

MEMORANDUM



Transportation

TO: Thara Johnson

FROM: Molly Johnson

DATE: April 21, 2021

SUBJECT: Traffic Impact Implications for Proposed C-1 Land Use Code Amendment

Per your request to provide a high-level analysis of possible traffic impacts that may occur if this LUCA is implemented, I have provided the following information.

This Land Use Code Amendment (LUCA) proposes to implement up to a 50% density bonus over the density allowed by the underlying zoning on certain types of eligible properties when affordable housing is provided. The code currently allows a 15% density bonus for multifamily development when affordable housing is provided. This analysis is being provided to determine if this proposal would be expected to result in traffic impacts by determining the potential impact of additional vehicle trips that could be added to the Bellevue street system based on the amendment provisions above what would be expected under the current code requirements.

To perform the analysis, each Mobility Management Area (MMA) was reviewed and the eligible parcels that could take advantage of the density bonus were identified as well as the maximum number of bonus units that could potentially be approved for each parcel. The analysis assumes that the redevelopment of bonus units would be averaged across the identified parcels. The analysis looks at system impacts that could result from the framework of added density proposed in the amendment. Localized impacts that could be the result of specific proposals are analyzed and mitigated with review of each proposal after the code is amended.

Using Institute of Transportation Engineers (ITE) trip generation methodology, the City of Bellevue has adopted vehicle trip rates per unit of multi-family development for Low Rise (1-2 stories), Mid Rise (3-10 stories), and High Rise (more than 10 stories) development. For parcels with fewer than 10 units per parcel, the analysis assumes that the development would be Low Rise and would produce 0.55 trips per unit in the pm peak hour. For parcels with greater than 10 units per parcel, the Mid Rise rate of 0.44 trips per unit was used. No parcels were identified that would be expected to have High Rise development.

Table 1 shows the total number of potential vehicle trips that could be expected to be added to each MMA and the street system as a whole. See Attachment 1 for MMA Map.

MMA	No. of Eligible Parcels	Total Potential Additional Units w/ LUCA	Avg Units per Parcel	PM Peak Vehicle Trip Rate	Total Potential Additional Vehicle Trips
1 N Bellevue	16	125	8	0.56	70
2 Bridle Trails	7	160	23	0.44	70
4 Wilburton	1	45	45	0.44	20

5 Crossroads	6	407	68	0.44	179
6 NE Bellevue	1	9	9	0.56	5
7 S Bellevue	10	55	6	0.56	31
8 Richards Valley	14	148	11	0.44	65
9 E Bellevue	32	289	9	0.56	162
10 Eastgate	3	43	14	0.44	19
11 SE Bellevue	4	39	10	0.56	22
12 Bel-Red/Northup	2	21	11	0.44	9
13 Factoria	12	64	5	0.56	36
14 Newport Hills	3	22	7	0.56	12
Total	111	1427			696

Based on this analysis, the amendment could be expected add about 696 new trips to the transportation system as a whole in the PM peak hour. This represents less than one percent of the PM peak hour trips citywide. The number of new vehicle trips added to each MMA would range from 5 to 179 above what would be expected based on the current code provisions for affordable housing density bonuses, with the highest number of additional vehicle trips possible in MMA 5 Crossroads. This level of vehicle trips would not degrade the expected operation of the street system in each MMA or the operation of the system as a whole compared to what would result from the current density bonuses in the code and is not expected to cause significant traffic impacts. Potential localized impacts could be the result of specific proposals, but these would not be expected to be significantly greater than mitigation that could be required based on the current code requirements.