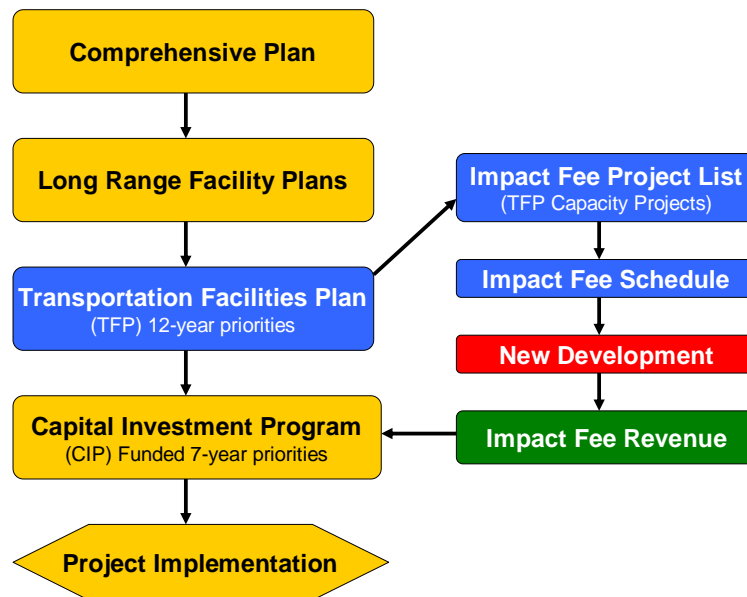


## Impact Fee Briefing Paper

At the June 10, 2019 Study Session, associated with the review of the 2019-2030 Transportation Facilities Plan (TFP) update, Council directed staff to return with information and options to update the Transportation Impact Fee Rate Schedule.

The diagram below depicts the relationship between the Comprehensive Plan, long-range facility plans, the TFP, impact fee project list, impact fee schedule and the Capital Investment Program (CIP) Plan.



### Transportation Facilities Plan

The TFP is a 12-year transportation program; a listing of planned improvements balanced to projected revenues. This program is one phase in the City's multi-phased approach to planning for future transportation improvements – represented by the left-hand boxes in the diagram above. At the Council meeting on June 10, 2019, Transportation Department staff and a representative of the Bellevue Transportation Commission presented the Commission's Proposed 2019-2030 TFP Update. The periodic update of the TFP triggers a review and potential updates to the City's Transportation Impact Fee Program and Impact Fee Rate Schedule. Council subsequently adopted the 2019-2030 TFP on July 15, 2019 (Resolution No. 9637).

### Transportation Impact Fee Program

Chapter 22.16 of the Bellevue City Code (BCC) constitutes the City's Transportation Impact Fee Program and is enacted pursuant to Chapter 82.02 of the Revised Code of Washington (RCW). Pursuant to BCC Chapter 22.16, the impact fee project list consists of the transportation improvements in the TFP needed to provide capacity on City roadways, where the capacity needs are reasonably related in part or in whole to new development. The impact fee project list is adopted by the Council when it adopts the TFP. Attachment A1 provides a copy of the

adopted Transportation Impact Fee Project List, a subset of the full 2019-2030 TFP project list. (Note: The new Impact Fee Project List does include three completed projects from the prior 2016-2027 TFP, permissible and consistent with BCC Chapter 22.16.090.E). Attachment A2 provides a map of the impact fee projects.

Based on BCC Chapter 22.16, impact fees are calculated as the ratio of growth-related transportation facility improvement (project) costs to land use growth estimates (converted to new PM peak hour trip ends). The project costs, land use growth estimates, and the fee calculation methodology are documented in a Transportation Impact Fee Program Report. In 2015, based on the adopted impact fee projects and costs in the 2016-2027 TFP, the actual cost per growth trip, and the "Maximum Allowable" impact fee, was calculated to be \$7,992 per new trip. Thus, the City would have been allowed to set the impact fee rate charged to new development at any amount up to \$7,992/trip.

The actual impact fee rate schedule was set by separate Council action on December 14, 2015 (Ordinance No. 6266-D – Attachment A3). The fee schedule, which remains in effect today, was adopted with an automatic annual three percent increase indexing factor as outlined below:

- January 1, 2016 until December 31, 2016 = \$4,703/Trip
- January 1, 2017 until December 31, 2017 (+3%) = \$4,844/Trip
- January 1, 2018 until December 31, 2018 (+3%) = \$4,989/Trip
- January 1, 2019 until December 31, 2019 (+3%) = \$5,139/Trip

If no update to the schedule is made at this time, the effective rate for 2020 will be:

- January 1, 2020 until December 31, 2020 (+3%) = \$5,293/Trip

A 2019 update to the Transportation Impact Fee Program Report has recently been drafted. Based on the 2019-2030 TFP/Impact Fee Project List and an updated 2030 land use growth forecast prepared by the Community Development Department, analysis indicates the new maximum allowable impact fee rate will exceed \$17,000/trip. This amount will continue to support the adopted Impact Fee Rate Schedule outlined above, and the proposed fee schedule trip generation rates factor updates, described further below. The following factors have contributed to the significant increase in maximum allowable rate:

- New (generally lower) trip generation rates (based on the latest Institute of Transportation Engineers (ITE) Trip Generation Manual (2017));
- Increased project costs;
- Inclusion of the cost of three previously constructed impact fee projects which will continue to provide capacity for new growth and development (allowed per BCC 22.16.090.E); and
- Inclusion of debt service costs (interest payments), associated with both Limited Tax General Obligation (LTGO) Bonds and the Transportation Infrastructure and Finance Innovation Act (TIFIA) loan, used as funding sources on the active and/or recently constructed impact fee projects (Inclusion of debt costs is required by BCC 22.16.20.V).

## **Proposed Transportation Impact Fee Schedule Updates**

**Staff proposes to incorporate the updated ITE trip generation rate factors into an updated 2020 Transportation Impact Fee Rate Schedule.** As documented in the Transportation Impact Fee Program Report, the base per trip fee applied to each individual land use type is adjusted by several standard factors. The primary source of the specific, individual land use trip generation rates within the fee schedule is the ITE Trip Generation Manual. Since the adoption of the current impact fee schedule in late 2015, ITE has updated their manual from the 9<sup>th</sup> edition to the 10<sup>th</sup> edition. The ITE trip generation factors represent the best available and most up-to-date data available for trip making characteristics of individual land use types in variable urban environments. The old and new ITE trip generation factors are incorporated into a 2020 Impact Fee Comparison Chart – Attachment A4.

When applying the new trip generation rates across all major land use categories relevant to growth forecasts in Bellevue (Office, Multi-family Residential, Retail and Lodging), there is an overall reduction in projected trip generation by 23 percent as compared to the old trip generation rates. If the new trip generation rates are used but there is no corresponding adjustment made to the base per trip fee charge incorporated into the rate schedule, impact fee revenue collected from new development will shrink and cause a revenue shortfall in the adopted CIP Plan.

**To maintain a balanced CIP Plan (impact fee revenue neutral), staff proposes to incorporate an increase in the per trip impact fee charge, from \$5,293 to \$6,854, in an updated 2020 Transportation Impact Fee Rate Schedule.** This approximate 29 percent per trip increase to the imposed per trip fee would be necessary to compensate for the overall 23 percent reduction in growth trips forecast through the plan period.

By way of example, the largest proportion and number of forecast growth trips in Bellevue will come in the “Office” land use category. The new ITE trip generation rate for a “Dense Multi-use Urban Office” use (as is applied in Downtown Bellevue), is 22.8 percent less than stated in the adopted impact fee rate schedule for downtown office development (0.78 versus 1.01 trips per 1,000 square feet of new office space). The new ITE trip generation rate reduction for this use type example is very close to the overall 23 percent reduction in new trips projected across all land use types. Trip generation rates for other uses will be higher or lower than this average. The actual percent change in the proposed impact fee rate for each land use is indicated in the 2020 Impact Fee Comparison Chart – Attachment A4.

Other proposed changes to the adopted rate schedule focus on the specific, individual land uses listed on the schedule. Several land use listings have been added to better align with the current edition of the ITE Trip Generation Manual (e.g. the Multi-Family use category has been broken out into Multi-Family Low Rise (1-2 stories), Multi-Family Mid-Rise (3-10 stories), Downtown/TOD Multi-Family Mid-Rise (3-10 stories) and Multi-Family High-Rise (10+ stories)). Other land use listings from the adopted fee schedule are proposed to be culled or eliminated due the relative rarity of their use (e.g. Movie Theater and Car Wash). If there should be a development proposed that includes one or more of these removed uses, or any other unlisted use, the ITE Trip Generation Manual may always be consulted for an appropriate trip generation rate to apply. All proposed changes, additions, and deletions to the adopted rate schedule are indicated, in “redline fashion” on the 2020 Impact Fee Comparison Chart – Attachment A4.

### **Stakeholder Outreach**

Transportation Department staff has reached out with information, documentation and to offer briefings to numerous entities in the development community. Staff has presented information and implementation examples of the proposed fee schedule update to the Bellevue Chamber of Commerce Land Use Committee, staff leadership at the Bellevue Downtown Association, the Master Builders Association and at two hosted information sessions held for invited representatives of developers currently in the permit review process.

