/S 607
Everett, WA 98201

SUBJECT: Transit Compatibility Plan – Point Wells Urban Center

Dear Mr. Olson:

The purpose of this letter is to provide information that demonstrates how the subject project is consistent with the site and roadway related criteria previously used by Snohomish County to determine if a project is transit compatible. The criteria used to determine if a project is transit compatible is found in Snohomish County Department of Public Works Rule 4227, specifically section 4227.040.

The zoning code requirements for Urban Center circulation and access are found in SCC 30.34A.080. SCC 30.34A.080 (9) specifically requires that transportation demand management measures shall be provided such that a minimum of 15% of a project's peak hour trips are removed from the road system.

Code requirements for access to public transportation are contained in SCC 30.34A.085:

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)

The Urban Center Code does not specifically require that UC projects comply with Rule 4227. However, understanding the policy basis underlying urban center developments and transit orientation, and for the sake of consistency with past County practices, the following information is submitted for consideration. Details of the features described below are found on the architectural plans and on the Transportation Demand Management (TDM) plan submitted with this application.

C-18 Transit Compatibility Study dated March 1, 2011
PFN: 11-101457-LU, et. al

Predefined Land Use The site is zoned Urban Center. According to the purpose and applicability of this zoning designation found in SCC30.34A.010, the standards for this zone are meant to encourage higher density transit oriented development.

Site Location The project is located on the BNSF railroad corridor. Sound Transit operates passenger rail service on this corridor. Therefore, the site is within ¼ mile of an existing transit route.

Density The project as proposed will contain 3,081 residential units on 60.9 gross acres, for a density of approximately 50 units per acre.

Transit Supportive Design Opportunities are provided throughout the site to make public transportation an attractive alternative to the automobile:

- The plans incorporate an on-site Sounder commuter rail station. Until the station is constructed, shuttle service will be provided to the Edmonds Sounder station 2 miles away.
- A multi-modal transit hub within the urban plaza is also provided, allowing for the extension of bus service to the site. Two King County Metro buses begin and/or terminate within ½ mile of the site. Metro buses currently lack a convenient means of turning the buses to begin a new run, and would also welcome both a driver rest area and a location to "lay over" between runs.
- Pedestrian access will link all nodes of the development.
- Buildings are located in clusters to form villages within the development.
- Parking is to be primarily underground. Approximately one space per residential unit is to be provided in order to dissuade residents from depending solely on the automobile for transportation.

All villages and the urban plaza will be linked with bicycle and pedestrian facilities. A pedestrian/bicycle bridge is proposed to link the west side of the development to the urban plaza. A boardwalk along the waterfront will also link the villages. Pedestrian facilities will be made available throughout the site.

Park and Ride Capacity The nearest existing park and ride lot is **the Shoreline P&R** located at 18821 Aurora Avenue N, which is 3.2 miles from the site. Shuttle service to the park and ride will be provided until such time as public transit becomes available to the Point Wells development. Therefore, no additional park and ride parking will be required.

Roadway Condition The project will contain a transit hub in the urban plaza with seating and covered areas.

Walkway to Transit Stop Walkways will link all portions of the development and the transit hub and future passenger rail platform.

Peak Transit Headway Shuttle service to the Shoreline P&R and to the Aurora Village Transit Center will be provided. The schedule has not been determined but will run at appropriate intervals throughout the day. Service shall occur less than or equal to every 2 hours during peak periods.

Supplemental shuttle service will be provided to fill any gaps once public transit service comes to the site.

Transit Load Factor A sufficient number of shuttles will be provided such that the transit load factor is no greater than 1.2.

Table 1: Transit Compatibility Criteria

Minimum Criteria	Compatibility	Conclusion
Character of Land Use Proposal should be pre-defined as per the list in Public Works Rule 4227, Section .090 or be part of a designated urban center.	Yes	The site is zoned Urban Center. The project is designed to include mixed uses including multi-family residential, retail, commercial, and office.
Density Proposal should be at or exceed 4 DU per acre and/or 15 employees per acre.	Yes	The project will have a FAR of 1.2, based on the total project area. The "dry land" portion of the site is 45 acres. The net developable area equals 35 acres. The County's comprehensive plan DSEIS concluded that a 3,500 unit project would provide approximately 800 jobs. Extrapolating for a 3,081 unit development, 704 jobs will be created. This exceeds 15 employees per "dry" acre.
Site Location Site should be within ¼ mile or less walking distance of an existing or planned transit route	Yes. The adjacent Sounder commuter rail line is an existing high capacity transit route. Regular transit will also be available upon extension of existing Metro service	The project will contain a transit center to allow for Metro service. The closest current bus stop is 0.6 miles from the site. Metro route 348 & 304 at NW 196th Street and Richmond Beach Drive NW. The project is located on the Sounder Transit route. The project design includes a Sounder commuter rail station so that rail passenger service can be accommodated when appropriate demand and agreements with Sound Transit and BNSF are in place.

Minimum Criteria	Compatibility	Conclusion
Design Features Site should safely accommodate pedestrian and transit vehicle circulation and access. Other transit and pedestrian-supportive site design practices can also apply	Yes.	The project includes walkway areas to interconnect all villages and the transit hub, including a specific pedestrian overcrossing of the BNSF railroad. A transit hub is located within the Urban Plaza. Parking is limited to about one space per residential unit. The project is located on the Sounder Transit route, and the design makes provisions for a platform for passenger rail use.
Park and Ride Capacity Vehicle parking capacity should be available at a P&R within 2 miles or less of the site or no vehicle capacity requirements if within ½ mile of the site. P&R capacity should be adequate to accommodate the expected P&R use generation.	Yes, with recommended conditions	The closest existing park and ride lot is the Shoreline P&R located at 18821 Aurora Avenue N, 3.2 miles distant from the site.
Roadway Condition Arterial roadways should accommodate safe access to bus stops and provide shelters and seats within urban areas.	Yes, with recommended conditions	Seats and shelter will be provided within the project transit hub located within the Urban Plaza.
Walkway to Transit Stop A paved walkway (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 of a mile of a transit stop	Yes	The project site design provides walkways within and from all Villages to the transit hub located in the Urban Plaza

Minimum Criteria	Compatibility	Conclusion
Peak Transit Headway The time interval between transit vehicles moving in the same direction along a given arterial roadway during peak travel periods (e.g., 6:00 to 9:00AM and 3:30 to 6:30 PM) should be less than or equal to 1 hour for urban centers	Yes, with recommended conditions	Metro routes 304 and 348 exceed the peak transit headway requirement. See attached schedules. Discussions are ongoing with Metro to extend these routes to the project site If the alternative, contracted bus service will be provide
Transit Load Factor The ratio to passengers to available seats on a transit vehicle should be 1.2 or less	Yes, with recommended conditions	Discussions with Metro have included a request for current transit load factors which will be provided as soon as received. One of the objectives in our discussions with Metro is to ensure compliance with this requirement.

Sincerely,

DAVID EVANS AND ASSOCIATES, INC.

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Vice President

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