



# BRINGING THE REGION TOGETHER

## Making the Most of BRT





# Bringing the Region Together

“Making the Most of BRT”

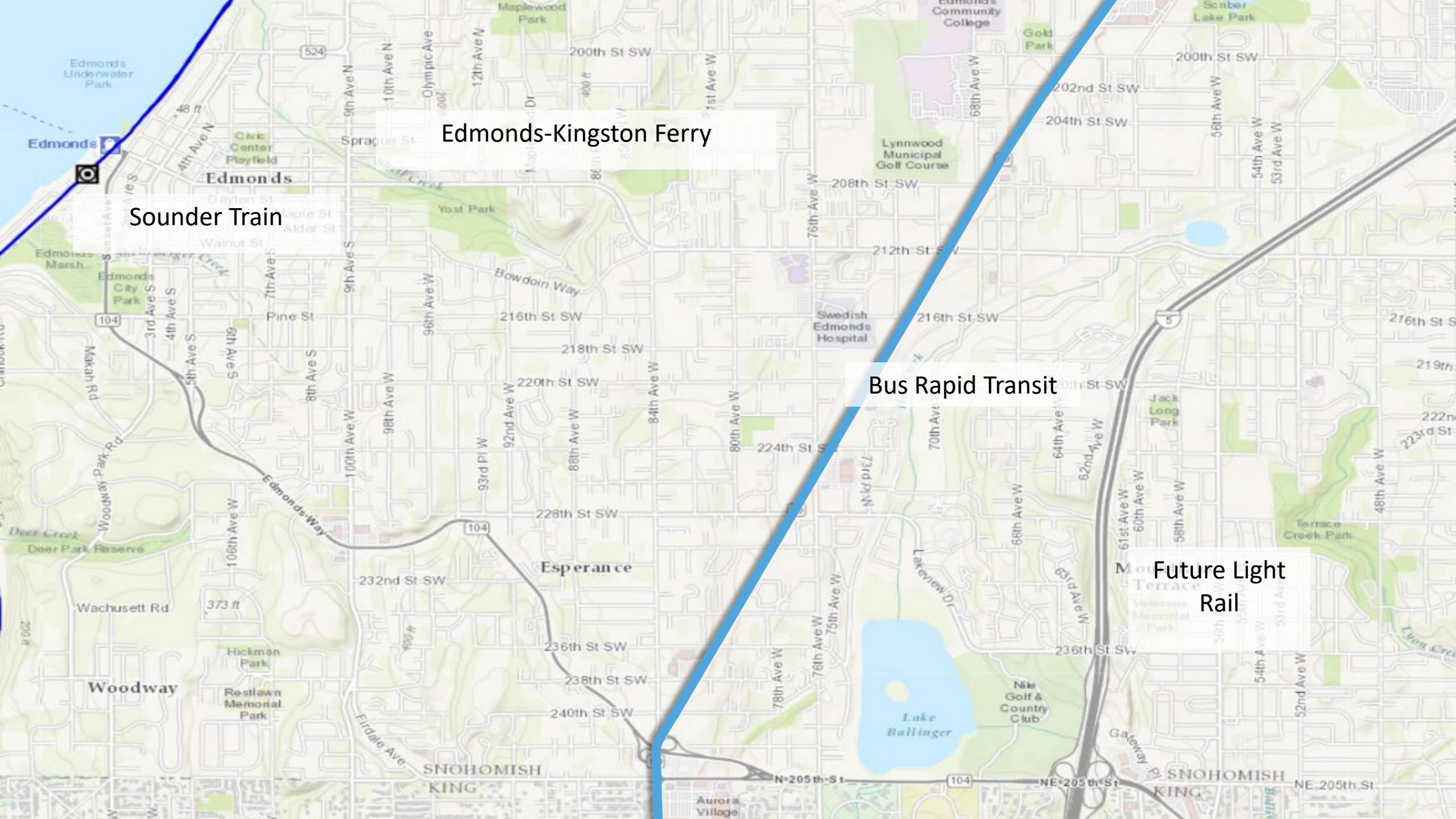
October 4, 2019

*presented by*

**Brad Shipley**

Associate Planner  
City of Edmonds





Edmonds-Kingston Ferry

Sounder Train

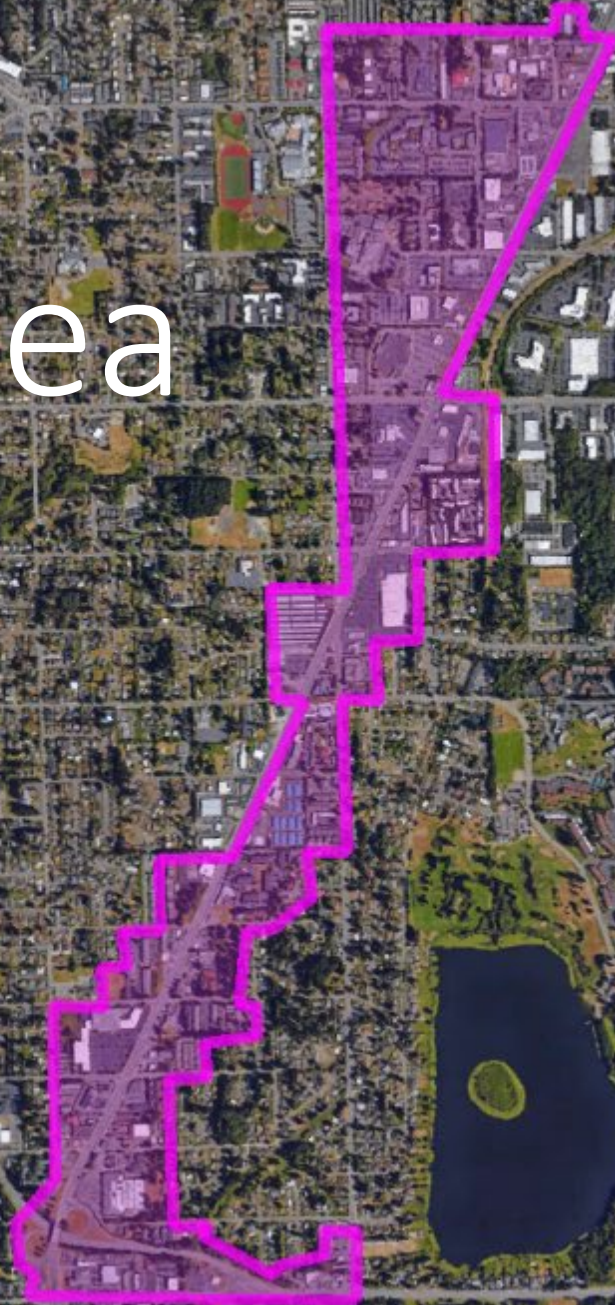
Bus Rapid Transit

Future Light Rail



Edmonds

project area











FD  
DENSIVE  
ONLY



ADVENTURES GOLDEN ARMS  
THE HOUSE OF  
**GUNS**  
425-361-2406  
GUNSMITHING, REPAIRS,  
RESTORATION & CUSTOMIZING

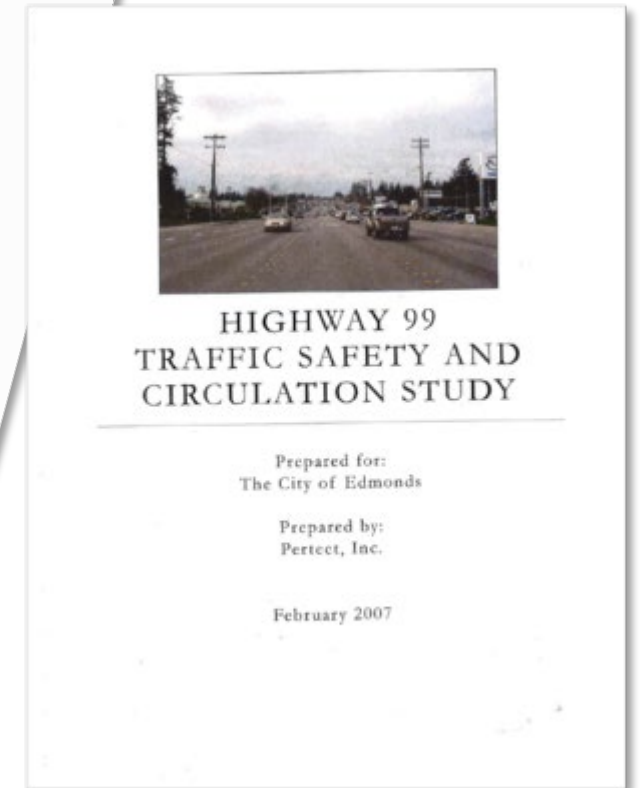
434TH ST SW





# Comprehensive Land Use and Transportation Vision

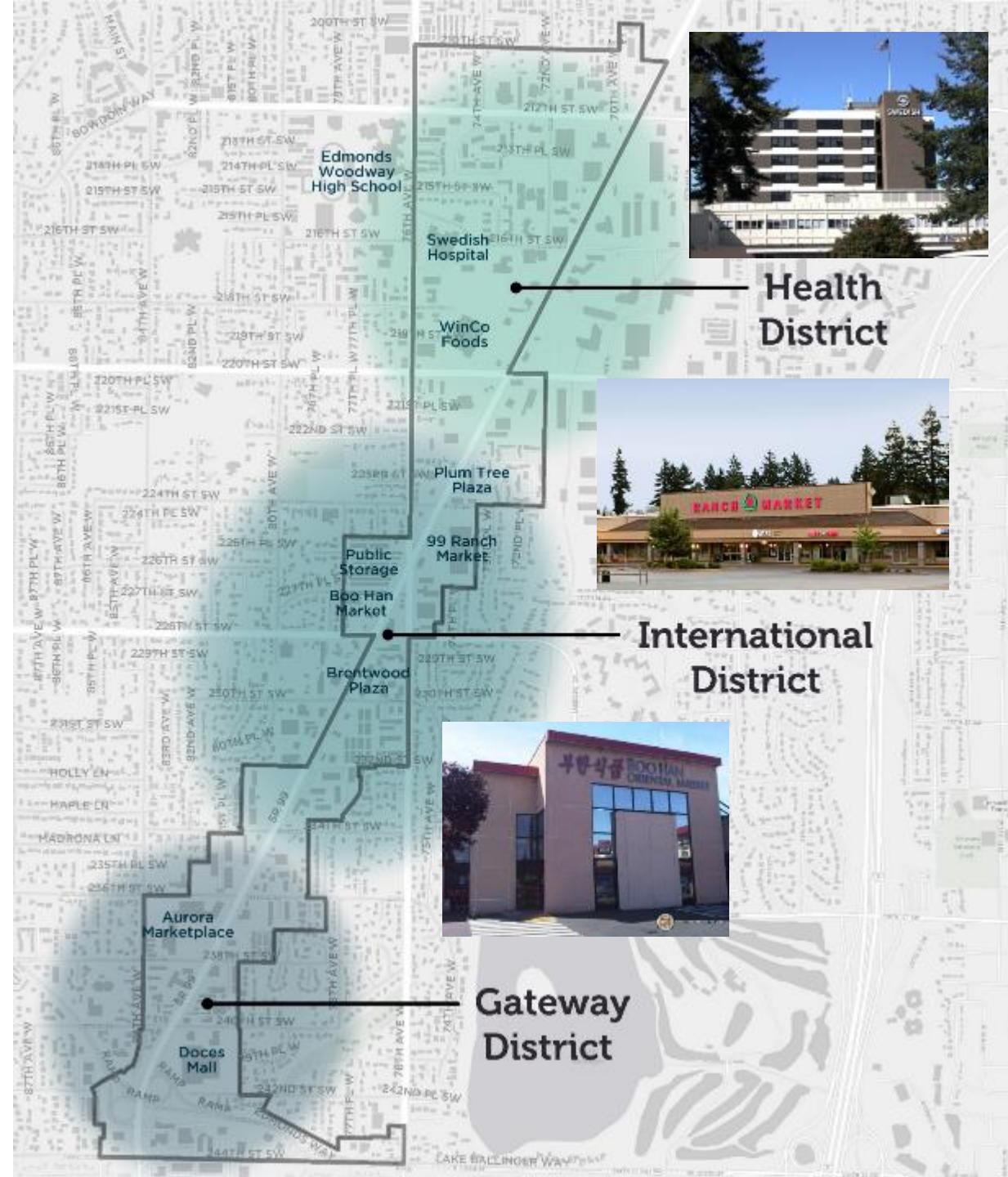
- Incorporate past plans
- Engage public, business community, and other stakeholders
- Evaluate land use and transportation scenarios
- Develop action plan for investments (Legislature's transportation budget includes a \$10,000,000 appropriation approved for the 2021-23 biennium for improvements)