Stakeholders have been universally appreciative of the outreach efforts and information. After presentation and discussion of the information, the audiences have expressed an understanding of the intent and rationale for the proposed fee schedule updates. Some have expressed concern about the fee schedule update implications to their specific development's land use and location characteristics.

Supplemental information is available on the following pages:

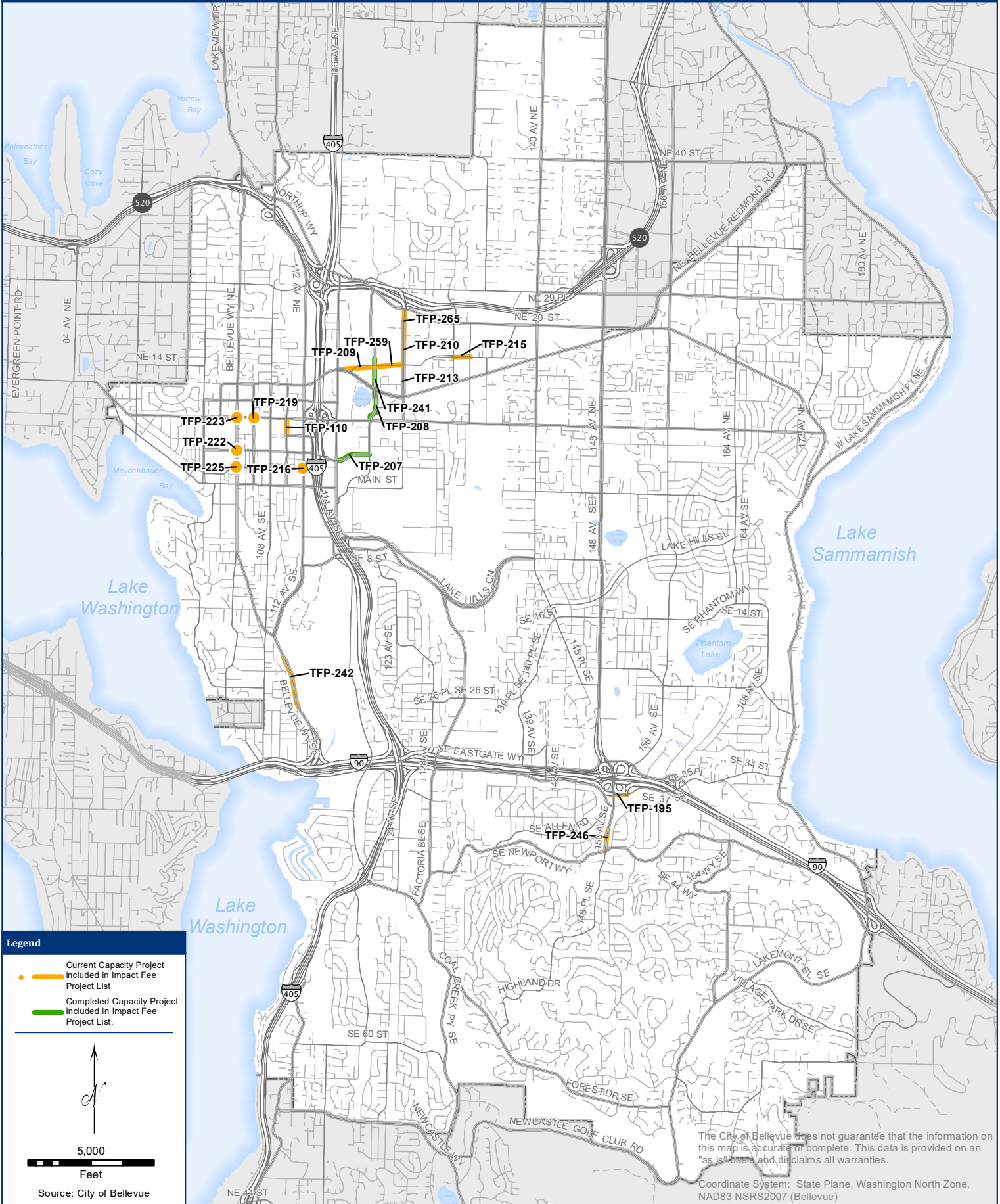
- A1. 2019-2030 Transportation Impact Fee Project List
- A2. 2019-2030 Transportation Impact Fee Project Map
- A3. Ordinance No. 6266-D (Adopting current Impact Fee Rate Schedule)
- A4. 2020 Impact Fee Rate Comparison Chart
- A5. Summary of minutes from June 10, 2019 study session (Ref. SS Item c, Pages 4-12)

#	TFP # (Map ID)	Project Location	CIP #	Project Description	Project Cost (\$000s)	Debt Service (\$000s)	Total Cost (\$000s)
<b>ACTIVE IMPACT FEE PROJECTS</b>							
1	TFP-110	110th Avenue NE/NE 6th Street to NE 8th Street		Complete a five-lane roadway section with sidewalks where missing.	\$2,312		\$2,312
2	TFP-195	150th Avenue SE/SE 37th Street/I-90 off- ramp		Widen the southbound approach to create a third southbound lane just south of the eastbound I-90 on-ramp that continues to the southbound right turn lane at SE 38th St. Extend the southbound left turn pocket by 75' to create more storage. Create a second eastbound right turn lane on the freeway off ramp. Widen the east leg to provide eastbound and westbound left turn pockets that are the full length of the block between 150th Ave SE and the eastbound I-90 on-ramp, ultimately resulting in a four lane cross-section on this block.	\$3,111		\$3,111
3	TFP-209	NE Spring Blvd/116th Avenue NE to 120th Avenue NE (Zone 1)	R-172	Construct a new multi-modal arterial street connection between NE 12th Street/116th Avenue NE and 120th Avenue NE. The planned roadway cross-section for the new arterial street between NE 12th Street and 120th Avenue NE will include two travel lanes in each direction with turn pockets, along with new traffic signals at the NE 12th Street and 120th Avenue NE intersections, a separated multi-purpose path along the north side and a sidewalk on the south side and other standard roadway improvements*.	\$45,061	\$4,338	\$49,399
4	TFP-210	124th Avenue NE/NE Spring Boulevard to NE 18th Street	R-166	Widen 124th Avenue NE from NE Spring Boulevard to NE 18th Street and reprofile the roadway in conjunction with Sound Transit East Link. The roadway cross section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane, install curb, gutter, and sidewalk or multi-use trail on both sides, other standard roadway improvements* and a new signal at NE 16th Street.	\$23,748	\$1,019	\$24,767
5	TFP-213	124th Avenue NE/NE 12th Street to NE Spring Boulevard	R-169	Widen roadway to five lanes with a separated multi-use path on both sides from Bel-Red Rd to NE Spring Boulevard and other standard roadway improvements*.	\$20,035	\$22,609	\$42,644
6	TFP-215	NE Spring Blvd/130th to 132nd Avenues NE	R-174	Construct a single westbound and eastbound travel lanes and other standard roadway improvements* on the north side of the planned East Link light rail line between 130th Avenue NE and 132nd Avenue NE. New traffic signal at 130th Avenue NE and modified signal at 132nd Avenue NE that will integrate traffic, pedestrian, and bicycle movements with the Sound Transit East Link Light Rail Transit (LRT) project.	\$21,786	\$18,401	\$40,187
7	TFP-216	112th Avenue NE/NE 2nd Street		Construct dual southbound to eastbound left-turn lanes, and a northbound to eastbound right-turn lane.	\$8,060		\$8,060

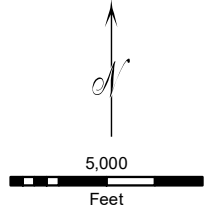
#	TFP # (Map ID)	Project Location	CIP #	Project Description	Project Cost (\$000s)	Debt Service (\$000s)	Total Cost (\$000s)
8	TFP-219	NE 8th Street/106th Avenue NE		Realign NE 8th Street to the south to allow three through lanes westbound from 106th Ave NE to Bellevue Way.	\$5,205		\$5,205
9	TFP-222	Bellevue Way/NE 4th Street		Add a southbound right turn lane and convert one northbound thru lane into a second left turn lane.	\$2,100		\$2,100
10	TFP-223	Bellevue Way/NE 8th Street		Add southbound right turn lane.	\$3,218		\$3,218
11	TFP-225	Bellevue Way/NE 2nd Street		Add a northbound right turn lane and a second southbound left turn lane.	\$4,315		\$4,315
12	TFP-242	Bellevue Way HOV lane/107th Ave SE to I-90	R-184	Widen Bellevue Way SE to add a southbound inside HOV lane and an outside sidewalk or shoulder between the Winter's House to the future South Bellevue light rail station (formerly the South Bellevue park-and-ride lot).	\$28,726	\$220	\$28,946
13	TFP-246	150th Avenue SE/south of SE 38th Street to Newport Way	R-198 R-202	Construct a 600' southbound right turn pocket with sidewalk the length of the pocket on the west side of 150th Ave SE.	\$4,234		\$4,234
14	TFP-259	NE Spring Blvd/120th Avenue NE to 124th Avenue NE (Zone 2)	R-173	Construct a new arterial street connection between 120th and 124th Avenues NE, including signalized intersections at 120th, 121st, 123rd, and 124th Avenues NE. The planned roadway cross-section will include two travel lanes in each direction with widened outside lanes for shared bicycle use, turn pockets or center medians, curb, gutter, and wide sidewalks on both sides, and other standard roadway improvements*. An on-street parking and transit vehicle layover space will be provided along the north side of the roadway alignment.	\$28,365	\$13,588	\$41,953
15	TFP-265	124th Avenue NE/Ichigo Way (NE 18th Street) to Northup Way	R-191	Construct improvements to 124th Avenue NE between Ichigo Way (NE 18th Street) and Northup Way, which will include travel lanes, turn lanes, street lighting, traffic signals and other standard roadway improvements*.	\$30,796	\$5,618	\$36,414
<b>Active Project Totals:</b>					<b>\$231,073</b>	<b>\$65,793</b>	<b>\$296,866</b>

