

CITY COUNCIL STUDY SESSION**Multimodal Concurrency Code Amendments**

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DIRECTION NEEDED FROM COUNCIL**DIRECTION**

At tonight's meeting, staff will review the Transportation Commission's recommendation to repeal the existing Traffic Standards Code (BCC 14.10) and replace with a new Multimodal Concurrency Code (BCC 14.10) to enable implementation of a new multimodal concurrency system per recently adopted policy, as well as staff recommended minor changes to the Transportation Development Code (BCC 14.60) and Transportation Impact Fee Program (BCC 22.16).

Staff seeks Council direction to return at a future meeting with an Ordinance to adopt the proposed code amendments.

RECOMMENDATION

Direct staff to return with an Ordinance to adopt the proposed code amendments as recommended by the Transportation Commission and staff.

BACKGROUND & ANALYSIS

The 2021 amendments to the Bellevue Comprehensive Plan established the policy to implement a multimodal concurrency system in Bellevue. The Mobility Implementation Plan (MIP), adopted in April 2022, established the framework to implement the multimodal concurrency policy from the Comprehensive Plan. These amendments were adopted because Council determined a new environmentally and financially sustainable approach to concurrency was needed to better align with the City's transportation vision and the equity needs of an increasingly diverse community.

On April 11, 2022, the City Council directed the Transportation Commission and staff to prepare a recommendation for amendments to the Traffic Standards Code (BCC 14.10) to implement the new multimodal transportation concurrency system. This process is now complete; see the transmittal letter marked Attachment A. Staff recommends repealing the existing Traffic Standards Code and replacing it with the new Multimodal Concurrency Code per Attachment B.

The proposed code will continue to be consistent with the concurrency requirements in the Growth Management Act (GMA). The GMA requires cities to invest in transportation facilities within six years of allowing new development (i.e. concurrent with new development). The GMA also requires cities to define a level of service standard for concurrency to be met.

Bellevue's existing concurrency system is not consistent with recently adopted policy that requires all modes of transportation to be considered, and for concurrency to be sustainable and equitable. The existing system, in place for approximately three decades, only considers the vehicle mode of transportation, and is only applied to a small portion of the entire transportation system – namely selected “system” intersections. The standard for the existing system is a measure of vehicle congestion level at the system intersections.

The proposed code amendments are consistent with recent concurrency policy changes adopted by Council. The new system considers all four modes of transportation (vehicle, walk, bike, and transit) as defined by the recently adopted MIP. The multimodal approach is based on “system completeness”, meaning the implementation of a transportation system to improve mobility for all modes that aligns with a planned amount of growth and transportation spending. The new standard considers if the supply of transportation facilities contributing toward system completeness exceeds the demand for transportation facilities by a new development proposal.

The proposed Multimodal Concurrency Code contains the elements necessary for staff to implement the new concurrency system. In addition to being “system completeness” based and establishing the new level of service standard, the proposed code establishes mobility units as the basis for comparing system supply and demand and allows the Transportation Director to establish an Implementation Guide to provide the guidance and technical details for the program.

Minor changes to the Transportation Development Code (BCC 14.60) and Transportation Impact Fee Program (BCC 22.16) are also recommended. This would ensure these two codes are consistent in content and nomenclature with the proposed substantial changes to the Traffic Standards Code. See Attachments C and D, respectively.

On May 3, 2022, a virtual open house was held to gather comments on the proposed draft code amendment. The virtual open house was attended by 15 people, and very limited verbal questions or comments were received on the code itself. Additionally, only one written comment was received, a recommendation to move forward with the code amendment by the Bellevue Chamber of Commerce (Attachment E). Based on the results of the virtual open house, and the written comments received, no substantial changes to the draft code are recommended by the Transportation Commission or staff.

The draft code amendment allows for the Transportation Director to adopt rules for the administration of multimodal concurrency (i.e. the Implementation Guide), following a public hearing facilitated by the Transportation Commission. Council action to adopt the proposed code in July 2022 is needed to allow the public hearing to take place at the September 8, 2022 Transportation Commission meeting and allow implementation of the new concurrency system in 2022. After the hearing, the Transportation Director will consider the comments and make any adjustments prior to approving the Implementation Guide. The proposed code amendments will become effective 30 days after the Implementation Guide's approval and will mark the start of the new concurrency system.

In summary, the Transportation Commission finds the proposed amendments to be consistent with the recent multimodal concurrency policies established with the Comprehensive Plan Amendment and MIP, and as proposed will enable staff to successfully implement the new multimodal concurrency system per the recently adopted policy.

POLICY & FISCAL IMPACTS

Policy Impact

Comprehensive Plan, Transportation Element

The 2021 amendments to the Bellevue Comprehensive Plan established the policy to implement a multimodal concurrency system in Bellevue. Specifically, Transportation Element policy TR-28 directs the City to *“Employ a citywide multimodal level-of-service concurrency standard that provides facilities that meet the demand from new development.”*

Mobility Implementation Plan

The adoption of the MIP in April 2022 established the framework to implement the multimodal concurrency policy from the Comprehensive Plan. This framework is contained in Chapter 7, and among other things establishes the system completeness approach as well as the new concurrency standard.

State Environmental Policy Act

The Environmental Coordinator for the City of Bellevue determined that adopting and implementing the Multimodal Concurrency Code will not result in any probable, significant adverse environmental impacts. A Determination of Non-Significance (DNS) has been issued, and there were no appeals.

Fiscal Impact

There is no fiscal impact associated with implementing these changes.

OPTIONS

1. Direct staff to return with an Ordinance to adopt the proposed code amendments as recommended by the Transportation Commission and staff.
2. Provide alternative direction to staff.

ATTACHMENTS

- A. Transmittal Letter to City Council
- B. Draft Multimodal Concurrency Code (BCC14.10)
- C. Draft Amendments to the Transportation Development Code (BCC 14.60)
- D. Draft Amendments to the Transportation Impact Fee Program (BCC 22.16)
- E. Letter of Support from Bellevue Chamber of Commerce

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N/A