# Distinct Subdistricts

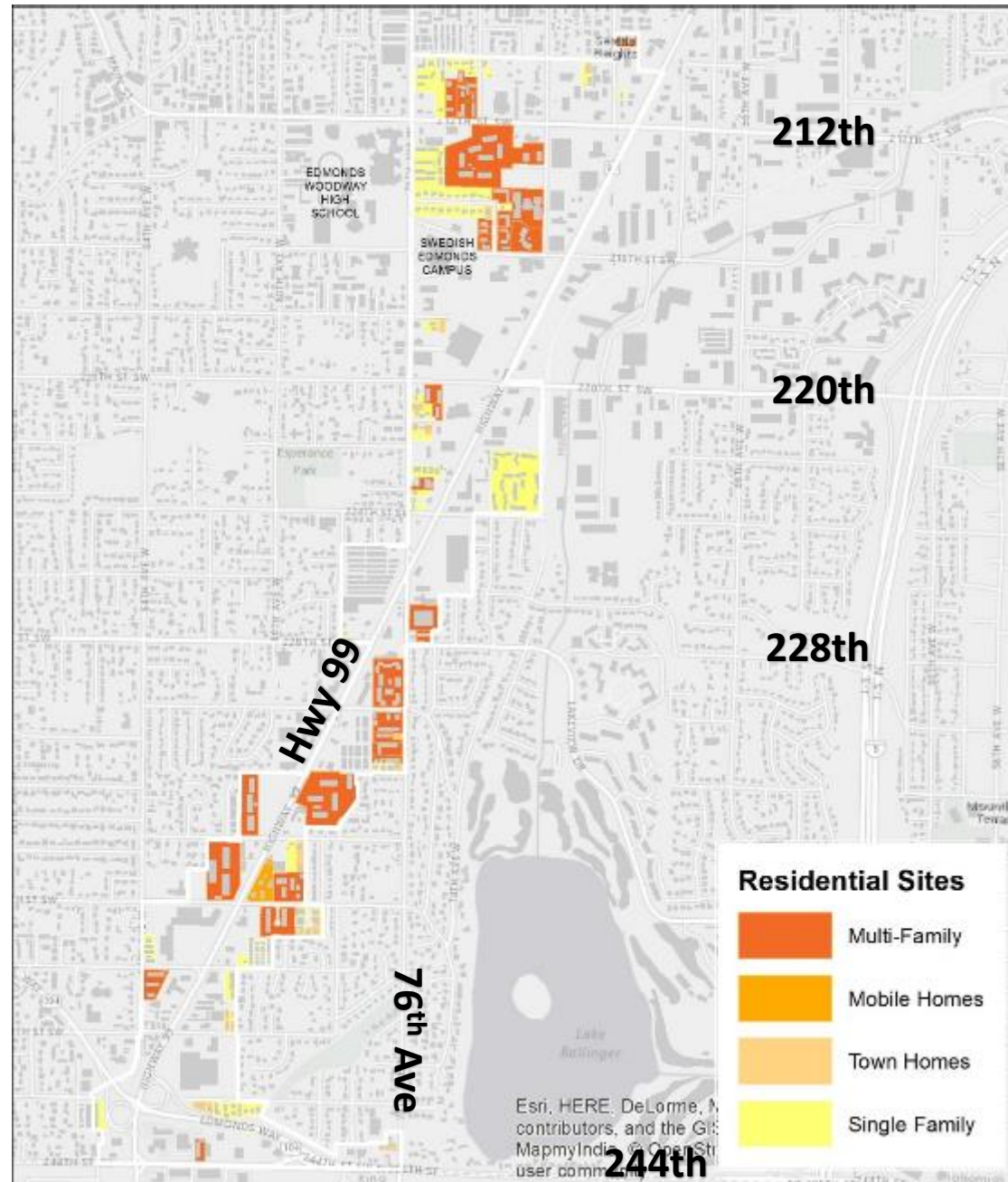
- Major local and regional destinations on Hwy 99
- **International District**
  - Diverse restaurants, grocers and shops; major Korean
- **Health District**
  - Swedish Hospital and medical offices
- **Gateway District**
  - Identified by the community during workshop
  - Desire for “gateway” and distinct transition point in and out of Edmonds
- How can we support and grow these unique centers?





# Already a Mixed-Use District

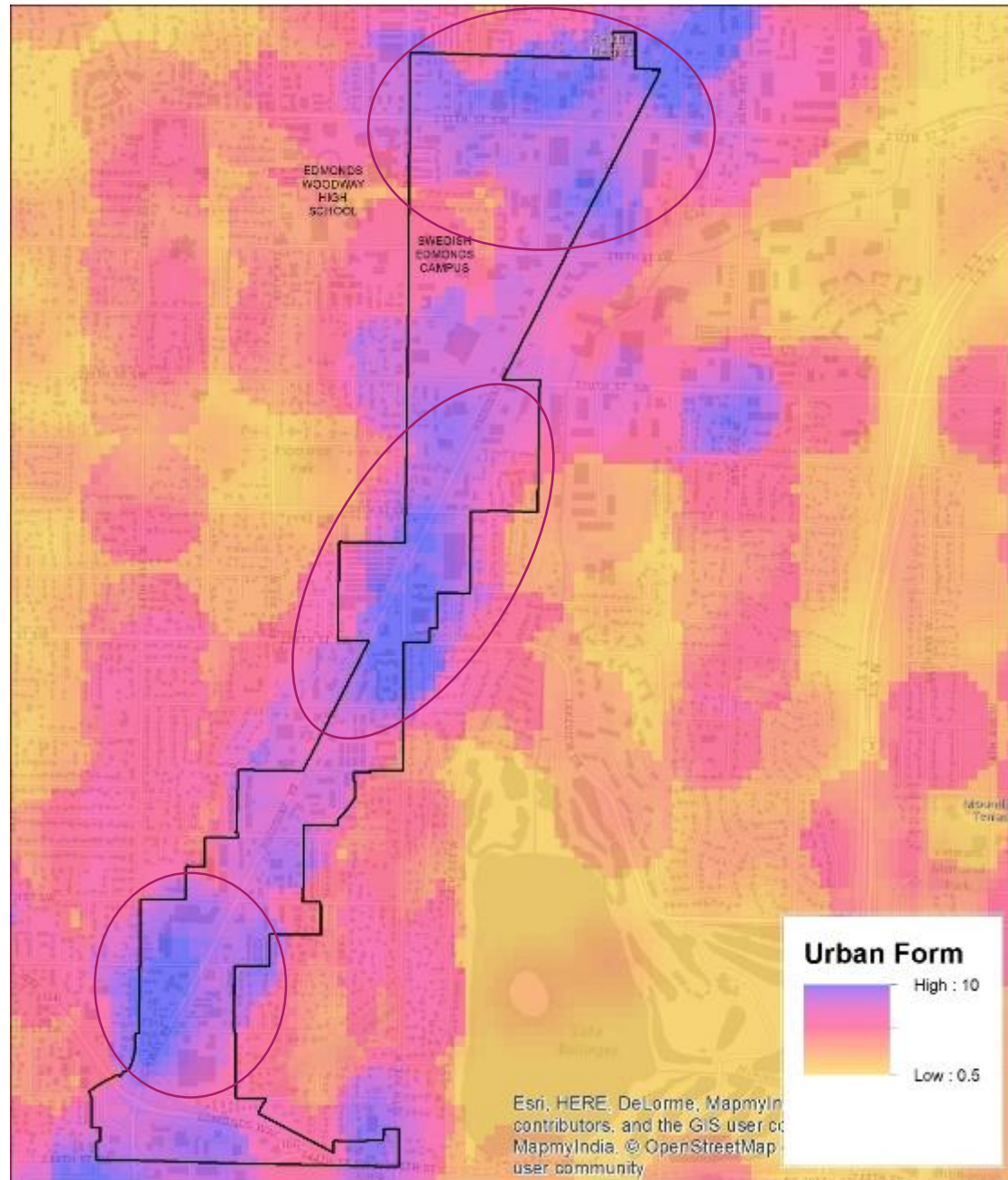
- Horizontal mixed-use district
- Retail uses adjacent to apartments and neighborhoods
- Opportunities for better integrated uses?





# Urban Form “Heat Map”

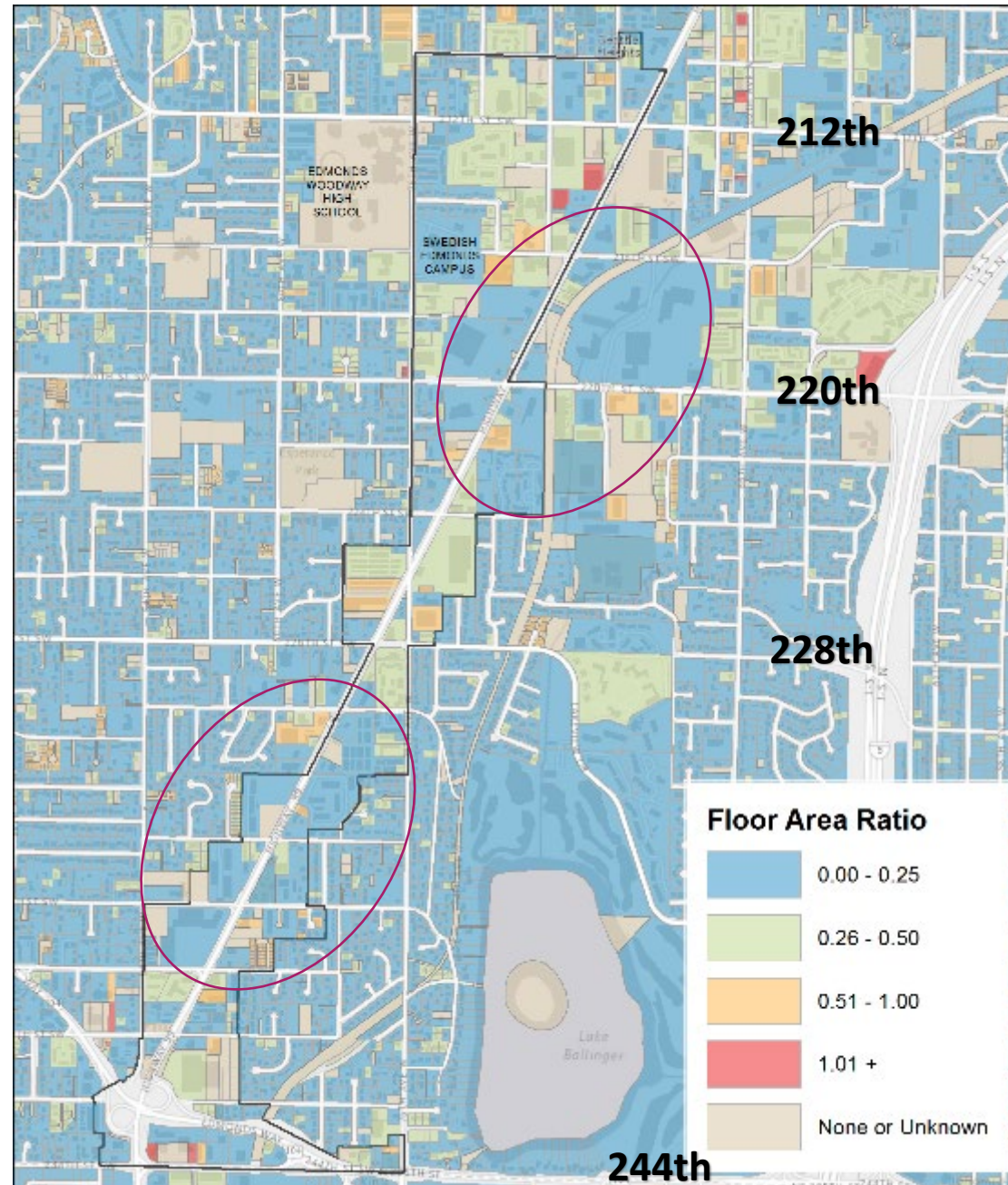
- 3 spots with reasonably good urban form
  - Crossings
  - Transit service
  - Block size
  - Employment activity
- Opportunity to enhance these nodes further?
- How can we improve the “in between areas”?





Many Sites are Less than 25% Covered with Buildings

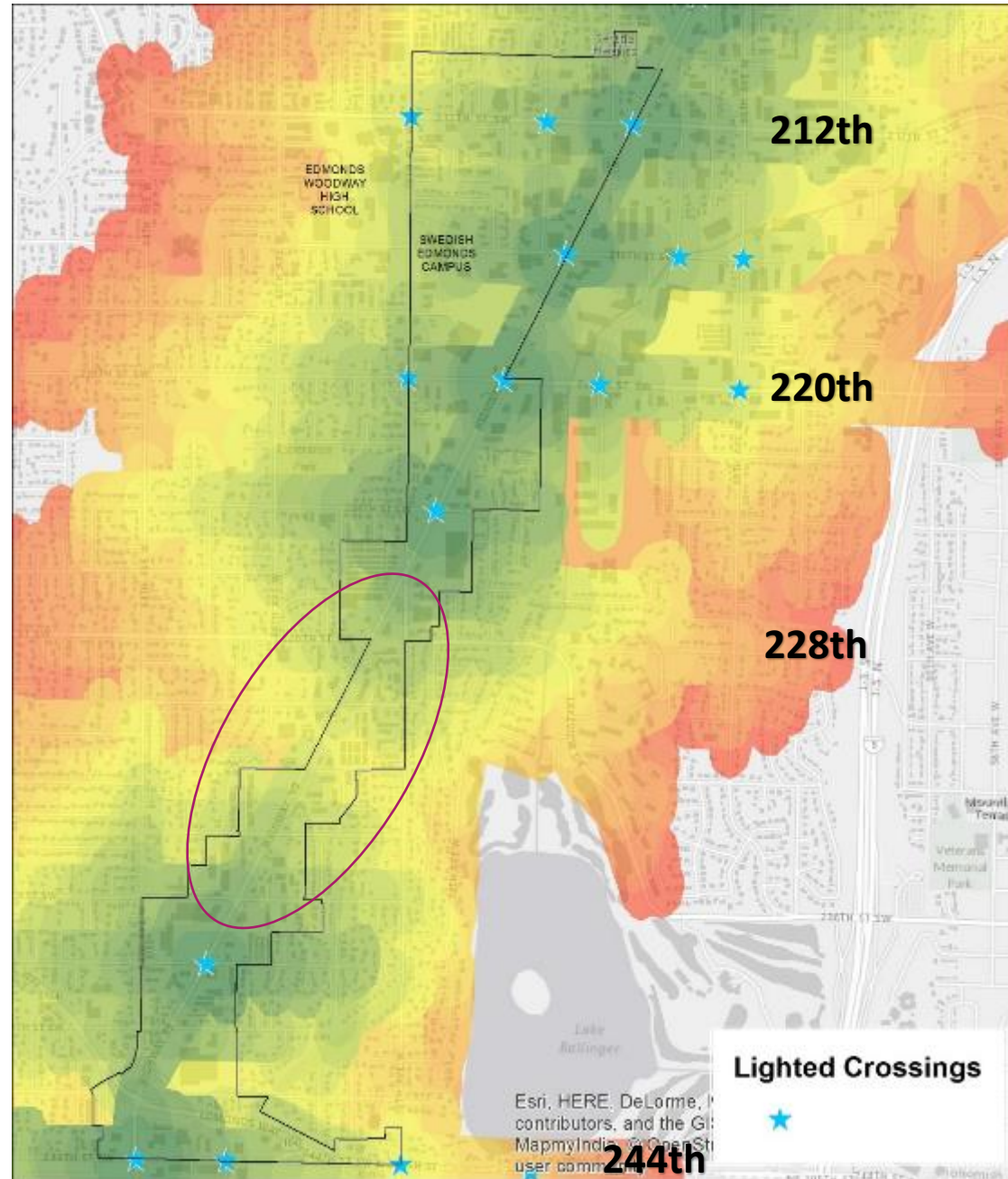
- Blue = very low building intensity





# Long Segments Without Crossings

- Central area requires 10 minute walk to find safe crossing
- Green – 1 minute
- Yellow – 10 minutes
- Red – 20 minutes





