



Transportation Commission

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Date: August 15, 2016

To: Mayor John Stokes and Councilmembers

Subject: Low Impact Development - Transportation

The Transportation Commission is pleased to recommend amendments to the Transportation Development Code (Ch. 14.60 BCC) to incorporate low impact development (LID) techniques into transportation infrastructure. During study sessions on September 10, 2015, June 9 and July 14, 2016, the Transportation Commission learned about the principles of LID and the value to the community of incorporating LID techniques into transportation projects.

The intent for the revisions is to make LID the preferred and commonly-used approach to site development including transportation facilities. When LID techniques are used, impervious surfaces are minimized, native vegetation is retained, and stormwater runoff is reduced. The community is “greener” as a result.

Following a public hearing on July 14, the Commission voted unanimously to accept the staff proposal and to transmit our recommendation to the Council. We understand that the transportation portion of LID is part of a much larger body of work that will integrate low impact development into other codes and standards that apply citywide.

Thank you for considering the Commission’s recommendation and for the opportunity to serve you and the community.

Sincerely,

Janice Zahn, Chair, Bellevue Transportation Commission

Vic Bishop, Vice-Chair, Bellevue Transportation Commission

Attachment A. LID amendments to Transportation Development Code

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Chapter 14.60 Transportation Development Code

[...]

14.60.110 Street frontage improvements.

- A. The installation of street frontage improvements is required for all new development, subdivisions, and short subdivisions as a condition of development approval in order to incorporate transportation improvements that are reasonably necessary to mitigate the direct impacts of the development. Installation of street frontage improvement is also required when necessary for the mitigation of adverse environmental impacts identified pursuant to the State Environmental Policy Act. For additions and remodels to existing buildings see LUC 20.20.560 and 20.25D.060. This requirement shall not apply to single-family dwellings.
- B. Complete street frontage improvements shall be installed along the entire street frontage of the property at the sole cost of the developer as directed by the review engineer. Street frontage improvements may include curb, gutter, sidewalk, storm drainage, street lighting, traffic signal equipment, public utility relocation, franchise utility relocation, landscaping strip, street trees and landscaping, irrigation, street pavement widening, bicycle lanes, safety railings, street signs, pavement marking, and channelization. [Storm drainage may include bioretention swales or other vegetation-based LID BMPs.](#) For additional requirements regarding franchise utility relocations, see BCC 14.60.230. Beyond the property frontage, the developer shall provide ramps or other appropriate transition from the new sidewalk or walkway to the existing shoulder, and pavement and channelization tapering back to the existing pavement and channelization as needed for safety. The street frontage improvements shall be continued off-site if, and to the extent, deemed necessary by the review engineer in order to provide a safe condition.
- C. The installation of street frontage improvements is required prior to issuance of any certificate of occupancy (including temporary certificate of occupancy) for new construction other than single-family dwellings, or prior to final approval for subdivisions or short subdivisions. Exceptions to this requirement are allowed pursuant to BCC 14.60.260.
- D. When (due to site topography, city plans for improvement projects, or other similar reasons) the review engineer determines that street frontage improvements cannot or should not be constructed at the time of building, subdivision, or short subdivision construction, the developer shall, prior to issuance of the building permit or final approval for subdivisions and short subdivisions at the direction of the review engineer, and as authorized by and in a manner consistent with RCW 82.02.020:
 - 1. Pay to the city an amount equal to the developer's cost of installing the required improvements prior to issuance of a building permit, such construction value to be

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- based on reasonable estimates of costs, as approved by the director in consultation with the director of the utilities department; or
2. Record an agreement that provides for these improvements to be installed by the developer by a date acceptable to the city; or
 3. Record an agreement to not protest a local improvement district to improve the street frontage.
- E. If, at a time subsequent to the issuance of a building permit, a local improvement district is established that includes the property for which the building permit was issued, and if such condition or agreement as prescribed in this section has been performed by the developer, the condition or agreement may be considered in the compilation of the local improvement district assessment roll as a preexisting contract with the city, for which the developer may be credited against the assessment with the appropriate amount of costs of construction expended by the developer.
- F. The requirement for installation of frontage improvements may be waived or modified by the review engineer if:
1. Adjacent street frontage improvements are unlikely to be installed in the foreseeable future; or
 2. Installation of the required improvement would cause significant adverse environmental or safety impacts. (Ord. 6181 § 2, 2014.)

14.60.120 Landscaping in right-of-way, easements and access tracts.

- A. Applicability. The requirements of this section apply when street frontage improvements are required as part of any development by BCC 14.60.110 or the Land Use Code, as may be hereinafter amended.
- B. Required Review. The city shall review proposed street frontage improvements for compliance with this section and other applicable city policies and codes.
- C. Preservation of Existing Street Trees and Landscaping.
 1. Retention of existing vegetation may be required along city streets. [When retention is not feasible, native plant species, or species with a proven ability to survive in an urban environment are preferred for landscaping.](#)
 2. When permitted to remove or relocate plant materials from the right-of-way in connection with the widening of the street or highway, the paving of a sidewalk, or the installation of ingress or egress, the developer shall replant such trees or replace them according to city standards.
 3. Any landscaping in the right-of-way that is disturbed by construction activity on private property, including but not limited to damaged trees or trees that need to be removed, shall be replaced or restored to its original condition by the developer. If such replacement or restoration is not physically or practically possible, as determined by the review engineer, the developer may be required to instead reimburse the city for the value of the removed, damaged or destroyed landscaping. Such reimbursement value

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shall be determined under the methods described in the Guide for Establishing Value of Trees and Other Plants, published by the International Society of Arboriculture, now or as hereafter amended. The value of other landscape plants shall be determined by the city based upon reasonable estimates.