#	TFP # (Map ID)	Project Location	CIP #	Project Description	Project Cost (\$000s)	Debt Service (\$000s)	Total Cost (\$000s)
<b>COMPLETED IMPACT FEE PROJECTS</b>							
16	TFP-207	NE 4th Street Extension / 116th Avenue NE to 120th Avenue NE	R-160	Construct a new five lane arterial with two travel lanes in each direction and a center turn lane where necessary between 116th and 120th Avenues NE; include bike lanes, curb, gutter and sidewalk on both sides, other standard roadway improvements*, a new signalized intersection at NE 4th Street/120th Avenue NE and signal modifications at NE 4th Street/116th Avenue NE.	\$34,953	\$3,027	\$37,980
17	TFP-208	120th Avenue NE (stage 2)/ south of NE 8th Street to NE 12th Street	R-164	Stage 2 will extend, realign and widen 120th Ave NE from south of NE 8th St to NE 12th St. Includes all intersection improvements at NE 8th St, Lake Bellevue Drive/Old Bel-Red Rd. The roadway cross section will consist of five lanes, with two travel lanes in each direction and center turn lane or turn pockets; bike lanes, curb, gutter and sidewalk both sides and other standard roadway improvements*.	\$41,883	\$12,149	\$54,032
18	TFP-241	120th Avenue NE (Stage 3)/NE 12th to NE 16th Streets	R-168	Stage 3 will widen 120th Avenue NE from NE 12th Street to NE 16th Street, including all intersection improvements at NE 12th Street and reprofile the roadway in conjunction with Sound Transit East Link. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane, improvement to, or installation where missing, bike lanes, curb, gutter and sidewalk on both sides, and other standard roadway improvements*.	\$12,281	\$1,364	\$13,645
<b>Completed Project Totals:</b>					<b>\$89,117</b>	<b>\$16,540</b>	<b>\$105,657</b>
<b>Grand Totals:</b>					<b>\$320,190</b>	<b>\$82,333</b>	<b>\$402,523</b>

# 2019-2030 Transportation Impact Fee Projects



- Legend**
- Current Capacity Project included in Impact Fee Project List
  - Completed Capacity Project included in Impact Fee Project List.



Source: City of Bellevue

The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.

Coordinate System: State Plane, Washington North Zone, NAD83 NRSR2007 (Bellevue)



CITY OF BELLEVUE, WASHINGTON

ORDINANCE NO. 6266-D

AN ORDINANCE adopting the Transportation Impact Fee Rate Schedule to reflect updated Institute of Traffic Engineers (ITE) trip generation factors and Puget Sound Regional Council (PSRC) trip length factors and a base fee rate of \$4,703 (Attachment A), to be effective on January 1, 2016; establishing a fixed three percent indexing factor to be applied annually to the rate schedule beginning on January 1, 2017; applying (i.e. grandfathering) the current impact fee rate schedule (Attachment B) to those applicants whose completed building permit applications or applications for development approval not requiring a building permit, have been under review for longer than the median review time as of December 31, 2015; and repealing Ordinance No. 5872.

WHEREAS, the City is authorized under State law to impose transportation impact fees (TIF) pursuant to RCW 82.02.050 - .090 for the purpose of collecting a proportional fair share contribution toward the capital improvement costs of transportation infrastructure; and

WHEREAS, the City Council has approved and adopted the Transportation Facilities Plan pursuant to Resolution No. 9032 and which Plan includes the impact fee project list; and

WHEREAS, the City's transportation impact fee program authorizes imposition of transportation impact fees based on the methodology established in Bellevue City Code (BCC) Section 22.16.080; and

WHEREAS, on May 4, 2009, the City Council adopted Ordinance No. 5872 adopting an impact fee rate schedule which included phased implementation of impact fee increases consistent with the authority provided in BCC 22.16 and in Chapter 82.02 RCW; and

WHEREAS, the director of the transportation department has prepared the transportation impact fee program report, demonstrating a maximum allowable impact fee rate of \$7,992 per PM peak hour trip end; and

WHEREAS, Ordinance No. 5872 identified a base fee rate increase from \$3,000 per trip to \$5,000 per PM peak hour trip to take effect on January 1, 2016; and

WHEREAS, the base fee rate applied to each individual land use type is adjusted by several standard factors; and

WHEREAS, since adoption of Ordinance No. 5872 in 2009, the factors used to adjust the base fee rate have been updated by the Institute of Traffic Engineers (ITE) and a local travel study has been conducted by the Puget Sound Regional Council (PSRC); and

WHEREAS, the City Council finds that utilizing the updated ITE trip generation factors and data from the PSRC Puget Sound Regional Travel Study provides the best available, up-to-date, and when obtainable, locally-based trip generation and transportation system impact data to develop the Transportation Impact Fee Program; and

WHEREAS, the next TFP update will include a review of the traffic impact fee program and evaluation of whether any updates to the ITE trip generation factors, the PSRC trip lengths or the annual indexing factor are appropriate; and

WHEREAS, in the event the City Council adopts such updates, the impact fee rate for each category of use may increase or decrease; and

WHEREAS, utilizing the updated ITE trip generation factors and data from the PSRC study results in a modest impact fee increase from Ordinance No. 5872 for some categories of uses; and

WHEREAS, to offset the unanticipated increases, the City Council finds that the base fee rate should be adjusted to \$4,703 to achieve approximately the same total impact fee revenue as currently budgeted for the remaining years in the Capital Investment Program; and

WHEREAS, the City Council finds that establishing the impact fee base rate schedule, as set forth in this ordinance, below the maximum allowable rate is in the public interest; and

WHEREAS, Ordinance No. 5872 includes a provision that on January 1, 2017, and annually thereafter, the adopted fee rate will be adjusted by the most recent amendment to the Washington State Department of Transportation Construction Cost Indices; and

WHEREAS, the City Council finds that a fixed 3% increase provides greater predictability to the City and to development community; and

WHEREAS, under BCC 22.16.070 traffic impact fees are calculated and collected at the time of building permit issuance or, for developments that do not require a building permit, at the time of issuance of approval of the development; and

WHEREAS, there are a number of complete applications for building permits or development approval not requiring a building permit currently under review by the City that may not be issued before the new impact fee rate takes effect on January 1, 2016; and

WHEREAS, some of those applications have been in the system for longer than the City's median review time; and

WHEREAS, had such applications been issued within the median review time the current impact fee rate schedule would have applied to those projects; and

WHEREAS, the City Council finds that such building permit applications and applications for development approval not requiring a building permit that have been under review for longer than the median review time by the end of 2015 should be grandfathered to the current impact fee rate schedule; and

WHEREAS, this ordinance is exempt from the requirements of the State Environmental Policy Act (SEPA), Chapter 43.21C RCW, and the City's Environmental Procedures Code, BCC 22.02; now, therefore,

THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. The report entitled the "Transportation Impact Fee Program for Bellevue Washington, 2015 Update" and given Clerk's Receiving No. 57215 is hereby adopted by reference and designated the impact fee program report.

Section 2. Subject to the adjustments, credits and other modifications authorized pursuant to Bellevue City Code chapter 22.16, the, impact fee schedule attached hereto as Attachment A is hereby adopted.

Section 3. Effective January 1, 2017, and annually thereafter, the director of the transportation department shall adjust Attachment A to reflect a 3% impact fee rate increase. No transportation impact fee for a specific development shall be increased or decreased once said fee has been paid.

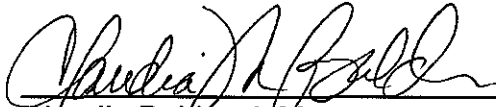
Section 4. The impact fee schedule adopted by Ordinance 5872 is repealed effective January 1, 2016.

Section 5. Provided, however, that the current impact fee rate schedule (attached hereto as Attachment B) shall remain in effect for those complete building permit applications and applications for development approval not requiring a building permit, that have been under review for longer than the median review time as of December 31, 2015, as established by the last Development Services Oversight Report of 2015. Such applications shall be subject to the current impact fee rate schedule until the application expires.

Section 6. This ordinance shall take effect and be in force five (5) days after adoption and legal publication

Passed by the City Council this 14<sup>th</sup> day of December, 2015  
and signed in authentication of its passage this 14<sup>th</sup> day of December,  
2015.