# What did the public want?

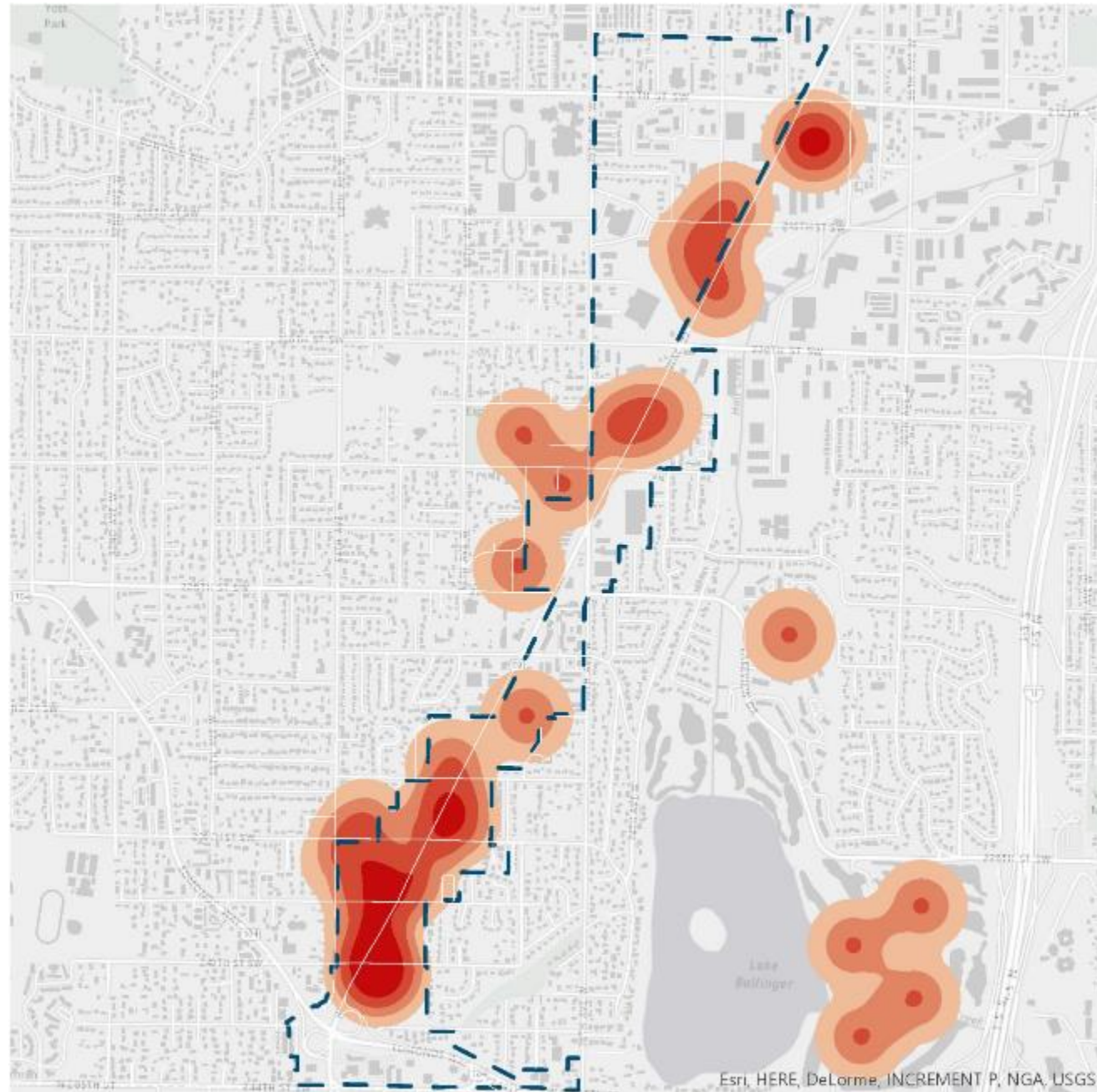
- Identified opportunities for new housing and business, community centers and services, and infrastructure upgrades





# Housing Development

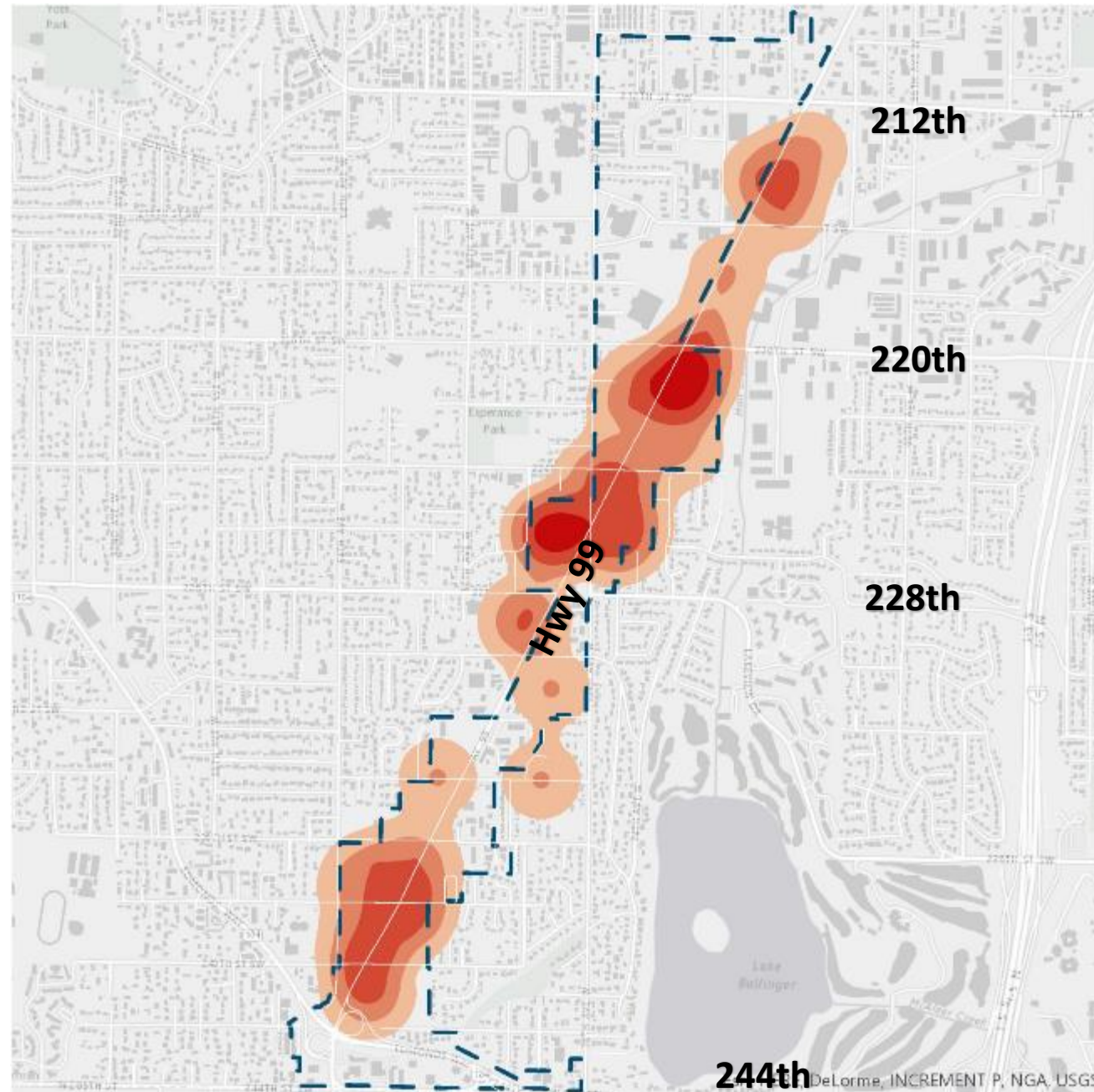
- Widespread desire for housing
- Particularly in south





# Mixed Use Development

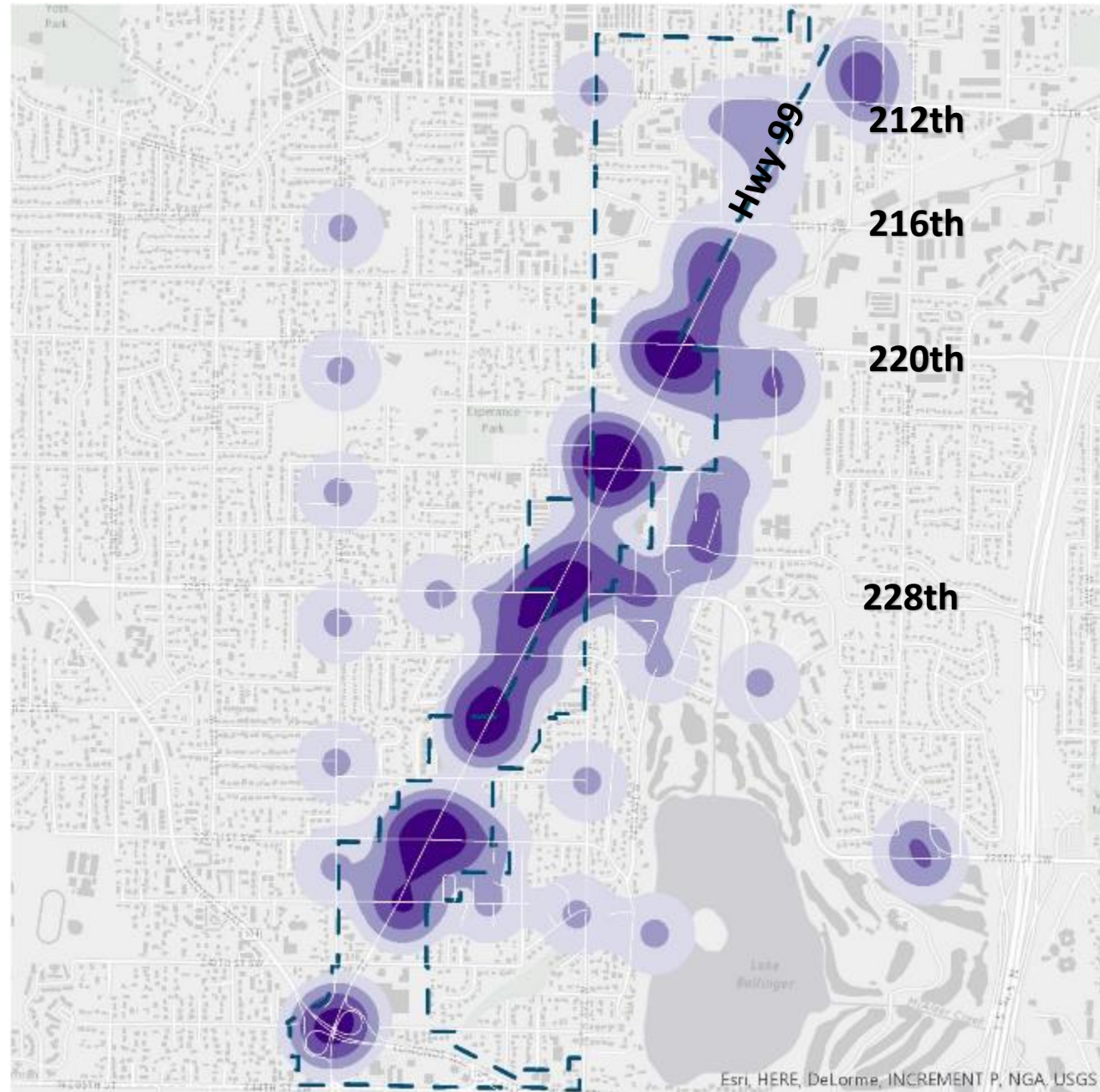
- Widespread desire for mixed use
- Particularly in south and central