4. Landscaping and other improvements such as fencing and rockeries within the right-of-way are subject to removal by the city or at the request of the city.
- D. Street Tree and Landscaping Installation Requirement.
 1. Street landscape installation or improvement is required when applicable projects are to be undertaken along any public street as identified in, and according to the guidelines of, city codes, standards, adopted street design plans, and adopted city plans including the capital investment plan, transportation facilities plan, pedestrian and bicycle transportation plan, and comprehensive plan.
 2. Where not in conflict with other applicable code provisions, ground cover shall be provided for street frontage of the site in order to control erosion.
- E. Species Selection. Refer to LUC 20.25A.060 and Chapter 20.25D LUC for selection of tree species. If not otherwise specified in code, tree species selection shall be listed in the City of Bellevue Environmental Best Management Practices and Design Standards, now or as hereafter amended.
- F. Maintenance of Plant Materials.
 1. Landscaping in the right-of-way shall be maintained by the abutting property owner(s) unless maintenance has been accepted by the city.
 2. All landscape materials in the right-of-way shall be maintained to industry standards. Trees shall be pruned according to standards adopted by the International Society of Arboriculture.
 3. The property owner is responsible for ensuring that landscaping fronting his/her property does not impair driver or pedestrian sight distance as described in the transportation department design manual.
 4. Topping of street trees and other pruning that does not conform to industry standards is a civil violation under Chapter 1.18 BCC and subject to penalties set forth in BCC 1.18.045. (Ord. 6181 § 2, 2014.)

14.60.130 Private roads.

- A. Private roads shall be contained in an easement or tract and will be allowed when:
 1. A covenant that provides for maintenance and repair of the private road by property owners has been approved by the city and recorded with King County; and
 2. The covenant includes a condition that the private road will remain open at all times for emergency and public service vehicles; and
 3. The private road would not hinder public street circulation; and
 4. At least one of the following conditions exists:

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- a. The road would ultimately serve no fewer than three lots and no more than nine lots; or
 - b. The road would ultimately serve more than nine lots, and the review engineer and the fire marshal determine that due to physical site constraints or preexisting development no other reasonable access is available. In addition, the proposed private road would be adequate for transportation and fire access needs, and the private road would be compatible with the surrounding neighborhood character; or
 - c. The private road would be part of a commercial or residential planned unit development; or
 - d. The private road would serve commercial or industrial facilities where no circulation continuity is necessary.
 - 5. Absent any of the above, public streets are required.
 - B. The design and construction of private roads shall conform to the requirements of the transportation department design manual and the fire department development standards.
 - C. Private roads shall be designed such that vehicles attempting to enter the private road will not impede vehicles in the travel lane of the public street.
 - D. Combined vehicular access for adjoining properties is encouraged. Joint access shall be established in a tract or easement.
 - E. Access onto arterial streets from private roads may be denied at the discretion of the review engineer if alternate access is available.
 - F. The continued use of a preexisting private road is not guaranteed with the development of a site.
 - G. All abandoned private roads on the street frontage to be improved shall be removed and new curb, gutter and sidewalk shall be installed.
 - H. Private road grade and configuration shall accommodate future street widening as described in adopted city plans and codes to prevent the need for major private road reconstruction.
 - I. No private road shall be approved where undesirable impacts, such as vehicles backing onto the public sidewalk or street, will occur.
 - J. Left turns to and from a private road may be restricted either at the time of development or in the future if such maneuvers are found by the city to be hazardous.
 - K. The requirements of this section may be modified by the director if:
 - 1. The modification is reasonable and necessary for development of the property; and
 - 2. The modification will result in more efficient access to and circulation within the property; and
 - 3. The modification will not create a hazardous condition for motorists or pedestrians.
- (Ord. 6181 § 2, 2014.)

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[...]

14.60.170 Street ends.

- A. All dead-end public streets and private roads greater than 150 feet in length shall be constructed with a turnaround facility per the Transportation Department Design Manual Standard 7 – Street End Designs, as currently adopted or hereafter amended. The street or road may extend up to 150 feet beyond the approved turnaround facility.
- B. Streets that temporarily dead-end and will be extended in the future need not have a turnaround facility unless determined necessary by the review engineer and the fire marshal. When no turnaround facility is provided, street-end barricading shall be installed and must conform to the most recent edition of the Manual on Uniform Traffic Control Devices.
- C. Where the turnaround facility is a circular turnaround, a landscaped island delineated by curbing shall be provided in the circular turnaround by the developer. [Bioretention swales or other vegetation-based LID BMPs may be located in the landscaped island.](#) The landscaping shall be maintained by the homeowners' association or adjacent property owners. The developer shall record an agreement to ensure maintenance of the landscaping, either with the recording of the final plat or as a separate document if the development is occurring outside a plat. (Ord. 6181 § 2, 2014.)