(SEAL)

  
\_\_\_\_\_  
Claudia Balducci, Mayor

Approved as to form:

Lori M. Riordan, City Attorney

  
\_\_\_\_\_  
Monica A. Buck, Assistant City Attorney

Attest:

  
\_\_\_\_\_  
Kyle Stannert, Acting City Clerk

Published December 17, 2015,

**ATTACHMENT A**

**Impact Fee Rate 01/01/2016**

	Land Use	ITE Land Use Code	Unit of Measure	New Max. Rate 2015	1/1/2016 Impact Fee Rate
	Cost Per Trip End			\$7,992	\$4,703
	<b>Residential</b>				
1	Single Family	210	dwelling	\$7,992	\$4,703
2	Multi-Family	220-232	dwelling	\$4,396	\$2,587
3	Senior Citizen Dwelling	252	dwelling	\$1,998	\$1,176
	<b>Commercial - Services</b>				
4	Bank/ S&L without Window	911	sf/GFA	\$46.13	\$27.15
5	Bank/ S&L with Window	912	sf/GFA	\$100.12	\$58.91
6	Hotel/Motel	310, 320	room	\$4,316	\$2,540
7	Day Care Center	565	sf/GFA	\$78.22	\$46.03
8	Service Station w or wo Convenience Mkt	944, 945	VFP	\$32,541	\$19,149
9	Quick Lubrication Vehicle Shop	941	serv pos	\$23,028	\$13,551
10	Car Wash - Self Service	947	stall	\$22,825	\$13,432
11	Movie Theater w/ Matinee	444	screen	\$137,359	\$80,830
	<b>Commercial - Institutional</b>				
12	Elementary/ Middle School	520, 522	student	\$959	\$564
13	High School	530	student	\$831	\$489
14	Junior College	540	student	\$863	\$508
15	Religious Institution	560	sf/GFA	\$4	\$2.59
16	Nursing Home	620	bed	\$1,758	\$1,035
17	Congregate Care/Assisted Living	253	dwelling	\$1,359	\$800
18	Medical Clinic	630	sf/GFA	\$35.33	\$20.79
19	Hospital	610	sf/GFA	\$6.77	\$3.98
	<b>Commercial - Restaurant</b>				
20	Quality Restaurant	931	sf/GFA	\$31.21	\$18.37
21	High Turnover Restaurant	932	sf/GFA	\$35.59	\$20.94
22	Fast Food Restaurant without Window	933	sf/GFA	\$82.88	\$48.77
23	Fast Food Restaurant with Window	934	sf/GFA	\$103.48	\$60.89
	<b>Commercial - Retail Shopping</b>				
24	Shopping Center	820	sf/GLA	\$18.22	\$10.72
25	Supermarket	850	sf/GFA	\$45.14	\$26.57
26	Convenience Market	851	sf/GFA	\$162.78	\$95.79
27	Convenience Market with Gas Pumps	853	sf/GFA	\$109.74	\$64.58
28	Discount Supermarket	854	sf/GFA	\$41.76	\$24.58
29	Discount Store	815	sf/GFA	\$26.20	\$15.42
30	Discount Superstore	813	sf/GFA	\$20.13	\$11.84
31	Miscellaneous Retail	814, 820	sf/GFA	\$15.52	\$9.13
32	Retail Warehouse (Hardware)	862	sf/GFA	\$10.06	\$5.93
33	Retail Warehouse (General Merchandise)	857	sf/GFA	\$19.59	\$11.53
34	Furniture Store	890	sf/GFA	\$1.57	\$0.93
35	Pharmacy with or without Drive-Through	880, 881	sf/GFA	\$26.62	\$15.67
36	Auto Parts Store	943	sf/GFA	\$18.92	\$11.13
37	Car Sales -New/ Used	841	sf/GFA	\$19.06	\$11.22
	<b>Commercial - Office</b>				
38	Office	710	sf/GFA	\$12.20	\$7.18
39	Medical/ Dental Office	720	sf/GFA	\$24.35	\$14.33
	<b>Industrial</b>				
40	Light Industry/Manufacturing	110	sf/GFA	\$8.82	\$5.19
41	Industrial Park	130	sf/GFA	\$7.73	\$4.55
42	Warehousing	150	sf/GFA	\$2.91	\$1.71
43	Mini-Warehouse	151	sf/GFA	\$2.36	\$1.39
	<b>Downtown Land Uses</b>				
44	Multi-Family	220-232	dwelling	\$3,277	\$1,928
45	Hotel/Motel	310, 320	room	\$2,621	\$1,543
46	Office	710	sf/GFA	\$9.17	\$5.39

Notes:  
sf/GFA = square feet Gross Floor Area  
sf/GLA = square feet Gross Leasable Area  
For uses with Unit of Measure given in sf, trip rate is given as trips per 1,000 sf  
VFP = Vehicle Fueling Station (Maximum number of vehicles that can be fueled simultaneously)  
serv pos = Service Position

**ATTACHMENT B**

**Impact Fee Rate 01/01/2013**

	Land Use	ITE Land Use Code	Unit of Measure	Impact Fee Rate 1/1/2013
	Cost Per Trip End			\$3,000
	<b>Residential</b>			
1	Single Family	210	dwelling	\$2,651
2	Multi-Family	220-232	dwelling	\$1,360
3	Senior Citizen Dwelling	252	dwelling	\$336
	<b>Commercial - Services</b>			
4	Bank/ S&L without Window	911	sf/GFA	\$15.83
5	Bank/ S&L with Window	912	sf/GFA	\$30.89
6	Hotel/Motel	310, 320	room	\$1,296
7	Day Care Center	565	sf/GFA	\$14.02
8	Service Station w or wo Convenience Mkt	944, 945	VFP	\$7,677
9	Quick Lubrication Vehicle Shop	941	serv pos	\$4,632
10	Car Wash - Self Service	947	stall	\$4,321
11	Movie Theater w/ Matinee	444	screen	\$67,316
	<b>Commercial - Institutional</b>			
12	Elementary/ Middle School	520, 522	student	\$333
13	High School	530	student	\$289
14	Junior College	540	student	\$300
15	Religious Institution	560	sf/GFA	\$1.53
16	Nursing Home	620	bed	\$462
17	Congregate Care/Assisted Living	253	dwelling	\$357
18	Medical Clinic	630	sf/GFA	\$13.99
19	Hospital	610	sf/GFA	\$3.42
	<b>Commercial - Restaurant</b>			
20	Quality Restaurant	931	sf/GFA	\$11.46
21	High Turnover Restaurant	932	sf/GFA	\$11.54
22	Fast Food Restaurant without Window	933	sf/GFA	\$19.61
23	Fast Food Restaurant with Window	934	sf/GFA	\$25.38
	<b>Commercial - Retail Shopping</b>			
24	Shopping Center	820	sf/GLA	\$4.11
25	Supermarket	850	sf/GFA	\$10.75
26	Convenience Market	851	sf/GFA	\$20.44
27	Convenience Market with Gas Pumps	853	sf/GFA	\$20.37
28	Discount Supermarket	854	sf/GFA	\$9.81
29	Discount Store	815	sf/GFA	\$5.10
30	Discount Superstore	813	sf/GFA	\$4.41
31	Miscellaneous Retail	814, 820	sf/GFA	\$2.85
32	Retail Warehouse (Hardware)	862	sf/GFA	\$3.13
33	Retail Warehouse (General Merchandise)	857	sf/GFA	\$7.12
34	Furniture Store	890	sf/GFA	\$0.29
35	Pharmacy with or without Drive-Through	880, 881	sf/GFA	\$5.43
36	Auto Parts Store	943	sf/GFA	\$3.86
37	Car Sales -New/ Used	841	sf/GFA	\$7.15
	<b>Commercial - Office</b>			
38	Office	710	sf/GFA	\$5.13
39	Medical/ Dental Office	720	sf/GFA	\$9.34
	<b>Industrial</b>			
40	Light Industry/Manufacturing	110	sf/GFA	\$3.71
41	Industrial Park	130	sf/GFA	\$3.29
42	Warehousing	150	sf/GFA	\$1.22
43	Mini-Warehouse	151	sf/GFA	\$0.99
	<b>Downtown Land Uses</b>			
44	Multi-Family	220-232	dwelling	\$1,027
45	Hotel/Motel	310, 320	room	\$984
46	Office	710	sf/GFA	\$3.86

Notes:

sf/GFA = square feet Gross Floor Area

sf/GLA = square feet Gross Leasable Area

For uses with Unit of Measure given in sf, trip rate is given as trips per 1,000 sf

