



DATE: March 6, 2008

TO: Transportation Commission

FROM: Drew Redman, Associate Transportation Planner

SUBJECT: TMP Review

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On March 13<sup>th</sup>, staff will present a review of Transportation Management Programs (TMPs) required of certain developments in downtown and Citywide. This review will provide the Commission a brief history of TMPs, the condition of existing programs, discuss how TMPs relate to overall Transportation Demand Management (TDM) objectives, and examine possibilities for general program improvement.

### **Transportation Management Programs and TDM Goals**

TMPs mitigate transportation impacts of development by providing information and incentives intended to reduce drive-alone commutes. Depending on the land use and size of a development proposal, a TMP is required during the development review process and continues for the life of the building (per Bellevue City Code 14.60.070 and 14.60.080). Property owner requirements include:

- Providing information about transit and ridesharing
- Providing preferential parking for carpools and vanpools
- Providing financial incentives

Attachment 1 details the specific requirements for each land use.

Together with Growth and Transportation Efficiency Center (GTEC) and Commute Trip Reduction (CTR) approaches, TMPs attempt to limit drive-alone commuting through behavioral changes, and so fall under the City's TDM umbrella. As transportation impacts increase with development, TDM activities bolster a viable network of transportation infrastructure and services in order to move more people with fewer cars. TMP agreements support TDM goals by providing employees and residents information and incentives for alternatives to driving alone. This is particularly relevant when considering the GTEC objective of reducing downtown drive-alone rates 10 percent by 2011. Transit capacity may only account for half of the GTEC trip reductions, so the rideshare incentives offered in TMPs present a solution. Also in the GTEC plan, 81 percent of the downtown workforce consists of small employers, typically a difficult audience to capture. Small employers in TMP buildings have greater exposure to carpooling and vanpooling in addition to other modes.

## **History of TMP Code**

The earliest TMP agreement was established downtown in 1980, followed by nine more downtown agreements. A code was established in 1987 addressing areas outside of downtown. Between 1987 and 1995, 15 developments were TMP-conditioned both downtown and Citywide. In 1995, the TMP code was revised to include:

- Additional downtown specific requirements, particularly for office developments.
- Adjusted square footage thresholds at which developers were required to implement a TMP.

## **Current TMP Status**

By 2007, there were 33 agreements (51 percent in downtown) at varying levels of fulfillment. Attachment 2 is a map displaying the locations of all of the existing and new TMP agreements, along with the status of existing agreements. Of the 33 existing TMP agreements, 54 percent are active in fulfilling some or all of their requirements (39 percent in downtown). Recent agreements, developments in review, and expected developments add 28 new TMPs (85 percent in downtown) for a potential total of 61 TMPs.

## **Options for Future**

Increased development activity, coupled with foreseeable transportation impacts of development in Factoria/Eastgate, Crossroads, and the Bel-Red corridor, created a need to reevaluate TMP code requirements. The costs and benefits of a variety of TMP best practices — such as compulsory Transportation Management Association (TMA) membership and sustainable development incentives — have been investigated and will be presented for your consideration.

At the March 13<sup>th</sup> meeting, staff will present a full spectrum of alternatives related to the future of the TMP code, from “no change” to elimination of the program, and will ask for direction in narrowing the scope of potential improvements to the existing TMP code.

If you have questions or need additional information prior to the meeting, please contact Drew Redman at 425-452-2851 ([dredman@bellevuewa.gov](mailto:dredman@bellevuewa.gov))