# Pedestrian Safety

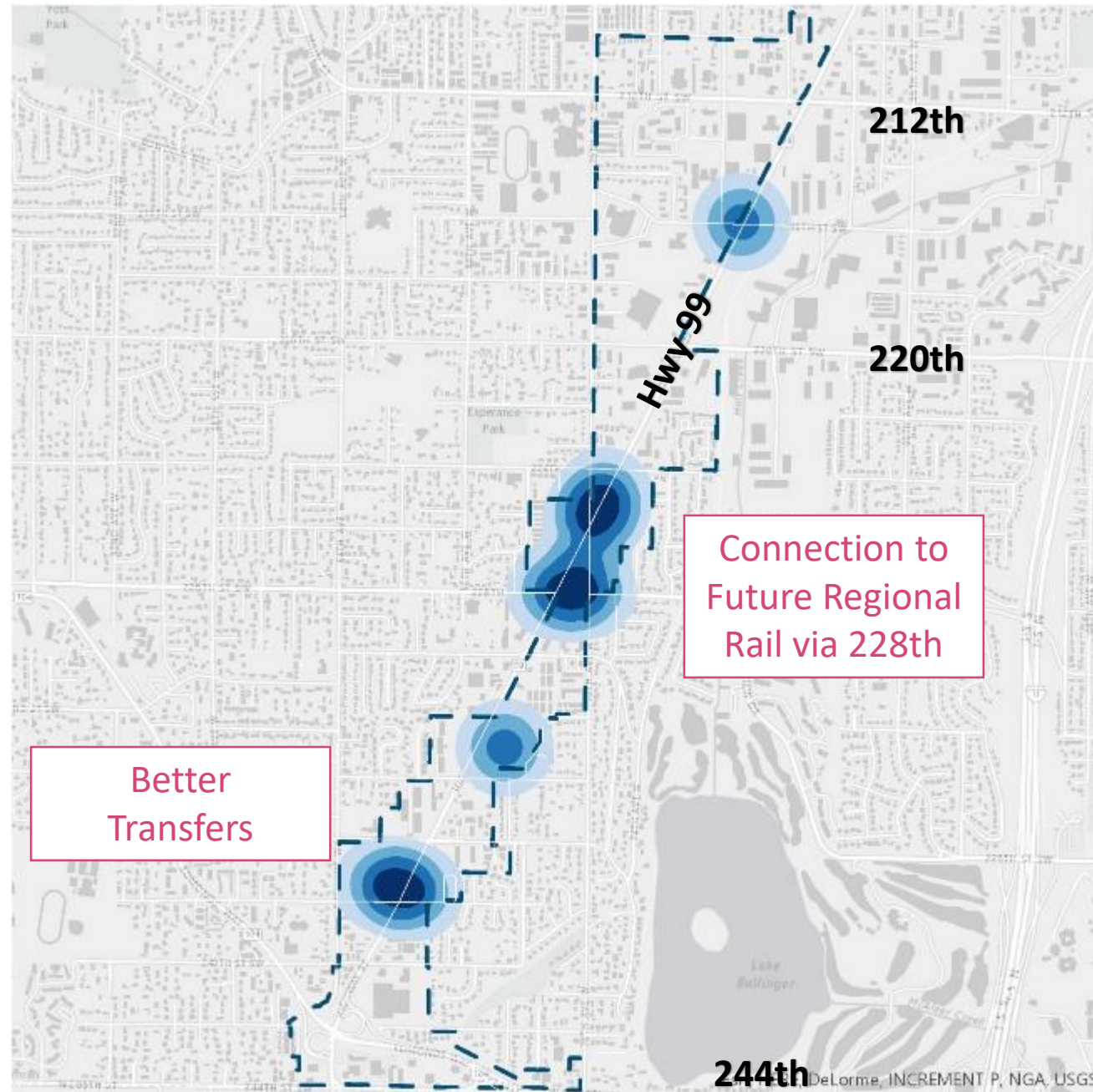
- Pedestrian safety is a **major** concern throughout the corridor





# Enhanced Transit

- Better connection mid-corridor to future regional rail
- Better transfers at south end





# Community Values

Connectivity



Destinations



Beautification



Safety



Walkability



Affordable  
Housing

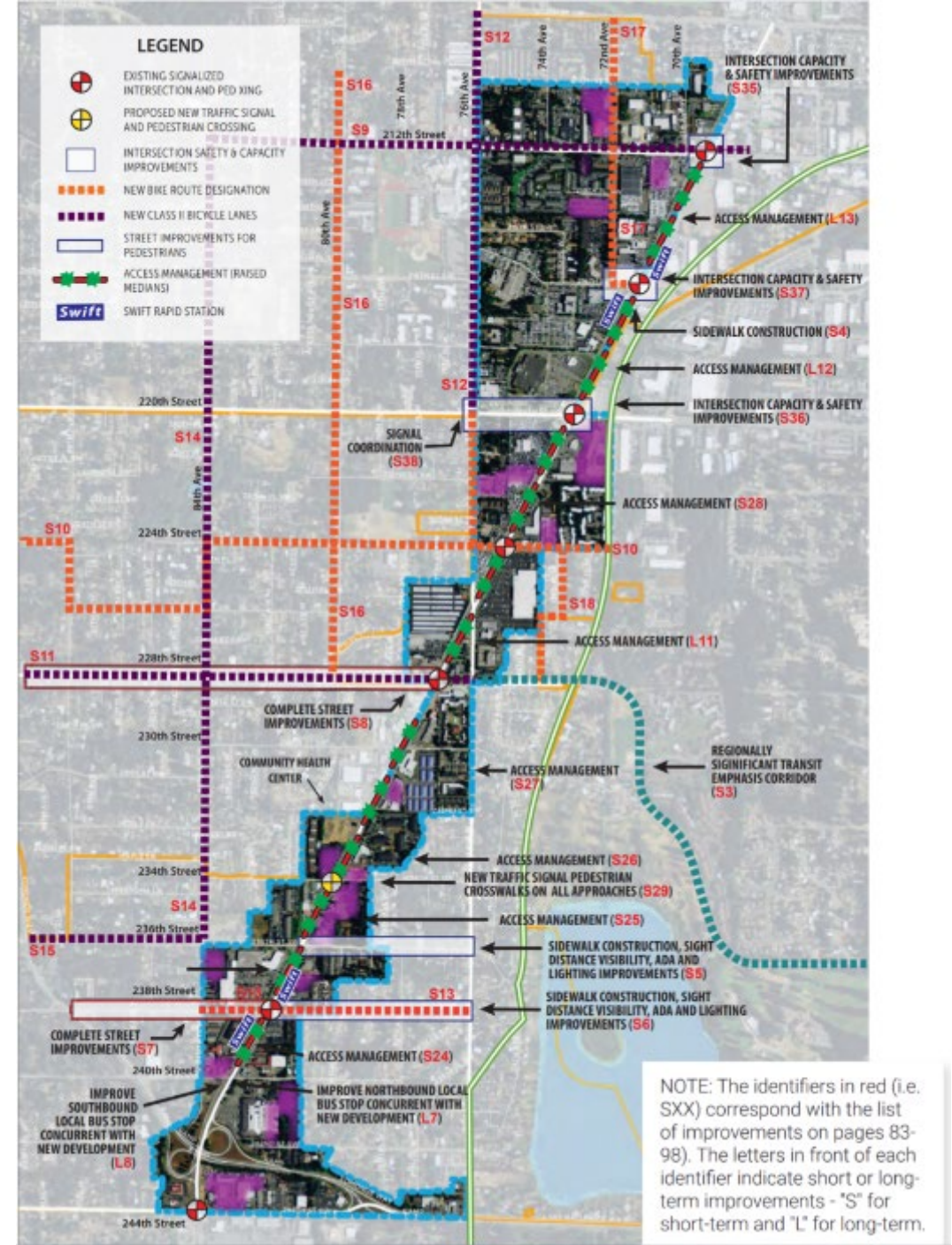


Healthy  
Businesses





- Work with Community Transit and other transit partners to improve transit transfers.
- Incentivize alternative transportation options.
- Improve safety of existing highway.







# Transit Supportive Parking Requirements

**Aimed to encourage transit-oriented development options**

0.75 parking spaces per residential unit <700 sq. ft.

1.25 parking spaces per residential unit of 700-1100 sq. ft.

1.75 parking spaces per residential units >1100 sq. ft.

Guest parking: 1 space/per 20 units

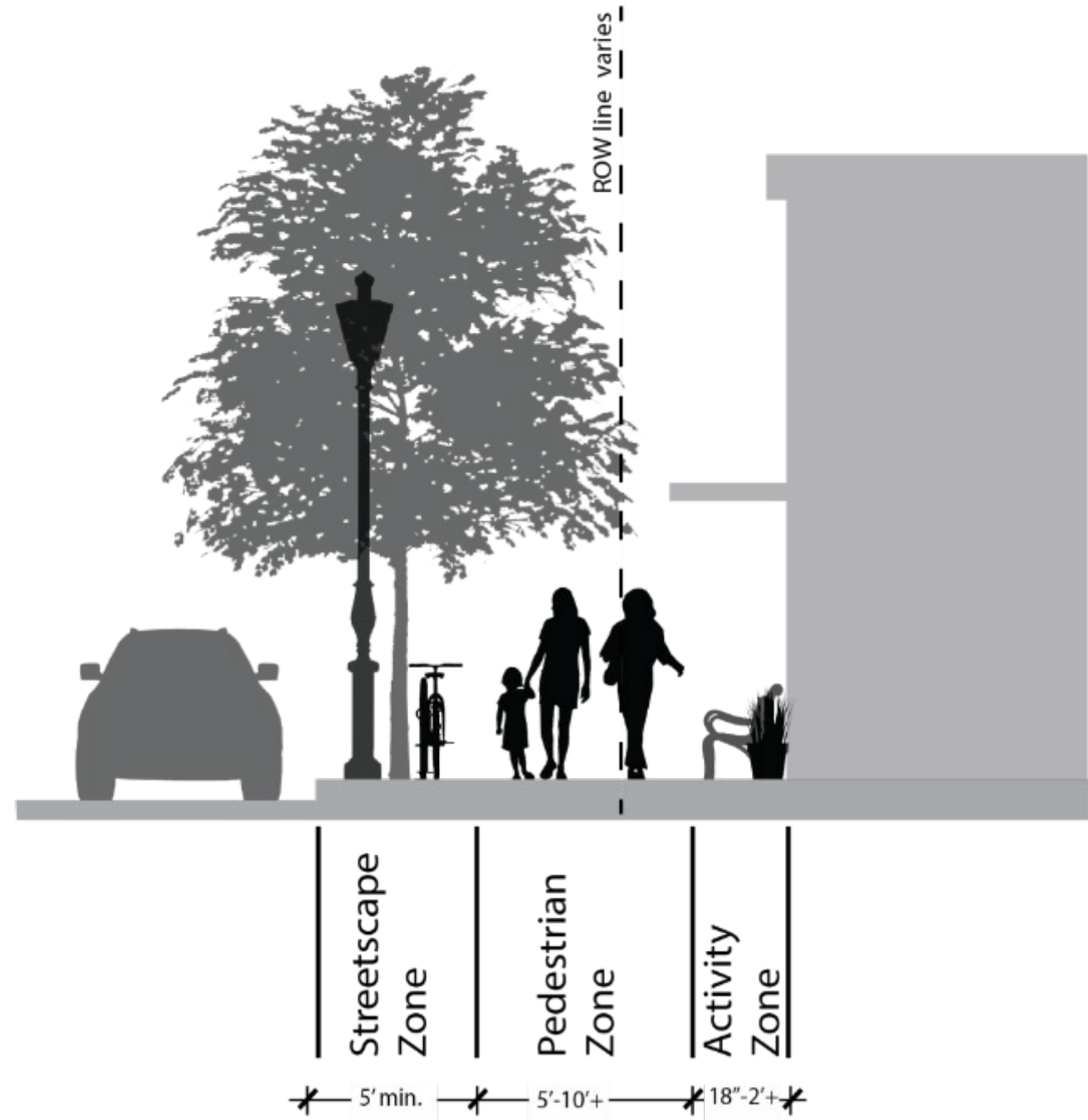
Commercial: 1 per 500 sf. *(first 3,000 sq. ft. exempt)*







Standards to ensure  
safe, comfortable and  
activated pedestrian  
environment





## SEPA Planned Action

Area-wide Environmental Impact Statement conducted in conjunction with Subarea Plan.

Development proposals consistent with the SEPA Planned Action Ordinance:

- Do not have to undergo an environmental threshold determination, and
- are not subject to SEPA appeals.

The City shall base its decision on review of a SEPA checklist and plan documents.



# Multi-Family Tax Exemption

- The proposed MFTE Program for Edmonds provides for the following:
- Is applicable to projects containing at least 20 dwelling units
- Exempts residential improvement value ONLY
- Nonresidential (commercial, e.g.) improvement value is NOT exempt.
- Land value is NOT exempt.