VFP = Vehicle Fueling Station (Maximum number of vehicles that can be fueled simultaneo

serv pos = Service Position

**Draft Transportation Impact Fee Rates & Trip Rates Comparison Chart**

Land Use	Institute of Traffic Engineers (ITE) Land Use Code	Unit of Measure	Adopted Trip Rate Factors	Proposed Trip Rate Factors (ITE 10th Edition-based)	Adopted Impact Fee Rates* Effective 1/1/2020 to 12/31/2020	Impact Fee Rates with Updated Trip Factors Only Effective 1/1/2020 to 12/31/2020	Proposed Impact Fee Rates* Effective 1/1/2020 to 12/31/2020	% Change in Fees from Adopted to Proposed
Cost Per Trip End					\$5,293	\$5,293	\$6,854	29%
<b>Residential</b>								
1 Single Family	210	dwelling	1.00	1.00	\$5,293	\$5,293	\$6,854	29%
2 <del>Multi-Family</del>	<del>220-232</del>	<del>dwelling</del>	<del>0.55</del>		<del>\$2,911</del>			
Multi-Family Low Rise (1-2 stories)	220	dwelling		0.56		\$2,964	\$3,838	32%
Multi-Family Mid Rise (3-10 stories)	221	dwelling		0.44		\$2,329	\$3,016	4%
Multi-Family Mid Rise - Downtown/TOD	222	dwelling		0.19		\$1,006	\$1,302	-40%
Multi-Family High Rise (10+ stories)	222	dwelling		0.19		\$1,006	\$1,302	-40%
3 Senior Citizen Dwelling	252	dwelling	0.25	0.26	\$1,323	\$1,376	\$1,782	35%
<b>Commercial - Services</b>								
4 Bank/ S&L without Window	911	sf/GFA	7.28	7.28	\$30.55	\$30.55	\$39.56	29%
5 <del>Bank/ S&amp;L with Window</del>	<del>912</del>	<del>sf/GFA</del>	<del>15.80</del>		<del>\$66.31</del>			
6 Hotel/Motel	310, 320	room	0.54	0.60	\$2,858	\$3,176	\$4,112	44%
7 Day Care Center	565	sf/GFA	12.34	11.12	\$51.80	\$46.68	\$60.45	17%
8 <del>Service Station w or wo Convenience Mkt</del>	<del>944, 945</del>	<del>VFP</del>	<del>5.13</del>		<del>\$21,552</del>			
9 <del>Quick Lubrication Vehicle Shop</del>	<del>941</del>	<del>serv_pos</del>	<del>3.63</del>		<del>\$15,251</del>			
10 <del>Car Wash - Self Service</del>	<del>947</del>	<del>stall</del>	<del>3.60</del>		<del>\$15,117</del>			
11 <del>Movie Theater w/ Matinee</del>	<del>444</del>	<del>screen</del>	<del>17.19</del>		<del>\$90,974</del>			
<b>Commercial - Institutional</b>								
12 <del>Elementary/ Middle School</del>	<del>520, 522</del>	<del>student</del>	<del>0.12</del>		<del>\$635</del>			
13 <del>High School</del>	<del>530</del>	<del>student</del>	<del>0.10</del>		<del>\$550</del>			
14 <del>Junior College</del>	<del>540</del>	<del>student</del>	<del>0.11</del>		<del>\$572</del>			
15 Religious Institution	560	sf/GFA	0.55	0.49	\$2.91	\$2.59	\$3.36	15%
16 <del>Nursing Home</del>	<del>620</del>	<del>bed</del>	<del>0.22</del>		<del>\$1,164</del>			
17 <del>Congregate Care/Assisted Living</del>	<del>253-254</del>	<del>dwelling</del>	<del>0.17</del>	<del>0.26</del>	<del>\$900</del>	<del>\$1,376</del>	<del>\$1,782</del>	<del>98%</del>
18 Medical Clinic	630	sf/GFA	3.89	2.45	\$23.40	\$14.73	\$19.07	-19%
19 Hospital	610	sf/GFA	0.74	0.74	\$4.48	\$4.48	\$5.80	29%
<b>Commercial - Restaurant</b>								
20 Quality Restaurant	931	sf/GFA	4.19	4.37	\$20.67	\$21.53	\$27.87	35%
21 <del>High Turnover Restaurant</del>	<del>932</del>	<del>sf/GFA</del>	<del>5.64</del>		<del>\$23.57</del>			
22 Fast Casual Restaurant	930	sf/GFA		7.07		\$29.66	\$38.40	63%
Fast Food Restaurant without Window	933	sf/GFA	13.08	14.17	\$54.89	\$59.48	\$77.03	40%
23 Fast Food Restaurant with Window	934	sf/GFA	16.33	16.34	\$68.53	\$68.57	\$88.80	30%
<b>Commercial - Retail Shopping</b>								
24 Shopping Center	820	sf/GLA	2.45	2.51	\$12.07	\$12.39	\$16.05	33%
25 Supermarket	850	sf/GFA	6.07	5.91	\$29.90	\$29.14	\$37.74	26%
26 <del>Convenience Market</del>	<del>851</del>	<del>sf/GFA</del>	<del>25.68</del>		<del>\$107.81</del>			
27 <del>Convenience Market with Gas Pumps</del>	<del>853</del>	<del>sf/GFA</del>	<del>17.31</del>		<del>\$72.68</del>			
28 <del>Discount Supermarket</del>	<del>854</del>	<del>sf/GFA</del>	<del>6.59</del>		<del>\$27.66</del>			
29 <del>Discount Store</del>	<del>815</del>	<del>sf/GFA</del>	<del>4.13</del>		<del>\$17.35</del>			
30 <del>Discount Superstore</del>	<del>813</del>	<del>sf/GFA</del>	<del>3.18</del>		<del>\$13.33</del>			
31 <del>Miscellaneous Retail</del>	<del>814, 820</del>	<del>sf/GFA</del>	<del>2.45</del>	<del>2.51</del>	<del>\$10.28</del>	<del>\$10.56</del>	<del>\$13.67</del>	<del>33%</del>
32 <del>Retail Warehouse (Hardware)</del>	<del>862</del>	<del>sf/GFA</del>	<del>1.35</del>		<del>\$6.66</del>			
33 <del>Retail Warehouse (General Merchandise)</del>	<del>857</del>	<del>sf/GFA</del>	<del>2.63</del>		<del>\$12.98</del>			
34 Furniture Store	890	sf/GFA	0.21	0.24	\$1.04	\$1.20	\$1.56	50%
35 <del>Pharmacy with or without Drive-Through</del>	<del>880, 881</del>	<del>sf/GFA</del>	<del>4.20</del>	<del>4.26</del>	<del>\$17.63</del>	<del>\$17.86</del>	<del>\$23.13</del>	<del>31%</del>
36 <del>Auto Parts Store</del>	<del>943</del>	<del>sf/GFA</del>	<del>2.54</del>		<del>\$12.53</del>			
37 <del>Car Sales - New/Used</del>	<del>841</del>	<del>sf/GFA</del>	<del>2.10</del>		<del>\$12.62</del>			
Automobile Sales	840	sf/GFA		1.94		\$11.71	\$15.16	20%
<b>Commercial - Office</b>								
38 Office	710	sf/GFA	1.34	1.04	\$8.08	\$6.23	\$8.07	0%
<del>Downtown Office</del>	<del>710</del>	<del>sf/GFA</del>	<del>1.01</del>	<del>0.78</del>	<del>\$6.07</del>	<del>\$4.72</del>	<del>\$6.11</del>	<del>1%</del>
<del>TOD Office</del>	<del>710</del>	<del>sf/GFA</del>	<del>0.78</del>	<del>0.78</del>	<del>\$4.72</del>	<del>\$4.72</del>	<del>\$6.11</del>	<del>-24%</del>
39 Medical/ Dental Office	720	sf/GFA	2.68	2.60	\$16.13	\$15.63	\$20.24	25%
<b>Industrial</b>								
40 Light Industry/Manufacturing	110	sf/GFA	0.97	0.63	\$5.84	\$3.79	\$4.91	-16%
41 Industrial Park	130	sf/GFA	0.85	0.40	\$5.12	\$2.41	\$3.12	-39%
42 Warehousing	150	sf/GFA	0.32	0.19	\$1.93	\$1.14	\$1.48	-23%
43 Mini-Warehouse	151	sf/GFA	0.26	0.17	\$1.57	\$1.02	\$1.33	-15%
<b>Downtown Land Uses</b>								
44 <del>Multi-Family</del>	<del>220-232</del>	<del>dwelling</del>	<del>0.41</del>		<del>\$2,170</del>			
45 <del>Hotel/Motel</del>	<del>310, 320</del>	<del>room</del>	<del>0.33</del>		<del>\$1,736</del>			
46 <del>Office</del>	<del>710</del>	<del>sf/GFA</del>	<del>1.01</del>		<del>\$6.07</del>			

Notes:

- sf/GFA = square feet Gross Floor Area
- sf/GLA = square feet Gross Leasable Area
- For uses with Unit of Measure given in sf, trip rate is given as trips per 1,000 sf
- ~~VFP = Vehicle Fueling Station (Maximum number of vehicles that can be fueled simultaneously)~~
- TOD = Transit-Oriented Development
- ~~serv\_pos = Service Position~~
- The Impact Fee Rates are based on the current fees in effect at the time of building permit issuance. Exception per BCC 22.19.030.B.
- The Current Trip Rates include adjustments for Pass-By Trips and Trip Length.

\* Adopted fee rates are less than the Maximum Allowable documented by the 2015 Transportation Impact Fee Report, which is based upon the Transportation Impact Fee projects in the 2016-2027 Transportation Facilities Plan (TFP). Proposed fee rates are less than the Maximum Allowable documented by the draft 2019 Transportation Impact Fee Report, which is based upon the Transportation Impact Fee projects in the 2019-2030 Transportation Facilities Plan (TFP).