## **Attachments**

1. Transportation Management Program Requirements
2. Transportation Management Program (TMP) Status

**Attachment 1: Transportation Management Program Requirements (from Bellevue City Code 14.60.070.E)**

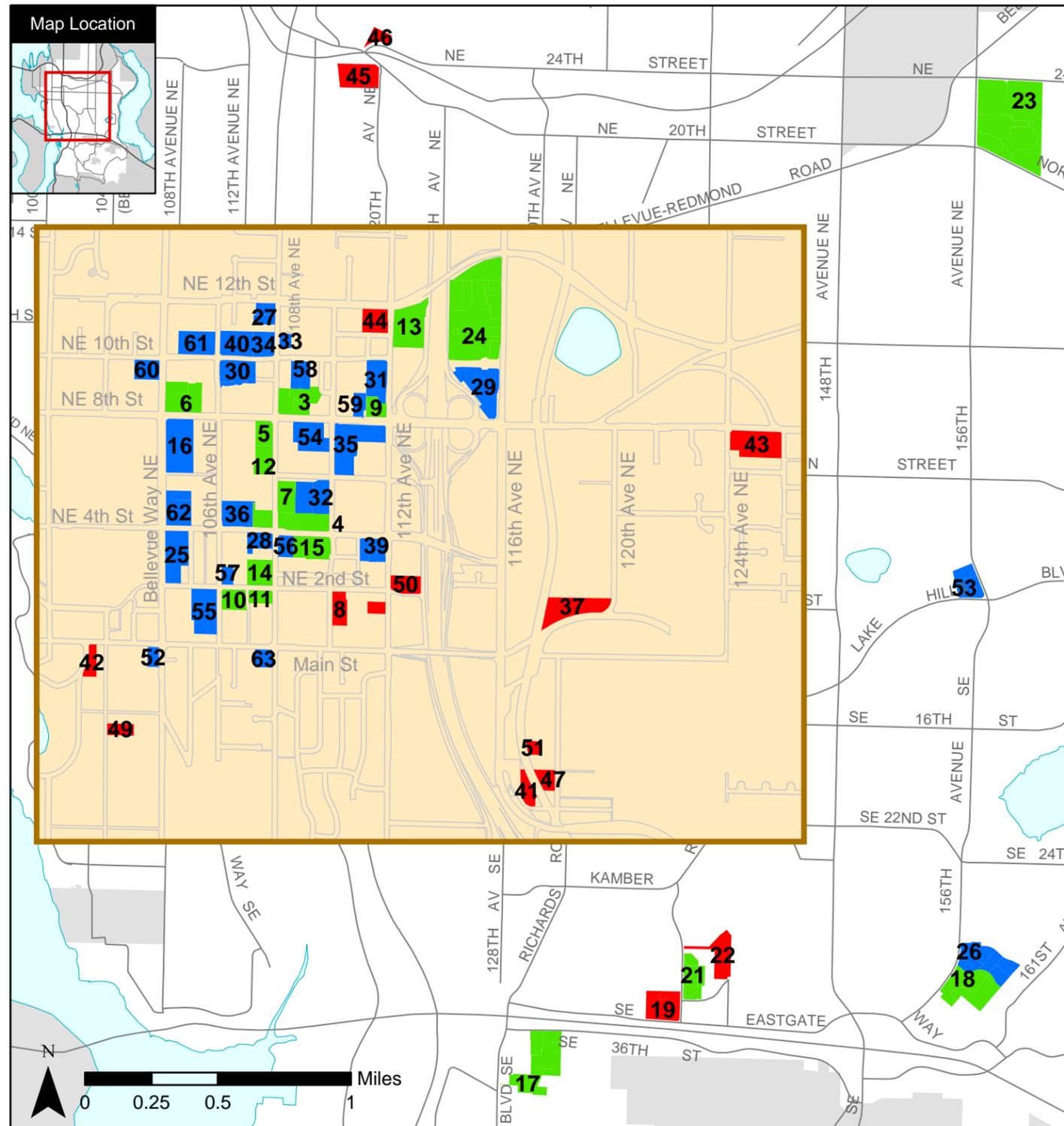
Programmatic Requirement (1)	Office & High Technology Light Industry (2)	Mftng/Assembly (other than High Tech)	Professional Services Medical Clinics & Other Health Care Services	Hospitals	Retail/ Mixed Retail/ Shopping Centers	Residential: Multiple Family Dwellings	Mixed Uses (3)
No requirements	Less than 30,000 gsf	Less than 50,000 gsf	Less than 30,000 gsf	Less than 80,000 gsf	Less than 60,000 gsf	Less than 100 units	(4)
Post information	30,000 gsf and over	50,000 gsf and over	30,000 gsf and over	80,000 gsf and over	60,000 gsf and over	100 units and over	(4)
Distribute information	30,000 gsf and over	50,000 gsf and over	30,000 gsf and over	80,000 gsf and over	N/A	N/A	(4)
Provide transportation coordinator	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	150,000 gsf and over	N/A	(4)
Provide preferential parking	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	150,000 gsf and over	N/A	(4)
Provide financial incentive	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	N/A	N/A	(4)
Provide guaranteed ride home	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	N/A	N/A	(4)

Footnotes to Transportation Program Requirements Chart:

- (1) Specific actions that the owner of the property must take to mitigate parking and traffic impacts.
- (2) Excluding medical clinics and other health care services.
- (3) Other than mixed retail.
- (4) Requirements for mixed uses will be determined on a project basis

# Transportation Management Program (TMP) Status

As of March 2008



2. One Bellevue Center\*
3. US Bank Plaza\*
4. Skyline Tower & 400 Building\*
5. Symetra Financial Center\*
6. Bellevue Place\*
7. City Center Bellevue\*
8. Atrium Place\*
9. Plaza East\*
10. Bellevue Pacific Center\*
11. Pacific First Plaza\*
12. Key Center\*
13. 112th @ 12th\*
14. Civica\*
15. The Summit\*
16. Lincoln Square\*
17. Newport Towers
18. Boeing @ Eastgate
19. Sunset Corporate Campus
21. Sunset Ridge Office
22. Sunset Ridge Condos
23. Unigard Insurance Park
24. Overlake Hospital
25. Avalon Meydenbauer\*
26. Advanta
27. Belletini\*
28. Tower 333\*
29. Group Health Medical Center
30. Washington Square\*
31. Ashwood Commons\*
32. City Center East\*

33. 1020 Tower\*
34. Vue Hanover\*
35. Bravern\*
36. Bellevue Towers\*
37. Ridgewood Plaza
39. Metro 112\*
40. Belcarra\*
41. Dally Building
42. 10129 Main St\*
43. Kelsey Lane Condos
44. 1101 NE 12th St\*
45. Lowe's (formerly Eagle Hardware)
46. Burkheimer Office Building
47. 415 118th SE
49. 324 102nd Ave SE
50. Tally Buildings\*
51. 355 118th Ave SE
52. Bellevue @ Main\*
53. Lake Hills Shopping Center
54. 8th St Office Highrise\*
55. Bellevue Plaza\*
56. The Summit Bldg C\*
57. Legacy Apartments\*
58. Pacific Regent\*
59. Vida Condos\*
60. Avalon @ NE 10th St\*
61. Hanover Bellevue Cadillac\*
62. Lincoln Square II\*
63. Surry Building

\* Downtown

### Legend

- Active
- Inactive
- New\*

\* Includes developments under construction, in review, and expected review.