# Existing Conditions





# Public Investment





# Private Investment





# Current Project







Brad.Shipley@edmondswa.gov  
(425) 771-0220



# Bringing the Region Together: Planning for Bothell Rapid Transit

**October 4, 2019**

**Michael Kattermann, AICP**

**Community Development Director**



**City of Bothell™**



# BOTHELL SNAPSHOT

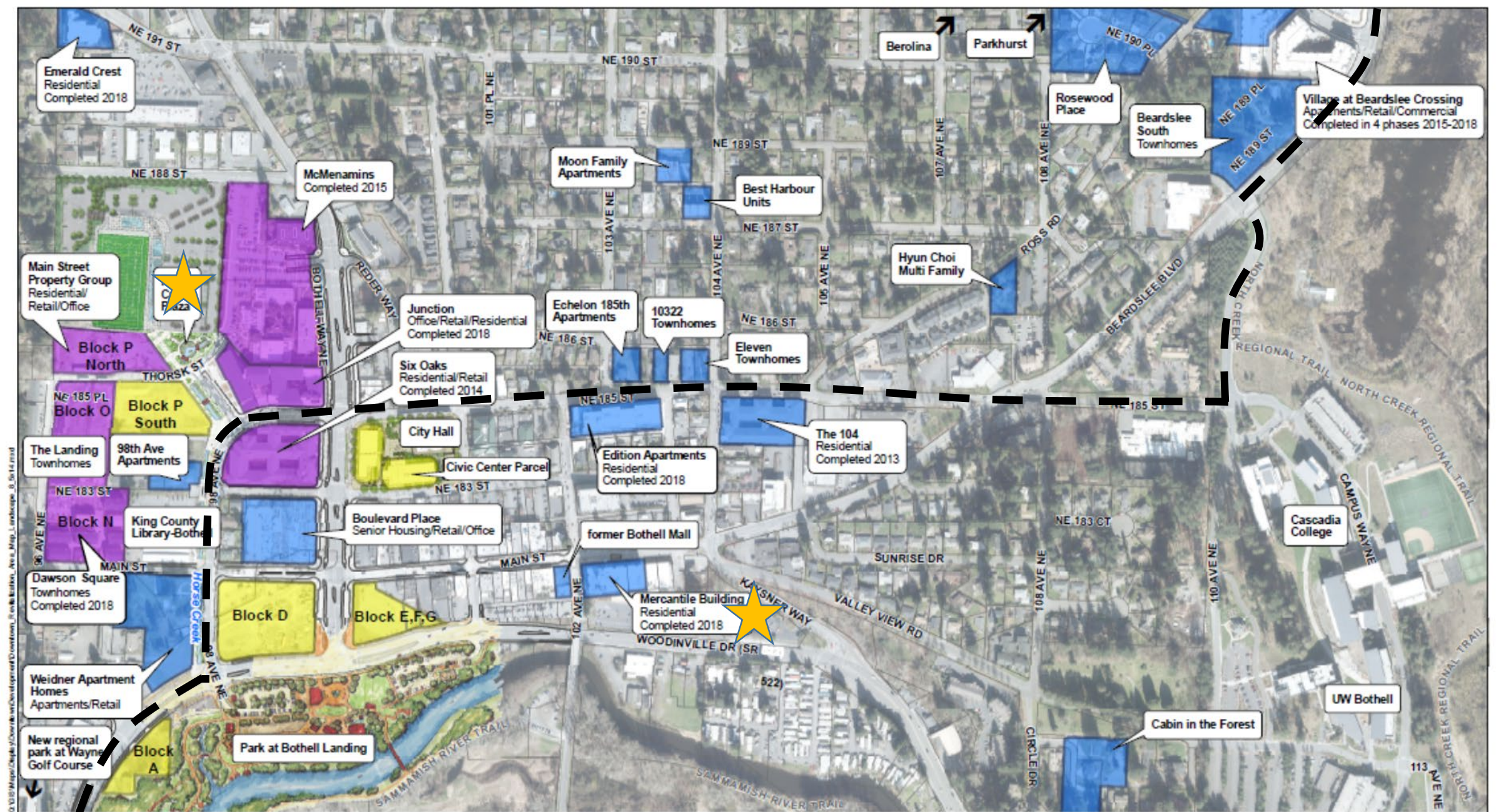
- 46,750 (est. 2019 pop.)
- King/Snohomish Counties
- Major activity centers
  - Downtown – UW Bothell/Cascadia College campus
  - Canyon Park regional growth center
  - Office/industrial parks east of I-405
- Transit service
  - Community Transit – local & BRT
  - Metro – local
  - Sound Transit – regional & BRT



# DOWNTOWN BOTHELL

- Vision
- Public/private investments (\$150M/\$600M+)
- Redevelopment projects
- Increased population
  - Traffic
  - Parking
  - Walkability
  - Transit





## City of Bothell Downtown Revitalization Area

### Developments

- Available For Sale by City
- Pending or Completed City parcel sales
- Other Development



Prepared by: GIS Services  
November 2018

0 250 500 1,000 Feet

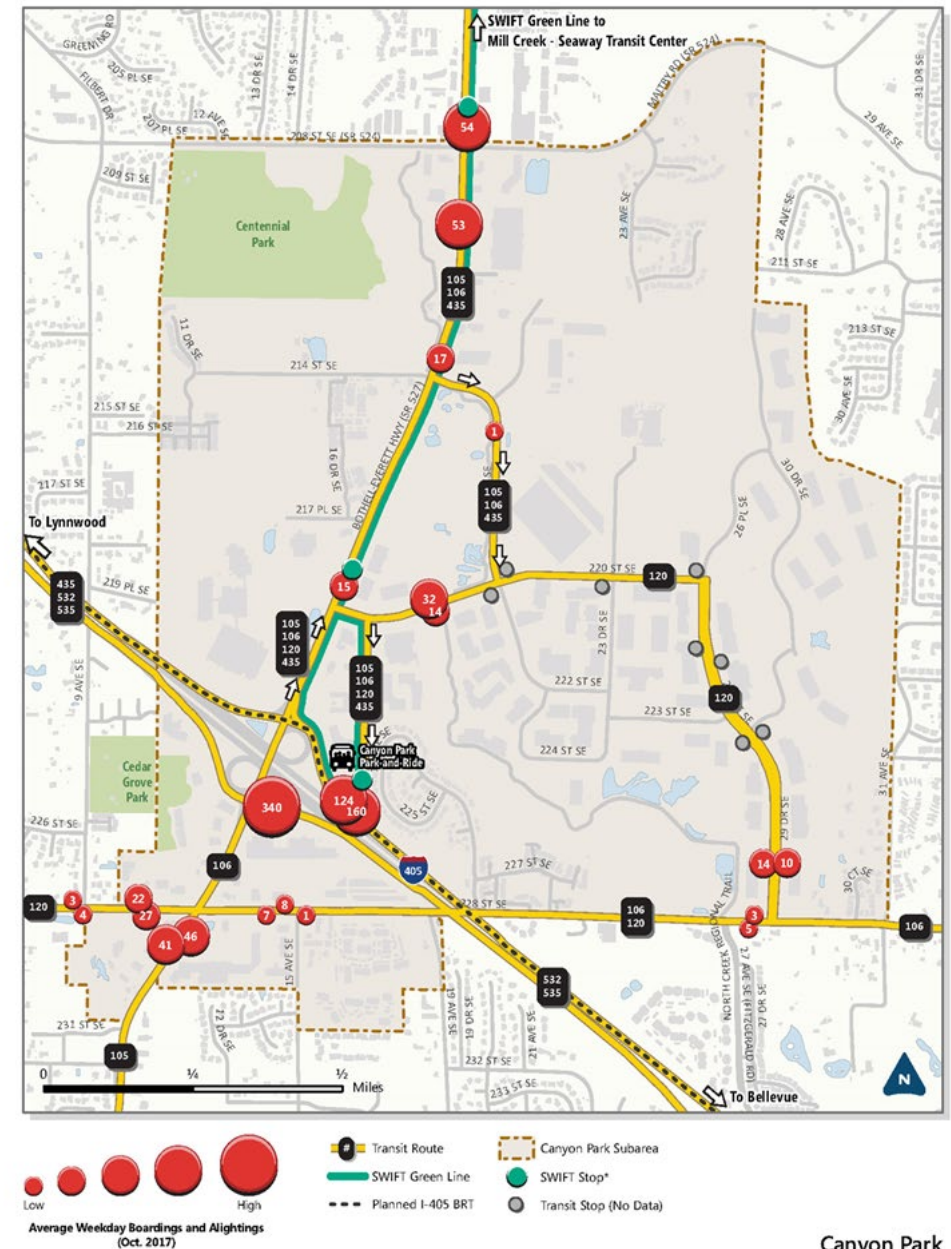
The City of Bothell delivers this data (map) in an AS-IS condition. GIS data (maps) are produced by the City of Bothell for internal purposes. No representation or guarantee is made concerning the accuracy, currency, or completeness of the information provided.





# CANYON PARK

- Regional Growth Center
- Suburban business park (14k jobs subarea)
- Evolve into mixed-use, walkable, urban area
- Retain employment base

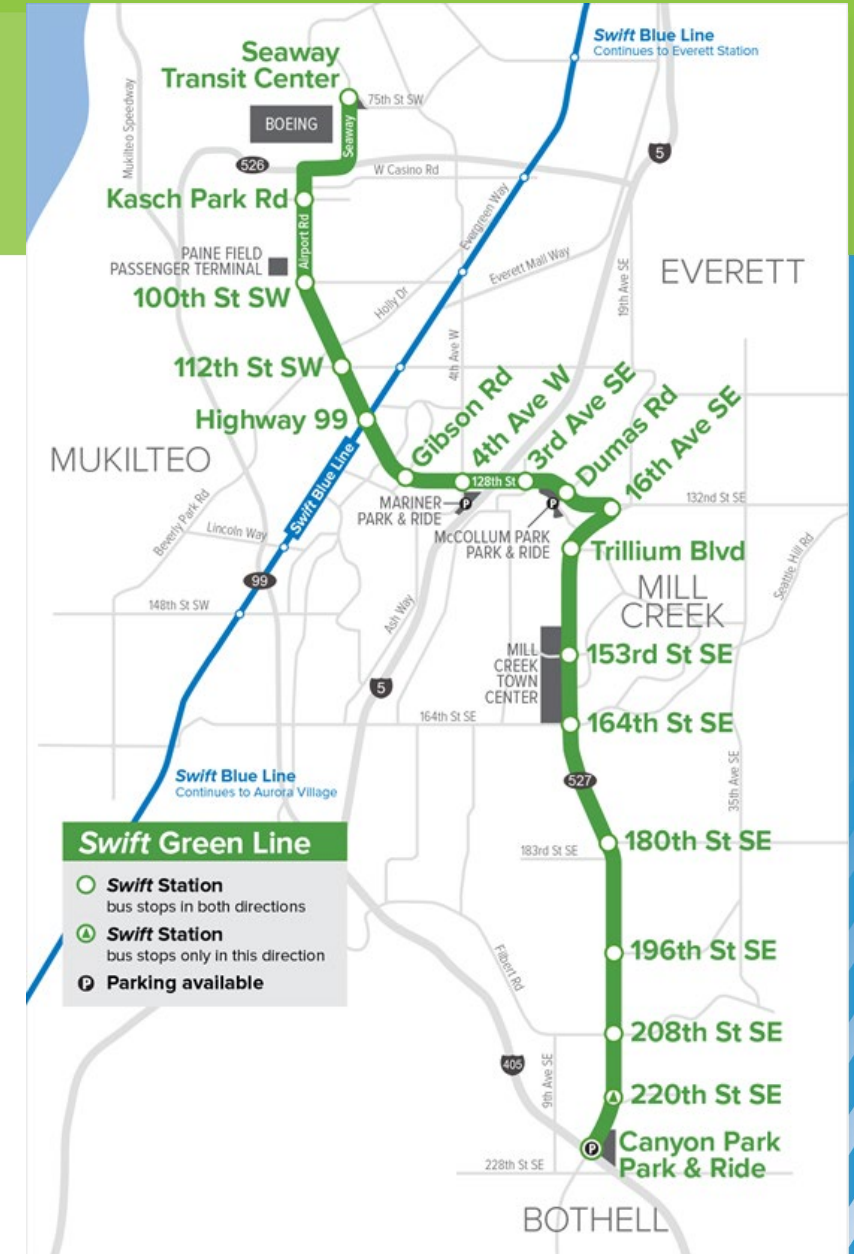


\* Ridership data does not include SWIFT Green Line, which began operations in March 2019

Canyon Park  
Existing Transit Boardings and Alightings

# COMMUNITY TRANSIT BRT

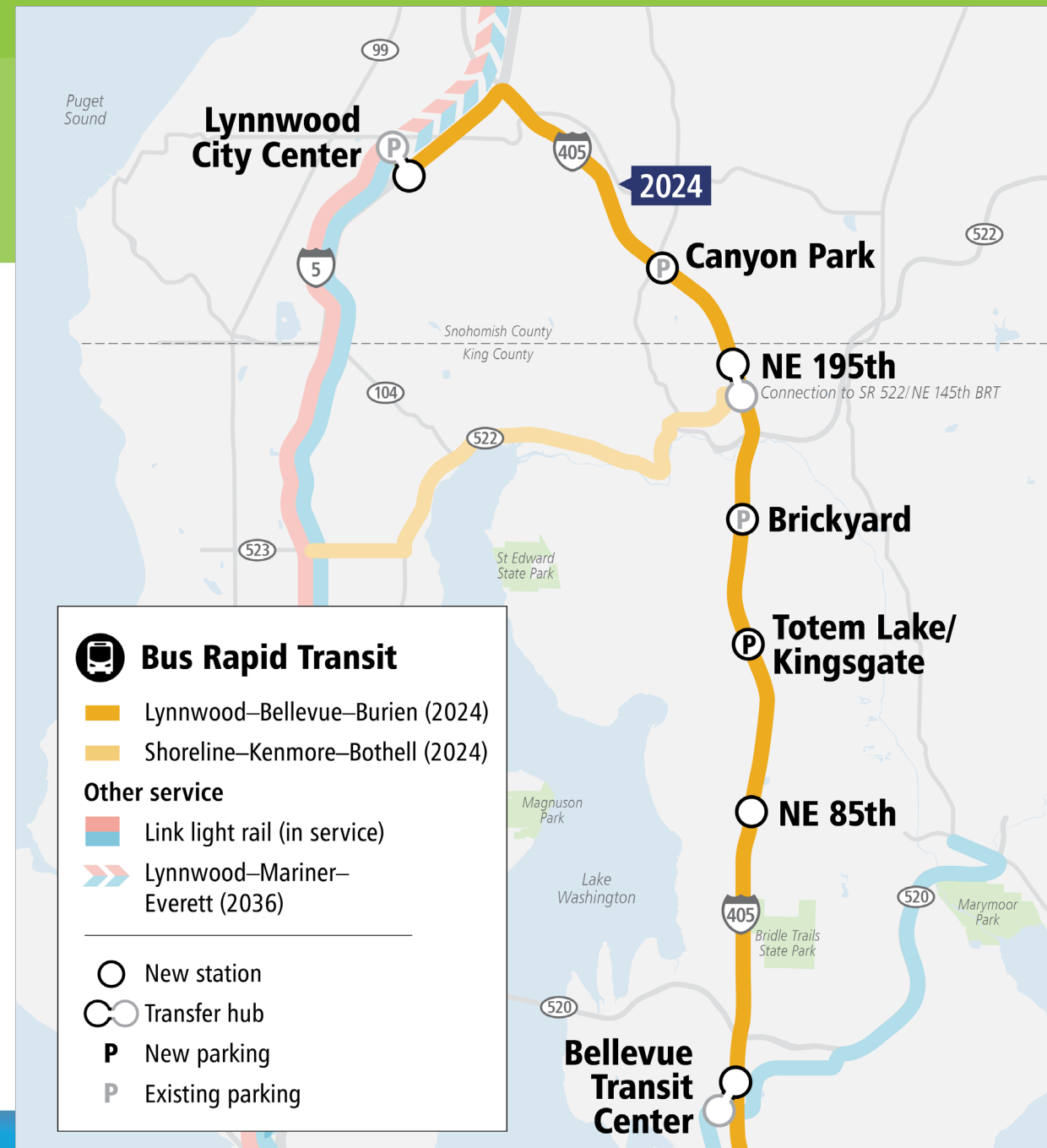
- Connects Canyon Park w/Paine Field & Everett
- Connects to future I-405 BRT
- Future service: Downtown Bothell Campus