CITY OF BELLEVUE  
CITY COUNCIL

Summary Minutes of Extended Study Session

June 10, 2019  
6:00 p.m.

Council Conference Room  
Bellevue, Washington

PRESENT: Mayor Chelminiak, Deputy Mayor Robinson, and Councilmembers Lee, Nieuwenhuis, Robertson, Stokes, and Zahn

ABSENT: None.

1. Executive Session

The meeting was called to order at 6:06 p.m., with Mayor Chelminiak presiding. There was no Executive Session.

2. Approval of Agenda

Mayor Chelminiak indicated that he would like to add a couple of announcements before moving to Oral Communications.

→ Councilmember Stokes moved to approve the agenda, as amended, and Deputy Mayor Robinson seconded the motion.

→ The motion carried by a vote of 7-0.

City Manager Brad Miyake introduced the City's new Transportation Director, Andrew Singelakis. Mr. Miyake noted that Mr. Singelakis most recently served as the Transportation Director for Washington County, Oregon.

Mayor Chelminiak said that he, Deputy Mayor Robinson, Councilmember Stokes, and Councilmember Zahn attended the opening of 30 Bellevue, a new low-income development by Imagine Housing at St. Luke's Lutheran Church. The project provides 63 housing units with 16 affordable to households earning 30 percent of the area median income (AMI), 31 units affordable at 40 percent AMI, 15 units at 60 percent AMI, and one unit that is affordable to 80 percent AMI.



3. Oral Communications

- (a) Steve Kasner expressed his opposition to Transportation Facilities Plan Project 158, a bike lane and sidewalk project on SE 16<sup>th</sup> Street. He recalled that the Transportation Commission has indicated twice that it is not interested in the project. He said the Lake Hills area has two other bike corridors. He expressed support for the Vision Zero program adopted by the Council. He said SE 16<sup>th</sup> Street is steep with terrible sight lines. Mr. Kasner asked the Council to look at all of the information and to please remove TFP-158 from further consideration. He said the project is outdated and no longer fits the needs of the neighborhood. He thanked Councilmembers for their service.

Mayor Chelminiak noted that no member of the Transportation Commission is authorized to speak for the Commission unless it has expressly authorized the member's communication. An individual member is free to voice a position, oral or written, on any matter after making it clear that the member is not representing the City or the Commission.

- (b) Vic Bishop said he is a member of the Transportation Commission but speaking as an individual. He said he wanted to explain why he voted on May 23 against forwarding the Transportation Facilities Plan (TFP) to the Council for approval. He said the environmental analysis indicates that the City's adopted traffic standards will fail under the plan. He asked the Council to send the TFP planning process back to the Commission for revisions that will improve traffic conditions. He expressed concern regarding the traffic congestion at intersections.
- (c) Ian Morrison, representing Bellevue Technology Center, said he agreed with the Planning Commission's recommendation to not move the BTC Comprehensive Plan Amendment (CPA) forward for further review. Mr. Morrison acknowledged that their site is too large and complicated, with a significant number of stakeholders, to be handled through the CPA process. He believes there are areas of agreement between the center and the neighborhood. Mr. Morrison suggested addressing the redevelopment of the site through the neighborhood planning process. He indicated that the applicant will be withdrawing the CPA proposal.
- (d) Hassan Dhananjaya, speaking on behalf of the East Bellevue Community Council, said the EBCC recommends the removal of the TFP-158 project (SE 16<sup>th</sup> Street sidewalks and bike lanes). At the July 2014 EBCC meeting, a Councilmember expressed concern about the steep slope of the street. At the November 2014 meeting, the project was discussed by the EBCC and there was a consensus opposing the project. Mr. Dhananjaya said there has been consistent opposition to the project from the public. At the Transportation Commission's May 24, 2018, meeting, the Commission voted to approve staff's recommendation but to exclude TFP-158. At multiple meetings, including May 12, 2016 and March 9, 2017, the EBCC asked the Transportation Commission to remove the project from the TFP. Mr. Dhananjaya said the EBCC feels bicyclists are better served using the designated lanes on Lake Hills Boulevard and SE 24<sup>th</sup> Street. The EBCC asked the Commission on April 12, 2018 to remove TFP-158. The EBCC concluded, based on

the analysis, that having a bike lane on SE 16<sup>th</sup> Street would be inconsistent with the Vision Zero program.

4. Study Session Items

(a) Council Business and New Initiatives

→ Councilmember Robertson moved to excuse Councilmember Zahn from the June 17, 2019 Council meeting. Councilmember Stokes seconded the motion.

→ The motion carried by a vote of 7-0.

Mayor Chelminiak questioned the need to formally excuse Councilmembers from meetings, noting that they are allowed three absences per year.

(b) Choices for People with Disabilities Plan

Kim Indurkar, Community Services Supervisor, presented the Choices for People with Disabilities Plan. She said the City began providing adaptive recreation activities for individuals with disabilities in the 1970s. The Highland Community Center was designated as the adaptive recreation center in the 1980s, and adaptive programs were expanded to other facilities in the 1990s.

Ms. Indurkar said the plan addresses inclusion, creating more choices, staff training, outreach, and expanded programming. She said inclusion refers to developing and maintaining accessible, barrier-free facilities, parks, and programs. The plan calls for expanding the options and locations for adaptive recreation and skill-based programming. Ms. Indurkar said the City's outreach indicates that there might be opportunities to serve individuals who are not currently being served, including those with anxiety disorders and/or post-traumatic stress disorder (PTSD). Staff is exploring potential partnerships with veterans and mental health organizations.

The adaptive recreation program provides opportunities for individuals to stay connected within the community and helps to build skills. Adaptive recreation sites and programs in Bellevue include the Highland Community Center, Northwest Arts Center, Robinswood Tennis Center, Bellevue Aquatics Center, and Bellevue Youth Theatre.

Councilmember Robertson thanked staff for the presentation and noted that the adaptive recreation program is another way that the City welcomes the world and promotes inclusion. She encouraged the expansion of family restrooms and adult changing tables in public facilities. She noted that Liepaja, Latvia, one of Bellevue's Sister Cities, has a number of adaptive features in its parks. She said she appreciates the partnerships involved in the City's programs.

Deputy Mayor Robinson said she is proud of Bellevue's programming for individuals of all abilities. She thanked staff for the emphasis on inclusion, which she described as an equitable sense of belonging. Responding to Ms. Robinson, Ms. Indurkar said staff participates in ability fairs, resource fairs, job fairs, and other events to publicize the City's programs and to learn

about additional needs in the community. Ms. Indurkar noted that those contacts identified the potential for partnering with organizations to address anxiety and PTSD.

Councilmember Stokes thanked staff for their work. He noted there are approximately 16,000 Bellevue residents with disabilities. Responding to Mr. Stokes, Ms. Indurkar said the City does not have statistics on the number of children or students. However, she said that the partnership with the Bellevue School District will be helpful to the City's outreach efforts and will likely identify additional needs and opportunities.

Councilmember Lee said he is pleased that the City provides programs and resources for people with disabilities, and he looks forward to expanding those opportunities.

Councilmember Zahn thanked staff for their work. She noted that 15 percent of Bellevue's residents above age 5 have a disability. She expressed support for the focus on inclusion and creating a sense of community for everyone. Responding to Ms. Zahn, Ms. Indurkar confirmed that parks staff coordinate with the diversity program staff in the City Manager's Office. Ms. Zahn expressed support for the suggestion to try to recruit individuals with disabilities to the City's Boards and Commissions.

Responding to Councilmember Nieuwenhuis, Ms. Indurkar confirmed that Bellevue is a leader in its Choices for People with Disabilities Plan and its inclusion process. She said Bellevue staff has provided presentations to professional conferences and to other cities that are looking for guidance in establishing their own programs. In further response, Ms. Indurkar said the City focuses on partnering with trusted organizations that are already serving individuals with disabilities.

Responding to Mayor Chelminiak, Ms. Indurkar said the term "invisible disabilities" refers to conditions that are not readily observed by others (e.g., anxiety, mental illness). Mr. Chelminiak questioned whether the program serves individuals experiencing illnesses typically associated with older adults, including Parkinson's disease and dementia.

Shelley Brittingham, Assistant Director for the Parks and Community Services Department, said the North Bellevue Community/Senior Center has applied for a grant through the King County veterans and human services levy to provide programs for individuals experiencing memory loss. She noted that the Bellevue Network on Aging has supported some of the memory cafes held at local businesses. In further response to Mr. Chelminiak, Ms. Brittingham confirmed that staff is working to expand adaptive recreation opportunities to community centers and other facilities.

Mayor Chelminiak thanked staff for their work and noted compliments he has heard from the community regarding the City's adaptive recreation programming.

- (c) Transmittal of the Transportation Commission Recommendation to Adopt the 2019-2030 Transportation Facilities Plan (TFP)

City Manager Brad Miyake introduced discussion regarding the Transportation Commission's recommendation to adopt the 2019-2030 Transportation Facilities Plan (TFP). He said staff is seeking Council direction to: 1) return with legislation taking formal action on the TFP, 2) return

with information and options for a transportation study in the Overlake, Northeast Bellevue, and East Bellevue areas, 3) return with information and options to update the Transportation Impact Fee Rate Schedule, and 4) prepare a budget request for the 2021-2022 budget cycle to develop a Transportation Master Plan.

