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
project area
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

Connection to Future Regional Rail via 228th

Better Transfers
• 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
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.
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.
Public Investment
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
• 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
CANYON PARK

• Regional Growth Center
• Suburban business park (14k jobs subarea)
• Evolve into mixed-use, walkable, urban area
• Retain employment base
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
Bringing the Region Together
Making the Most of BRT
Kirkland’s TOD Experience

June Carlson
Transportation Strategic Advisor
City of Kirkland
Kirkland Vision

Increasing Affordable Housing Units
Our Past...South Kirkland Park & Ride & TOD
Our Present... Kingsgate Park & Ride & TOD
What partners did...
Kirkland Land Use Changes—2015

Urban Center boundary

Comprehensive Plan Designated as “TOD”

Zoning Map Identified for “TOD” and zoned PR 1.8
What Partners did...
Feasibility Study--2018

Alternative scenarios for TOD – larger area available if all stalls are relocated to garage.
Developer’s Forum

Challenges

- Why no PNR parking
- Free PNR parking
- Cost of building parking
- Cost for cars
- Affordable hsq. residents
- Parking @ night - PNR, day parking
- Security
- No street standards
- Traffic
- Housing set as
- Street safety
- Get parking on

Challenges cont’d

- Look at current
- Updated site
- Site requires
- Parking
- KC doesn’t want to fund parking
- Financial help
- Parking could help
- Cost of parking - what is right unit
- 300 affordable, 300 market-rate would need partner/mass housing issue
- Lower required parking
- Phasing of housing - parking
- Would like not to build PNR for affordable
- One level of parking under tgs.
- Build buildings after parking @ the
- Lower 3KPR
- Freeway noise - play buffer to noise?

Opportunities

Great location
- Opp. for affordable Hsq.
- Amenities rich (High School, Eton,
- Grocery, hospital, TL develop)
- Proactive city invol.
- Promoting bang as a good Hsq.
- Flex, tenants
- Connectivity & accessibility

Public/Private parts
- New
- Pilot project - example of view
- Using public land wisely.

Flat-Isue - Room to develop
- Meet mission - live, work in comm
- Good market

Lessons learned

- Eliminate risk if affordable housing
  make it certain
- Public entities make it priority to
  affordable housing
- Commitment from KC, Arch (state etc.)
- Look for specific areas to be the project
  (collaboration from entities)
- Need to solve the cost estimate
- Early engagement with developers (Ala + KC)
- Grant entities need to be on same page
- 2021 is a timeline & alot to do
- So need funding to get priorities move
- Opportunities then finding
- Larger set of realities - beyond this project
- Housing building
- Can we provisions to construct when in
  a more efficient layout
- Guvenel - where least impactful
  & highest 1st use for other uses
- Accessibility to hospital

- Flexible on site layout going
  and
- Develop for residential
  not parking
- Zero
- Sidewalk view
- Spatial view
- Visual

- Planning because of needs to move
- Be nice, if no KC or Arch money, is
  it worth it, could be done w/o
  - Large pilot to show to others
  - Need clear path & development
- Ambiguity -
- Positive environment
- Interaction with agencies in this comm
- Shared vision, goal
- Opportunity in challenge

- Prosper Pn will help certainly
- Need to select Private developer in 2 or 2
  years before construction
What the partners did...
What Partners are doing...

I-405 at 132nd Interchange Improvement Project
Our Future...
I-405 BRT Station
@ NE 85th 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

WORKFORCE DEVELOPMENT
• Employee Engagement
• Modern Work Environment
• Talent Development
• Talent Pipelines
• Workforce Analysis & Growth

INCLUSION
• Inclusive Workforce
• Diverse Workforce
• Diverse Business Spending
• Create Opportunity
• Community Engagement

PRACTICAL SOLUTIONS
• Asset Management
• Integrate Systems & Modes
• Practical Decision Making
• Aligning Investments
• Budget & Policy Alignment

Safety
Engagement
Innovation
Integrity
Leadership
Sustainability
WSDOT: Office of Urban Mobility and Access

- Management of Mobility
- Regional Transit Coordination
- Toll Division
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 20th century way

The 21st century way
Barrier: The 20th Century Way in Washington

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

Sound Transit
I-405 BRT / SR 522 BRT

Canyon Park

NE 145th / I-5

South Renton Transit Center
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 145th

“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, 206.464.1254

Celeste Gilman, Deputy Director - Regional Transit Coordination Division
gilmanc@wsdot.wa.gov, 206.464.1219

Philip Harris, Integration Planner - Regional Transit Coordination Division
harriph@wsdot.wa.gov  206.464.1285