# I-405 BRT

- Commuter v. TOD service
- 3 Bothell stops – 2 park & ride lots
- Express toll lane project



# KEY POINTS

- Plan for people
- Land use mix & intensity
- Mix of housing types & incomes
- Transit should serve plan



City of Bothell™



# Kirkland's TOD Experience

[illegible]



# Kirkland Vision

Increasing Affordable Housing Units





# Our Past...South Kirkland Park & Ride & TOD





# Our Present...Kingsgate Park & Ride & TOD



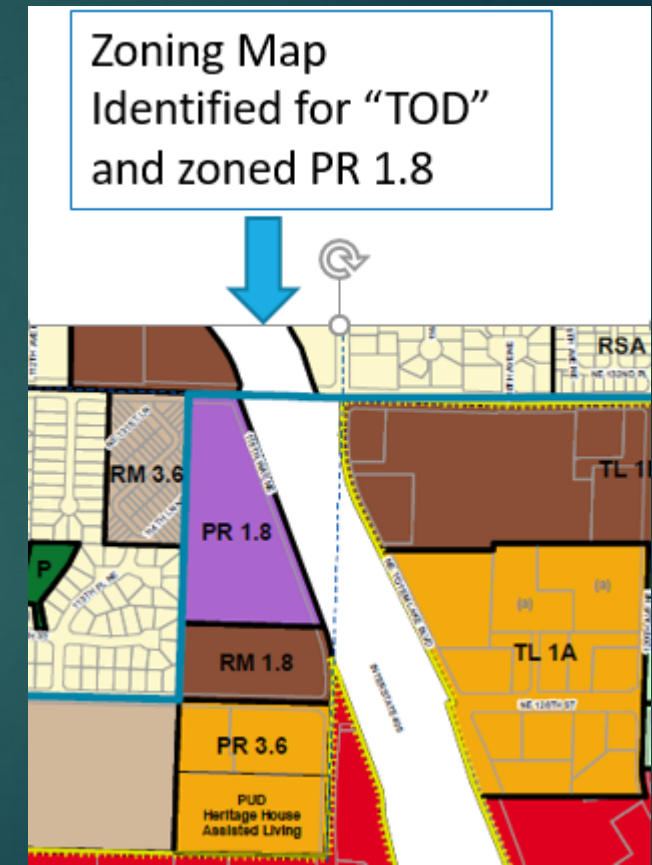
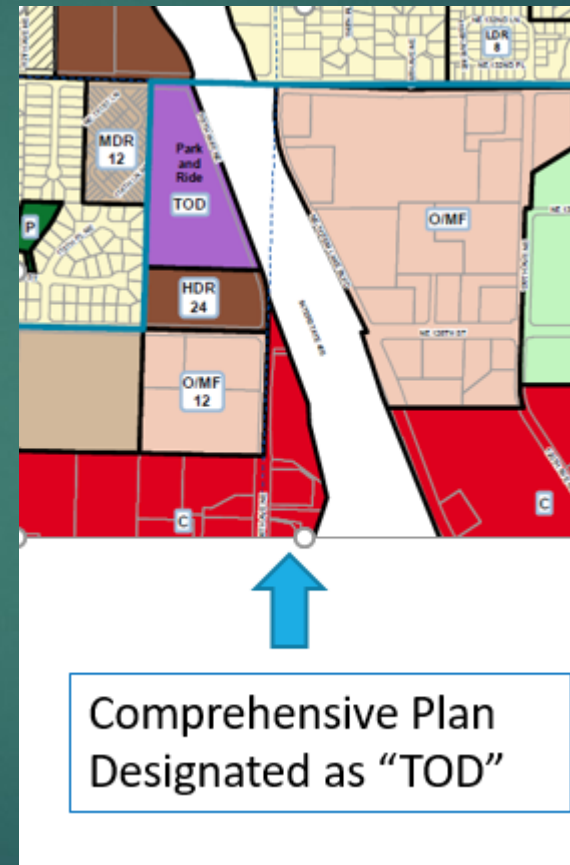
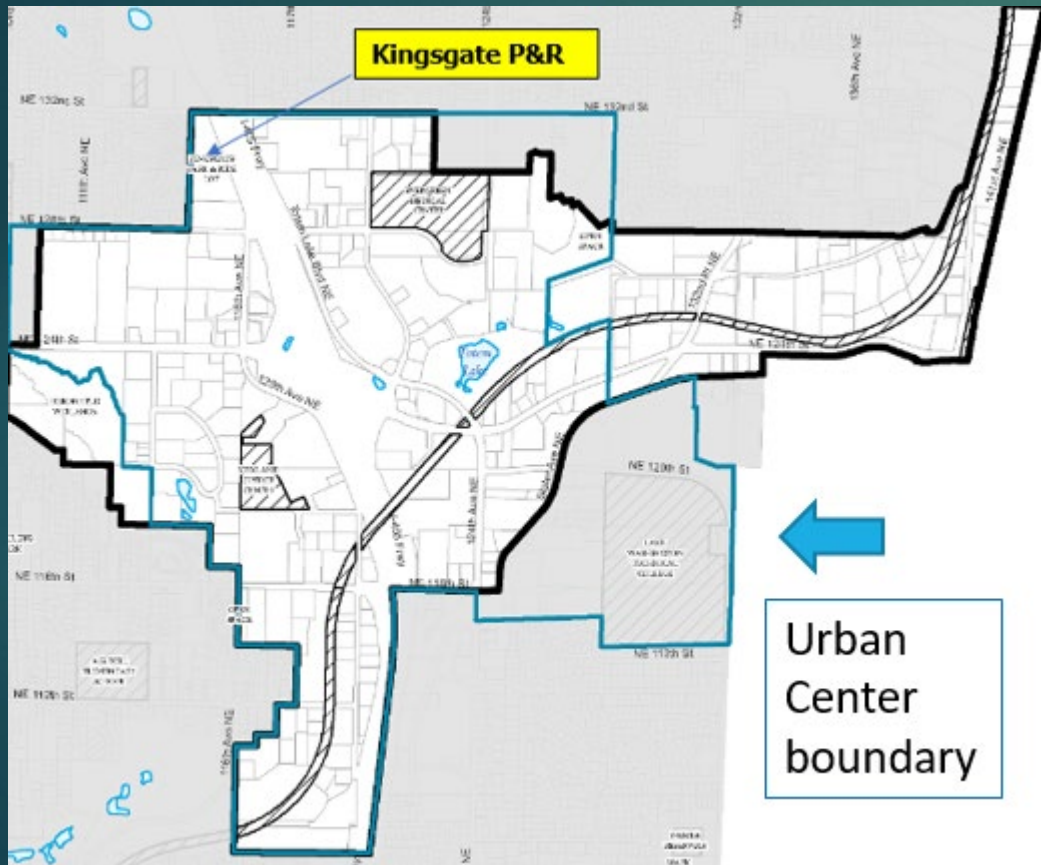
King County





# What partners did...

## Kirkland Land Use Changes—2015



# What Partners did...



***I-405 Bus Rapid Transit***

## Kingsgate Park-and-Ride Transit-Oriented Development Feasibility Study

Authorizing Legislation: ESB 5096

November 2018

Partners:

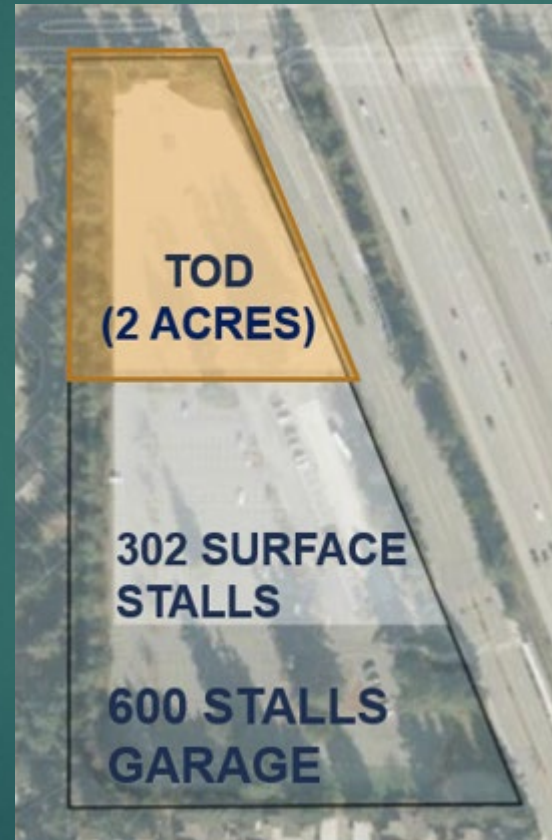




# Feasibility Study--2018



## Sound Transit Bus Rapid Transit (BRT) Station



Alternative scenarios for TOD – larger area available if all stalls are relocated to garage



# Developer's Forum

## Challenges

- Why no <sup>shared</sup> parking
- Free P+R parking
- Cost of building parking  
\$cost for cars
- Affordable hsg. residents  
park @ night - P+R = day parking
- OK → SKPR - reduces rate parking  
may do the same
- Imagine Hsg. study - mkt
- No still should  
DAY- VS- NIS
- How did we set  
ST3 → security & mainte
- Get parking consu

## Challenges cont'd

- Look @ current WSDOT & ST3 requirement  
for parking - wk w/ Legislature
- KC doesn't want to fund parking  
financial help w/ parking would help
- Cost of parking - what is right amt \$  
- <sup>right sizing</sup> 300 affordable / 300 market rate: would  
need partner / mass housing issue
- Lower required parking
- Phasing of housing? - & parking
- Would like not to build Pkg for affordable  
Lone level of parking under bldgs. Hsg.  
- Build Buildings after parking @ the  
bottom  
- Like SKPR
- freeway noise - pkg buffer to noise?

## Opportunities

- Great location
- Opp. for affordable Hsg.
- Amenity rich (High School, Elem,  
Grocery, hospital, TL Develop)
- Proactive City Invol.
- Promoting going for Afford. Hsg.
- Prox. to transit.
- Connectivity & accessibility
- Public/Private partn. - new  
Pilot project - disrupts of view  
using public land wisely.
- Flat size - Room to develop
- Meet mission - Live & wk in comm
- Good market

## Lessons learned

- Eliminate risk of affordable housing  
make it certain
- Public funders, make it a priority - to  
affordable hsg. <sup>early commitment</sup>  
from (KC: Archt - state - etc).
- Look for specific earmark for this project  
collaboration from funders (agencies)
- Need to solve the cost estimate
- Early engagement w/ developers & City & KC
- Govt entities - need to be on same page
- 2024 is a timeline for abt 8 TODs  
so need funders to set priorities - more  
opportunities then funding
- Larger set of realities - beyond this project  
funding & building
- Can WSDOT construct the parking in a  
more efficient layout
  - Evaluate - where least impactful  
& highest & best use for other uses
  - Connectivity to hospital

flexible on site layout going  
and

derations for residential siting  
rest facing  
orse

see  
territory view  
out there view

is the best footprint

tension because ST needs to move

be nice if no KC or Archt money is  
ed - instead it could be done w/ 4%  
d way to show Pilot - to others

at rate = need clear path for development  
id ambiguities -  
npetitive environment

ination w/ 4 agencies in this room  
shared vision & goal  
opportunity & challenge

- Master Plan will help certainty
- need to select Private developer in 2020 or 2 years  
before construction