Mike Ingram, Senior Planner, said the Transportation Facilities Plan (TFP) is a 12-year plan to prioritize projects and to conduct an environmental review to evaluate the impacts of land use on the transportation system and other elements of the environment. The capacity projects in the TFP form the basis for the Transportation Impact Fee Program. Projects in the TFP are ultimately moved into the seven-year Capital Investment Program (CIP) Plan for funding and implementation.

Mr. Ingram described the process to identify and prioritize projects and to generate public involvement. The Draft Supplemental Environmental Impact Statement (EIS) was published on March 15, 2019. The Transportation Commission voted on May 23, 2019 to recommend approval of the 2019-2030 TFP by the City Council. Mr. Ingram said that adoption of the plan is anticipated for July 15.

There are 50 projects in the recommended TFP. Of those, 11 are fully funded in the 2019-2025 CIP Plan and 13 projects are to be completed in conjunction with other projects. There are an additional 16 high-priority projects as well as 10 pedestrian-bike projects carried over from the current TFP. The total project costs are \$388.1 million. The City conducted a programmatic environmental analysis as required under the State Environmental Policy Act (SEPA). The final EIS will be issued soon, and individual TFP projects are evaluated further at the time of project implementation.

Mr. Ingram said the CIP network and the TFP network were compared in terms of their impact in the 2030 horizon. Staff studied approximately 120 locations throughout Bellevue to measure traffic volumes. Of those, approximately one-third show little change under the TFP and two-thirds demonstrate up to a 10 percent increase in traffic volumes. The BelRed area reflects the largest anticipated increase in traffic. In terms of areawide level of service (LOS) at intersections, 11 mobility management areas (MMAs) are projected to be in compliance with standards and three MMAs are projected to be out of compliance by 2030. The latter are MMA 2 in Bridle Trails, MMA 6 in Northeast Bellevue, and MMA 9 in East Bellevue. Mr. Ingram highlighted a set of strategies proposed by the Transportation Commission and staff to continue to monitor compliance with LOS standards, consider further capacity improvements in future TFP updates, evaluate the potential for operational changes at intersections, continue to pursue transportation demand management measures, and to coordinate with the City of Redmond to thoroughly review land use and transportation plans in the Overlake, NE Bellevue, and East Bellevue MMAs.

Mr. Ingram described TFP-158, a sidewalk and bike lane project on SE 16<sup>th</sup> Street between 148<sup>th</sup> Avenue SE and 156<sup>th</sup> Avenue SE. There has been mixed feedback from the community regarding the project, and it is not included in the Transportation Commission's recommendation. Mr. Ingram said that staff continues to recommend the project. He said the bike lane project is part of Bellevue's key east-west bicycle corridor as well as a segment of the Lake to Lake Trail.

Transportation Commission Chair Lei Wu said the Commission voted against supporting TFP-158 due to mixed feedback, including strong opposition by some, regarding the project.

Eric Miller, Capital Programming Manager, described the Transportation Impact Fee program. The proposed TFP includes 15 impact fee projects. The preliminary analysis indicates that the TFP will continue to support the current impact fee rate schedule, which was adopted in 2015 and includes a three percent annual administrative increase. The 2019 base fee per trip generated is \$5,139. The maximum allowable fee under the proposed TFP ranges from \$12,500 to \$17,500 for evening peak hour trips. The significant increase in the fees is due to the inclusion of debt service costs (required by the City Code), professional trip generation standards, and increased project costs.

Chair Wu presented the Transportation Commission's recommendation. The Commission voted 4-2 on May 23 to recommend the Council's adoption of the 2019-2030 TFP. The Commission determined that the transportation planning process needs to be updated to accommodate current and anticipated growth.

Ms. Wu said the Commission unanimously approved a recommendation that the City develop a Transportation Master Plan with the following features: 1) identify the transportation infrastructure system and the City's plans for improvements, consistent with the Comprehensive Plan, 2) identify systematic strategies to facilitate modal integration and to address modal conflicts, 3) update the concurrency process to better address growth, 4) address the impacts of regional transportation patterns on Bellevue streets, and 5) provide performance measurement to collect data and to inform the community.

Mr. Ingram said staff supports the proposal to develop a Transportation Master Plan. He requested Council direction regarding the items noted at the beginning of the presentation as well as whether to include TFP-158 (SE 16<sup>th</sup> Street sidewalk and bike lane project).

Councilmember Lee, liaison to the Transportation Commission, thanked staff and the Commission for their work. He expressed support for the recommendation to create a Transportation Master Plan.

Councilmember Nieuwenhuis asked whether Amazon's announcement about moving to Bellevue was taken into consideration. Mr. Ingram said the City's planning efforts anticipate an increase of 5.3 million square feet of office space in the Downtown by 2030. Responding to Mr. Nieuwenhuis regarding the Metro reserve account, Mr. Ingram said staff is not programming all of the funds due to a number of unknown factors (e.g., levy funding). He said the Metro Connects reserve is \$4 million over 12 years. This is the first time Metro has proposed capital dollars to support infrastructure in Bellevue.

Responding to Mr. Nieuwenhuis regarding community opposition to the SE 16<sup>th</sup> Street bike lane and sidewalk project, Mr. Ingram said Puget Sound Energy has a plan to build a power line on the road connecting from 148<sup>th</sup> Avenue SE to the substation on 156<sup>th</sup> Avenue SE. He said the original idea was that the two projects should be developed at the same time. However, the projects can be developed independently.

Mr. Miller noted that there was support in the community for TFP-158 as well.

Councilmember Robertson thanked Chair Wu, Commission members, and staff for their work. Noting that the TFP is a financially constrained plan, she asked why there are projects on the TFP list that the City has no intention of implementing over the next 12 years. Mr. Ingram said that approximately \$21.4 million are set aside for pedestrian-bike projects in the TFP. In identifying the high priority projects, staff did not feel there was the opportunity to further refine and select the highest priority projects for implementation. Staff determined it would be more appropriate for that to occur through a different process.

Ms. Robertson reiterated her concern that certain projects are in the plan when they are not anticipated to be implemented within the 12-year period. She said impact fees require a private developer to build their portion of a road project, even if the remainder of the project is not built for more than 12 years. Mr. Ingram said that, if the project is in a long-range plan adopted by the Council, whether the project is or is not included in the TFP is not typically a decision point in terms of the development review conditions.

Ms. Wu noted that the Transportation Commission reviews pedestrian and bike projects, which have different criteria than other transportation projects. She said the Commission supports the Metro Connects Plan, which has a goal of expanding bus service to better serve 70 percent of residents.

Councilmember Zahn expressed support for holding a reserve for future ped-bike projects.

Responding to Ms. Zahn, Ms. Wu said the recommended Overlake transportation study with the City of Redmond has a narrow scope. However, it might be necessary to broaden the scope to address issues that arise. Mr. Ingram said staff will provide options and a defined scope for Council consideration, if directed to pursue the recommendation.

Ms. Zahn noted the letter received from the East Bellevue Community Council regarding the SE 16<sup>th</sup> Street project. She questioned whether there was additional outreach by the EBCC to gather feedback from the community about that ped-bike corridor. She said she has heard from members of the public that the City did not conduct additional outreach. Mr. Ingram said the EBCC letter was received as comments on the draft TFP Supplemental EIS.

Councilmember Stokes said it is important to keep pace with growth and to be as nimble as possible. He expressed support for the development of a Transportation Master Plan. However, he suggested focusing tonight on the TFP project list.

Deputy Mayor Robinson thanked Chair Wu and staff for the presentation. Ms. Robinson asked about the plan for the Main Street bike lane between 100<sup>th</sup> Avenue and 116<sup>th</sup> Avenue, noting that the Council recently discussed a bike lane between Bellevue Way and 108<sup>th</sup> Avenue. Mr. Ingram said the route is part of the Lake to Lake Trail. The City's plan is to implement incremental improvements as redevelopment occurs.

Responding to Deputy Mayor Robinson, Mr. Miller said impact fee funds cannot be used to address cut-through traffic surrounding development project areas. He confirmed that neighborhood transportation levy funds could be used for that type of project.

In further response to Ms. Robinson, Mr. Ingram said staff continues to support TFP-158 because the project met the evaluation criteria and provides a needed bike connection. Mr. Miller said the project was identified through a thorough citywide non-motorized planning process.

Mayor Chelminiak said a number of local jurisdictions are requesting the CIP figures from Metro early enough to use in determining whether they will need to make an investment to pursue matching funds. He said the City of Bellevue is setting aside money in anticipation of matching grant opportunities. Ms. Wu said she serves on the King County transit advisory commission. She said there might be things the City can do to enhance access to transit stations and stops.

Responding to Councilmember Lee, Mr. Ingram said Lake Hills Boulevard and SE 24<sup>th</sup> Street have east-west bike lanes.

Councilmember Nieuwenhuis noted that Lake Hills Boulevard has heavy traffic and higher travel speeds. He said that he and his family prefer cycling on SE 16<sup>th</sup> Street.

Responding to Mr. Nieuwenhuis, Chair Wu said the Transportation Commission regularly receives questions and feedback regarding traffic measures. She said the current bike network can be a challenge to navigate. Mr. Nieuwenhuis suggested working with local employers to solicit their input.

Mr. Nieuwenhuis noted comments during earlier oral communications that a number of intersections do not meet level of service standards. Mr. Ingram said the City measures designated intersections that are considered to be critical to the overall system function.

Mr. Nieuwenhuis thanked staff and the Transportation Commission for their hard work.

Councilmember Robertson expressed support for the proposed Overlake transportation study and encouraged the development of a joint plan with the City of Redmond.

Noting impact fees, Ms. Robertson said the Council discussion with the Transportation Commission in November referenced the use of MMLOS (Multimodal Level of Service) standards. She suggested that the Council determine whether to adopt that approach. Ms. Robertson expressed concern regarding the proposed increase in impact fees. She said the previous increase was controversial, and she encouraged public outreach. Mr. Ingram said the City will engage stakeholders as the Council provides direction on impact fees.

Councilmember Robertson expressed support for the Transportation Master Plan and said she will need to understand the process, scope, outreach, timing, how it will be used, and how it will be coordinated.

Chair Wu said the Transportation Commission wants to understand the key issues and growth impacts before the City outlines a process for developing the Transportation Master Plan.

Responding to Councilmember Zahn, Mr. Ingram said the intent of the Transportation Master Plan is to encompass all of the City's transportation planning documents. Ms. Zahn said she likes the multimodal integration and compatibility aspect. Responding to Ms. Zahn, Ms. Wu said that some cities have a master plan while others do not.

Councilmember Stokes asked how the City would address the safety concerns expressed by the public regarding TFP-158 (SE 16<sup>th</sup> Street bike lanes and sidewalks). Mr. Ingram said the engineering design process will study sight distances, traffic speeds, and other factors. He clarified that staff's recommendation to support the project is based on a general need for the connection.

Mr. Miller noted that, when Puget Sound Energy communicated its plan for adding facilities along the corridor, the Council authorized funding to complete the design to 60 percent. He said that design work was completed approximately six years ago.

Mr. Stokes encouraged outreach to both residents and businesses regarding potential future increases in impact fees.

Deputy Mayor Robinson concurred with Councilmember Stokes. She expressed support for the areas around development to be compensated for the impact of the development project. Responding to Ms. Robinson, Mr. Miller said the City's fees are on the lower end compared to other cities. Mr. Miller said that impact fees fund capital improvements for improving vehicular capacity. In 2018, the City collected approximately \$9.6 million in transportation impact fees. Occasionally the funds are refunded if the developer's permit expires or under other circumstances. Mr. Miller said staff will follow up with more information.

Responding to Mayor Chelminiak, Mr. Ingram said the 2009-2020 TFP indicated that the three MMAs identified above were projected to exceed LOS standards in 2020. However, the MMAs are currently well within the LOS standards. He said the City is improving the operation of its transportation system, and the City's traffic model tends to over-predict or inflate future traffic volumes. Mr. Ingram said the City is refining and updating its model.

In further response to Mr. Chelminiak, Mr. Miller said the design of the TFP-158 project estimated a cost of \$5 million for all components of the project (sidewalks and bike lanes on both sides of SE 16<sup>th</sup> Street). However, the cost is likely higher today. Mr. Chelminiak observed that the project provides a missing link in the bike network. He noted that he would like to possibly consider other revenue sources for the Transportation Master Plan. Chair Wu encouraged addressing all transportation modes, including ride shares, in the plan.

Mayor Chelminiak transitioned to discuss the requested Council direction, beginning with the TFP and whether to include TFP-158 (SE 16<sup>th</sup> Street project).

Councilmember Zahn said the letter from the East Bellevue Community Council refers to suitability, convenience, topography, and visibility. She said the project is part of the ped-bike plan. She questioned whether there has been discussion about alternative bike corridors. She



asked whether the intent is to function as a facility for moving cyclists through Bellevue or as an amenity for neighborhood and community connections.

Deputy Mayor Robinson said SE 16<sup>th</sup> Street is not currently safe for walking and cycling, and the project will benefit the community.

Mayor Chelminiak recalled that the project was identified through the Neighborhood Investment Strategy process, and there was extensive public outreach regarding it and a number of other projects. He suggested that people consider whether they want the Bellevue of the 1960s or of 2020. Mr. Chelminiak suggested removing the project if the City cannot commit to building it within the next two years.

Councilmember Nieuwenhuis said the primary objective is safety, and he believes that the City can do better. He opined that it is important to improve pedestrian and bike safety on SE 16<sup>th</sup> Street. With the Puget Sound Energy project no longer a factor, he suggested moving forward with the City's project.

Councilmember Stokes concurred with Mr. Nieuwenhuis about the importance of safety and of providing a needed link in the ped-bike system. Mr. Stokes said the project will enhance the neighborhood while also benefitting the overall multimodal system.

Councilmember Lee said the Transportation Commission recommended removing the project from the TFP. Given the safety issues, he supports moving forward with implementing the project in a timely manner.

- Deputy Mayor Robinson moved to direct staff to return with legislation for formal Council action to adopt the proposed 2019-2030 Transportation Facilities Plan (TFP), including project TFP-158 (SE 16<sup>th</sup> Street sidewalks and bike lanes). Councilmember Lee seconded the motion.
- The motion carried by a vote of 7-0.

Mayor Chelminiak invited discussion regarding whether to direct staff to return with information and options for a transportation study in the Overlake, NE Bellevue, and East Bellevue areas.

Councilmember Robertson expressed support for the study and for working with the City of Redmond, noting that the Growth Management Act (GMA) requires joint planning between jurisdictions.

Mayor Chelminiak expressed an interest in the capacity and non-capacity projects that could be provided at the lowest cost with the greatest benefit. Mr. Miller said staff intends to provide information about potential resources for funding the study. He said the analysis and study of capacity projects can be funded with neighborhood transportation levy dollars.

Councilmember Lee spoke in support of the proposed Overlake transportation study and noted the connection between the transportation system and land use development.

Councilmember Stokes expressed support for the suggested transportation study. As the BelRed corridor continues to develop, transportation demands will increase. He acknowledged the community's concerns regarding development in Redmond at its Overlake border with Bellevue. He encouraged the consideration of traffic management alternatives and technologies.

Councilmember Zahn suggested involving Microsoft, which is expanding its campus, and other businesses in the study process. Mr. Miller confirmed that the City is working with Microsoft and the City of Redmond. He noted his understanding that Microsoft's next phase of development is anticipated for completion in 3-5 years.

→ Deputy Mayor Robinson moved to direct staff to return to the Council with information and options for conducting a new transportation study of the Overlake, Northeast Bellevue, and East Bellevue areas. Councilmember Robertson seconded the motion.

Responding to Councilmember Robertson, Mr. Miller said the proposed transportation study will consider known development but it will not forecast future potential land uses and zoning.

→ The motion carried by a vote of 7-0.

Mayor Chelminiak moved to discuss whether to update the Transportation Impact Fee Rate Schedule. Mr. Miller said staff would develop options for consideration by the Council. He said that one outdated feature of the existing schedule is the trip generation factor. Mr. Chelminiak noted the need for public outreach in the process.

Councilmember Robertson said she is more comfortable with the concept of modifying trip generation rates than with increasing the impact fees. She suggested that the latter should be discussed during the next budget cycle. She said extensive public outreach will be needed in the consideration of changes. Ms. Robertson expressed support for using the Institute of Transportation Engineers (ITE) trip generation standards, which more accurately reflect the number of trips generated by a project. However, she feels it is not realistic to discuss significant fee increases this year.

Councilmember Stokes said he is interested in a future conversation about the concept of growth paying for growth. However, he concurred with Councilmember Robertson's suggestion to address trip generation rates.

Mayor Chelminiak asked whether the impact fee calculations address vehicle trips versus multimodal trips (e.g., transit, carpool). Mr. Miller said the City's model and the ITE standards help to evaluate the mode splits generated by different uses. One issue is whether there are transit-oriented development (TOD) nodes that should have a different trip generation rate. He said the City currently applies a lower trip generation rate for development in the Downtown due to multiple transportation mode options. Mr. Miller said the current model focuses more on vehicle trips than person trips.

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Mr. Chelminiak requested information on the relationship between impact fees and the new minimum parking requirements from the State for TOD areas. Mr. Miller said staff will include that in its analysis.

→ Deputy Mayor Robinson moved to direct staff to return with information and options, including the Institute of Transportation Engineers (ITE) trip generation standards, to consider updating the Transportation Impact Fee Rate Schedule. Councilmember Stokes seconded the motion.

Responding to Councilmember Robertson, Mr. Miller confirmed that the impact fee schedule incorporates an inflation factor.

→ The motion carried by a vote of 7-0.

→ Councilmember Lee moved to direct staff to prepare a budget request for the 2021-2022 budget cycle to develop a Transportation Master Plan. Councilmember Nieuwenhuis seconded the motion.

→ The motion carried by a vote of 7-0.

5. Council Discussion of Upcoming Items: None.

6. Continued Oral Communications: None.

At 9:25 p.m., Mayor Chelminiak declared the meeting adjourned.

Karin Roberts, CMC  
Deputy City Clerk

/kaw