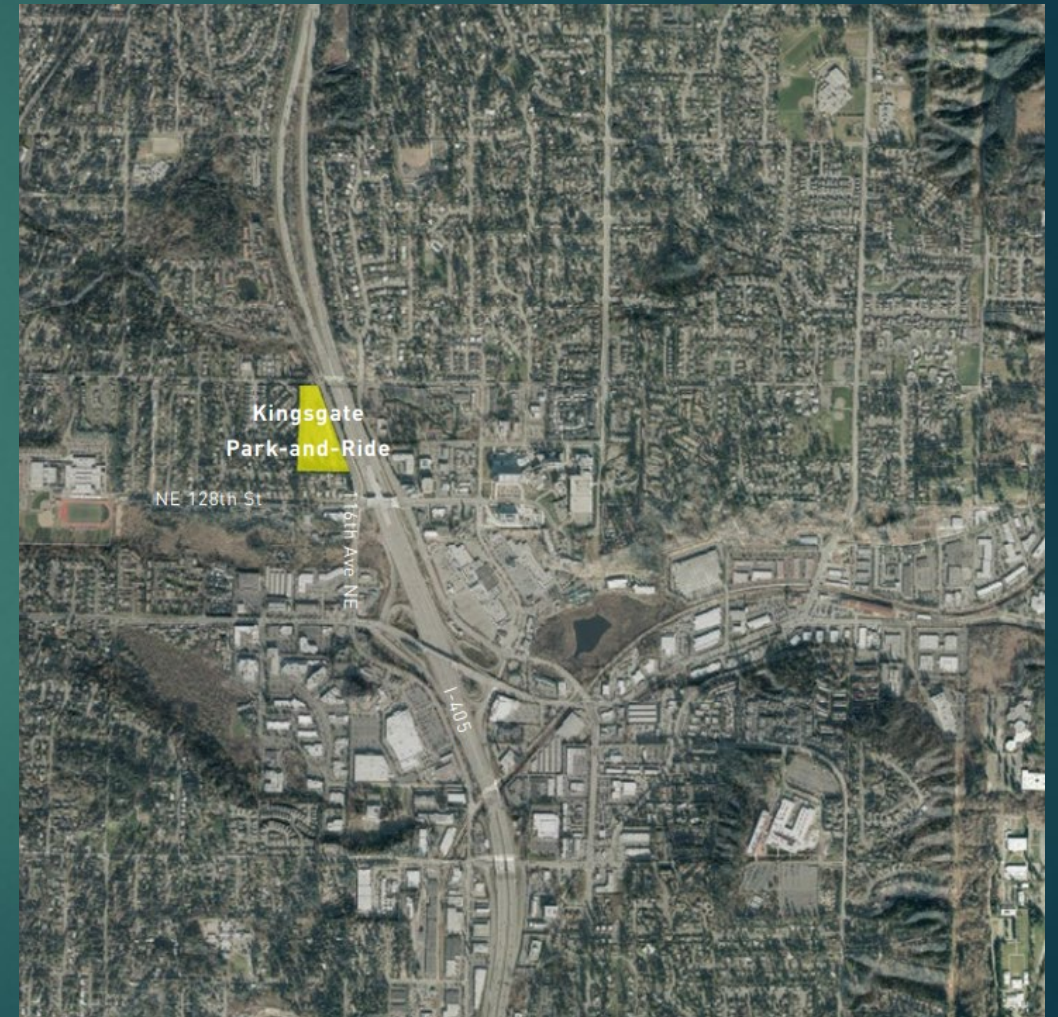
# What the partners did...





# What Partners are doing...

## I-405 at 132<sup>nd</sup> Interchange Improvement Project





# Our Future...

## I-405 BRT Station @ NE 85<sup>th</sup> Street





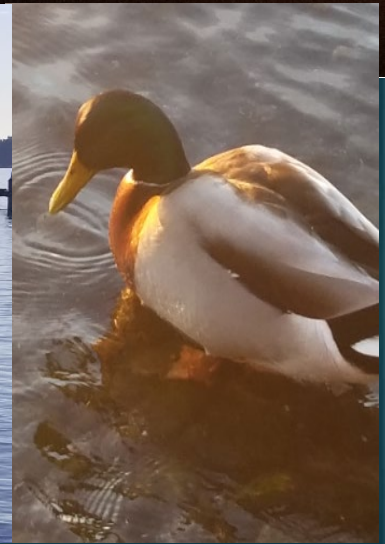
# Lessons We're Learning

- Coordinate
- Communicate
- Collaborate
- Working group meet regularly
- With consistent leadership and
- Facilitation
- Developing TOD is complex...each project is unique but they all are complex
- Never say Never!





Thank you!





# **Making the Most of BRT**

## **The role of WSDOT's Regional Transit Coordination Division**

Lisa Ballard, Integration Planner – WSDOT Regional Transit Coordination Division  
Bringing the Region Together: BRT Event  
October 4, 2019



# Who do you think WSDOT is?





# Who do you think WSDOT is?





# STRATEGIC PLAN



## VISION

Washington travelers have a safe, sustainable and integrated multimodal transportation system.

## MISSION

We provide safe, reliable and cost-effective transportation options to improve communities and economic vitality for people and businesses.

## VALUES

- Safety
- Engagement
- Innovation
- Integrity
- Leadership
- Sustainability

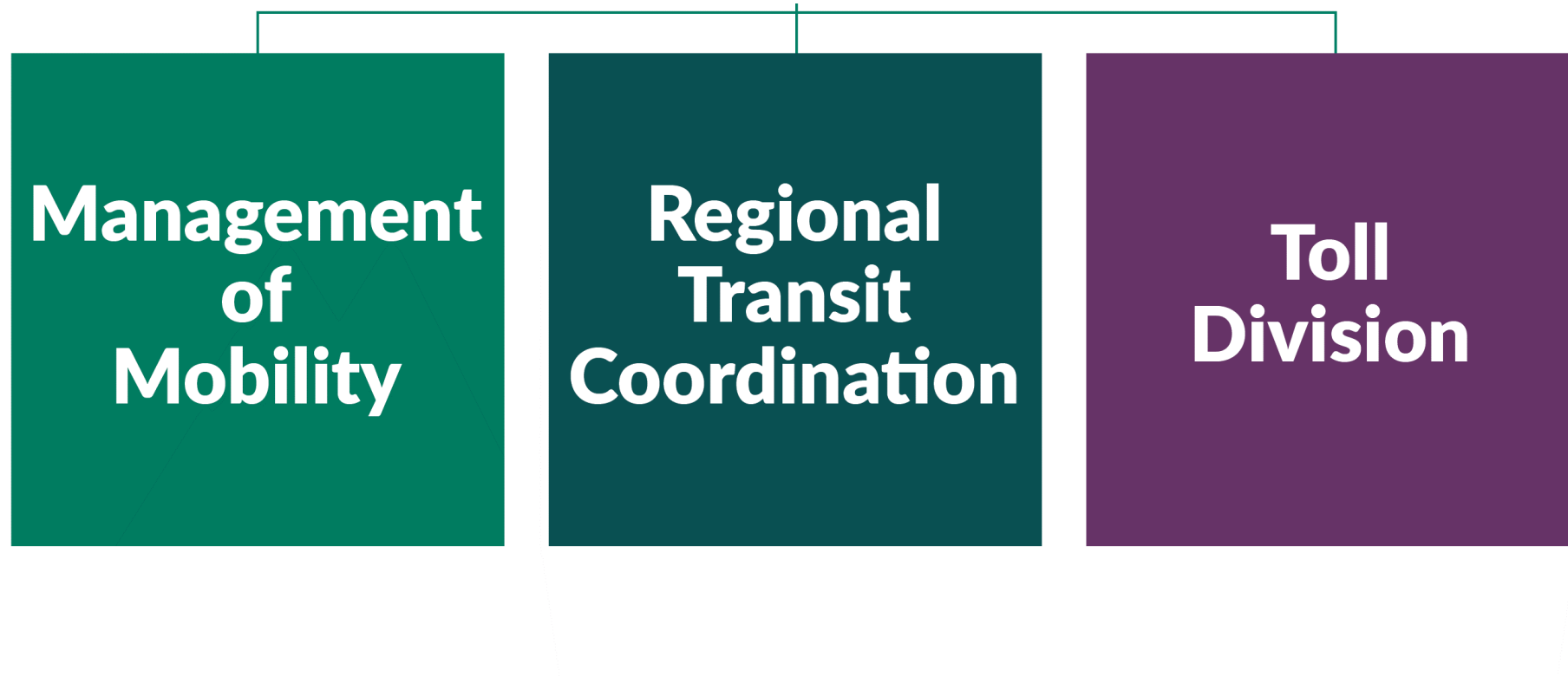
## GOAL AREAS

- Inclusion
- Practical Solutions
- Workforce Development





# WSDOT: Office of Urban Mobility and Access



# RTCD Transit Partners

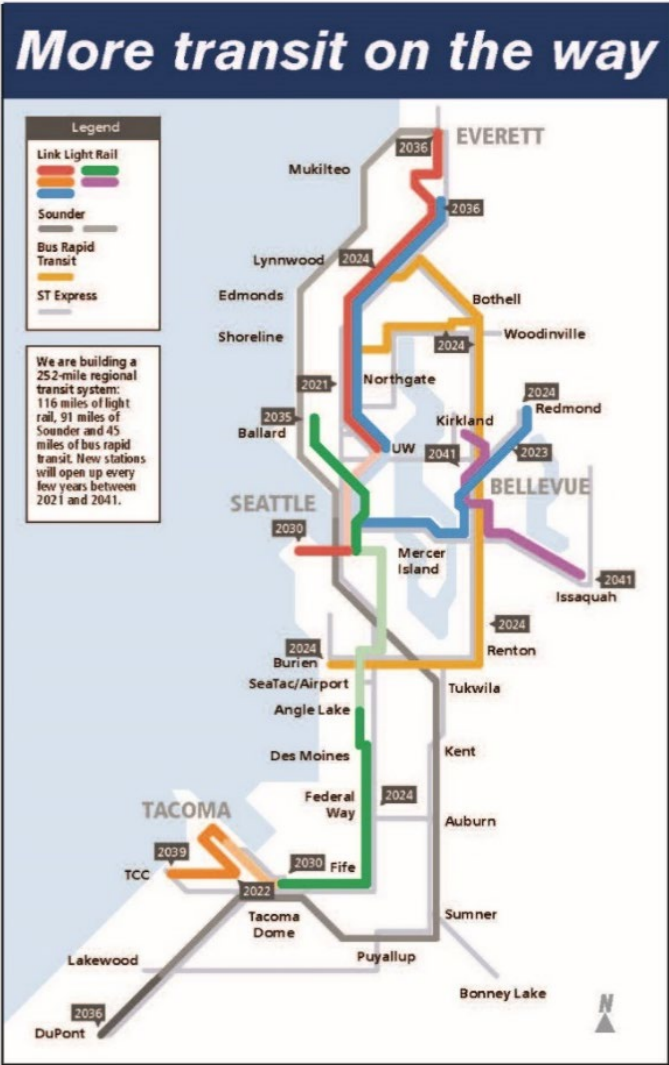
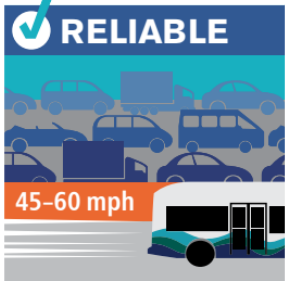
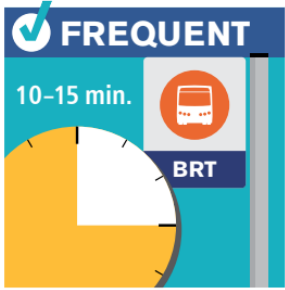


EVERETT TRANSIT





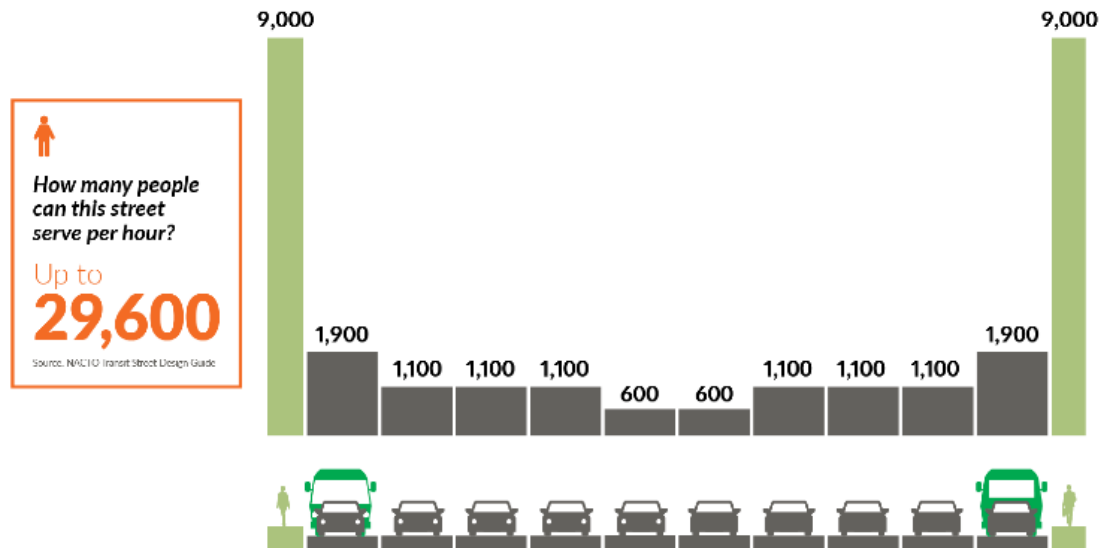
# Sound Transit I-405 BRT / SR 522 BRT



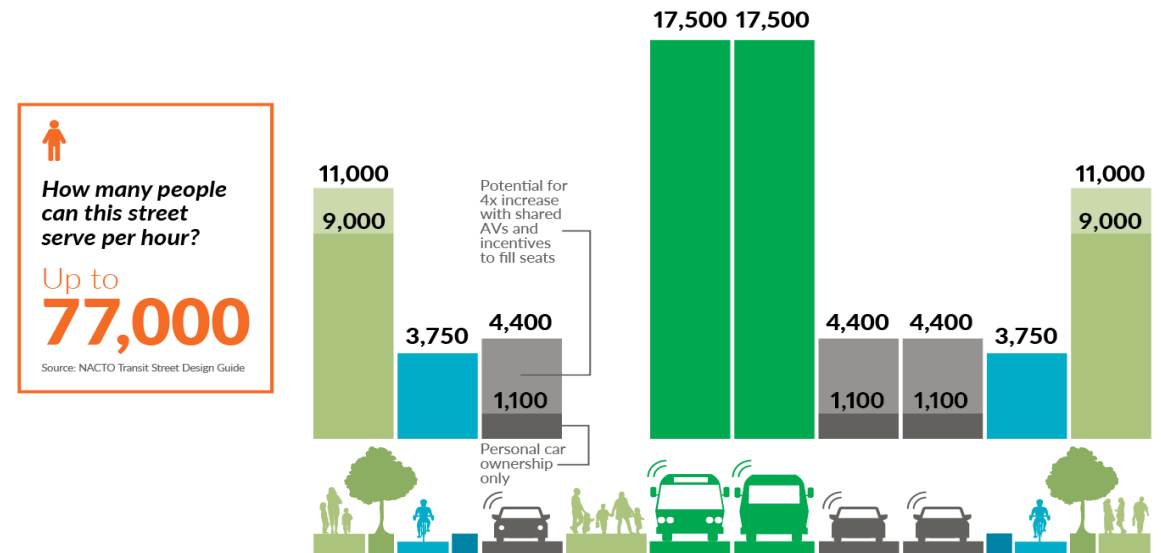
# A new way to look at our transportation system

If we manage the asphalt and concrete, we can move more people

## The 20<sup>th</sup> century way



## The 21<sup>st</sup> century way





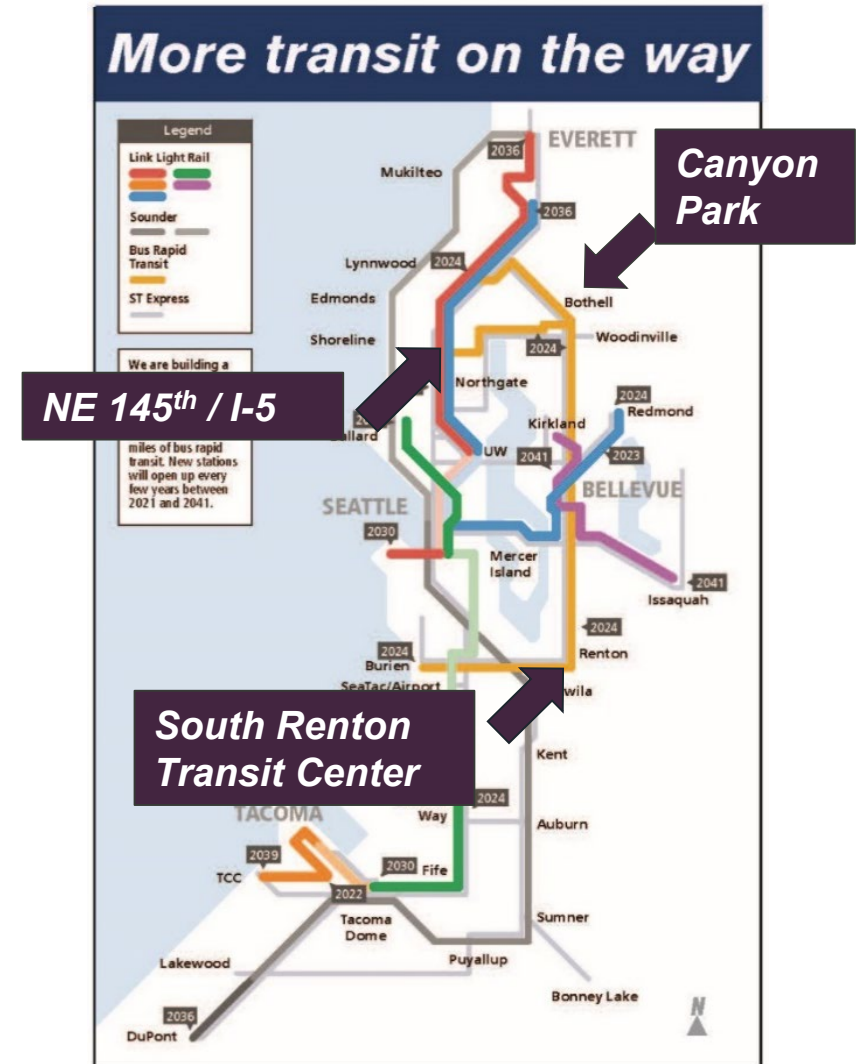
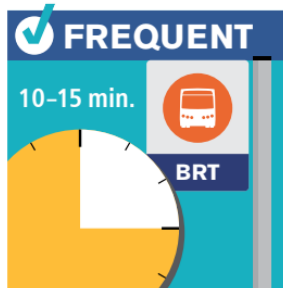
# Barrier: The 20<sup>th</sup> Century Way in Washington



Universitätsstrasse in the University District of Zürich  
(Norman Garrick/CityLab)

<https://www.citylab.com/perspective/2019/09/urban-planning-zurich-public-transit-street-design-traffic/599011/>

# Sound Transit I-405 BRT / SR 522 BRT





# Opportunities and Barriers

## South Renton Transit Center

### Opportunity

- WSDOT owned park and ride lot is prime target for TOD

### Barriers

- Requirement to maintain number of parking stalls in park & ride lots
- Constraints of schedule for I-405 BRT
- Level of effort needed to overcome barriers

### Solution

- Flexible design



# Opportunities and Barriers

## Canyon Park Transit Center and Park & Ride

### Opportunity

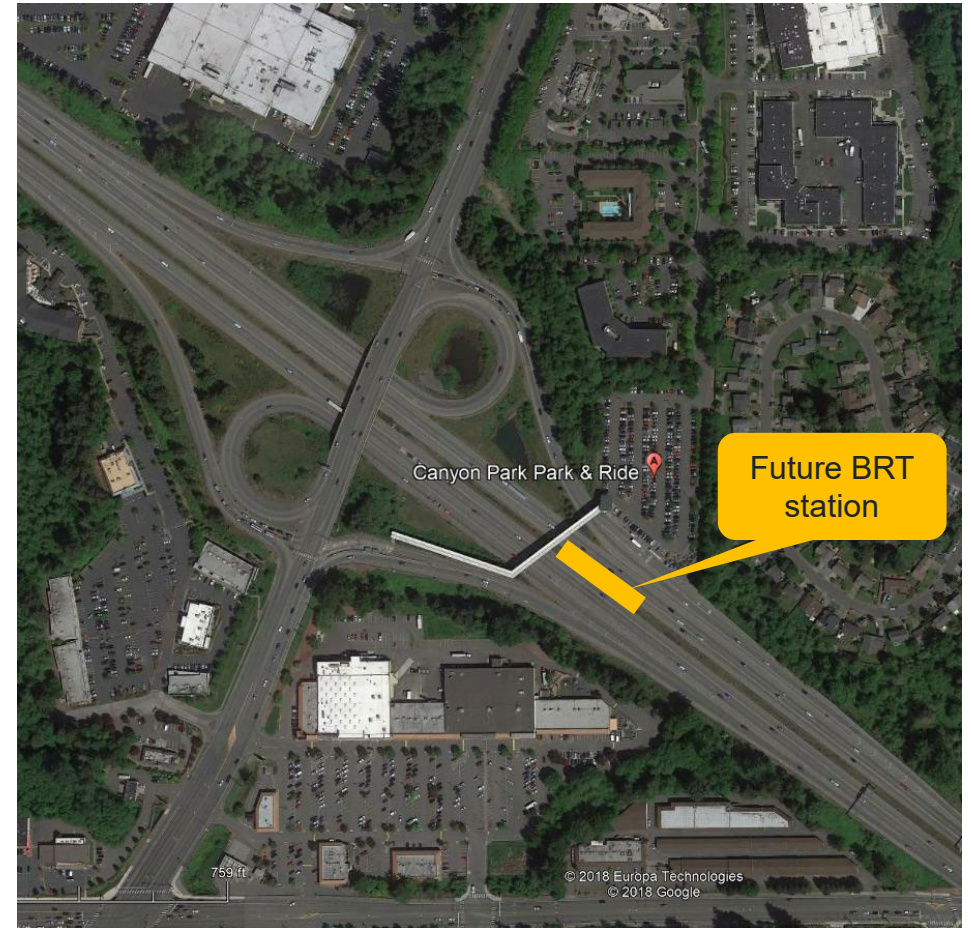
- Repurpose parking for transit, mobility
- Implement with planned I-405 project

### Barriers

- Requirement to maintain number of parking stalls in park & ride lots
- Scope, schedule, and budget for the current I-405 project that will impact the site
- Level of effort needed to overcome barriers

### Solution

- Flexible design

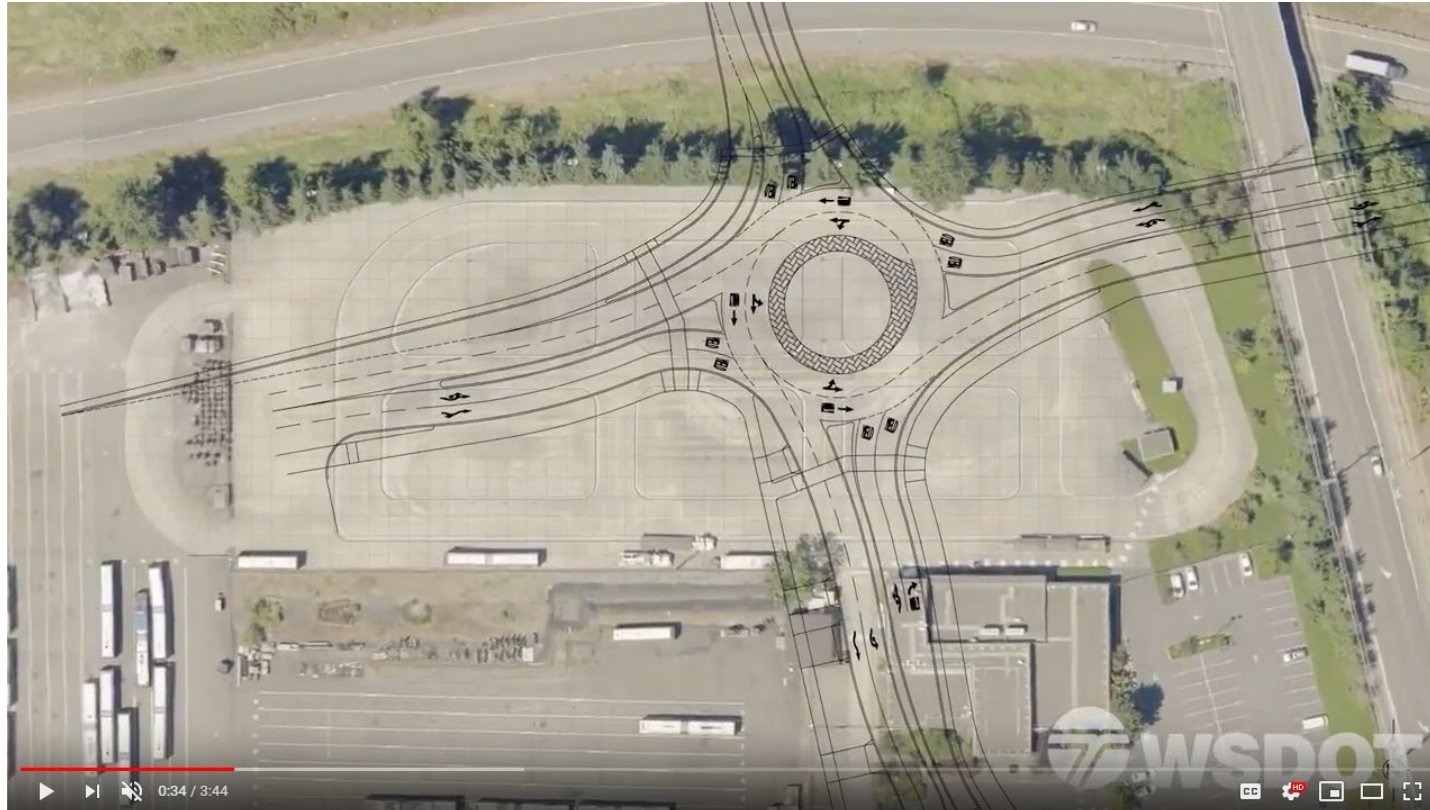




# Opportunities and Barriers

## Multimodal Operations on NE 145<sup>th</sup>

“An event like this is true collaboration”



Testing designs in  
the ‘Roundabout  
Rodeo’

<https://youtu.be/JjMcREkhFsA>

# Collaboration

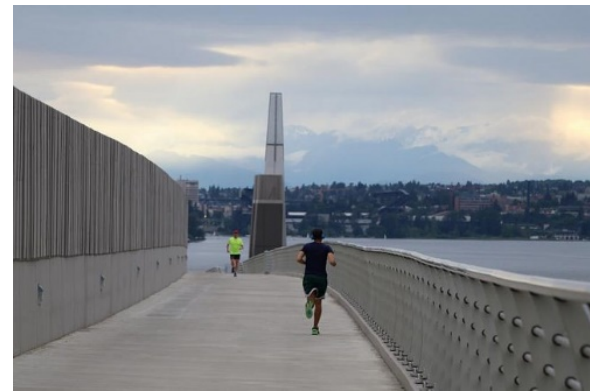




# Transportation Matters

## Quality of life

- Climate Change
- Affordable housing
- Public health
- Access to nature, recreation



# Thank You!

## Contact Information:

Lisa Ballard, Integration Planner - Regional Transit Coordination Division  
[ballardl@wsdot.wa.gov](mailto:ballardl@wsdot.wa.gov), 206.464.1254

Celeste Gilman, Deputy Director - Regional Transit Coordination Division  
[gilmanc@wsdot.wa.gov](mailto:gilmanc@wsdot.wa.gov), 206.464.1219

Philip Harris, Integration Planner - Regional Transit Coordination Division  
[harriph@wsdot.wa.gov](mailto:harriph@wsdot.wa.gov) 206.464.1285