



MEMORANDUM

DATE: February 6, 2009

TO: Transportation Commission

FROM: Laurie Gromala, Assistant Director, Traffic Operations Division
(425) 452-6013; lgromala@bellevuewa.gov

Chris Dreaney, Development Review Manager, Traffic Operations Division
(425) 452-5264; cdreaney@bellevuewa.gov

SUBJECT: Transportation Development Code update

Purpose

To introduce the update of the Transportation Development Code (BCC 14.60) to the Transportation Commission, as provided for in the Transportation Commission charter. Work by staff on this code amendment has been underway for some time; the proposed update is occurring now as the development group of the Transportation Department is shifting some resources from review of development applications to improvements in the development review process. The primary goals of the update are:

- to clarify and expand definitions
- to remove conflicts and inconsistencies
- to clarify the required design of public streets, private roads, and driveways
- to increase consistency with Fire Department standards regarding street end design
- to respond to the changing environment regarding alternative travel modes

This presentation will be followed by further Commission meetings sufficient to address all Commission concerns. Legal review is underway, and public, business community, and developer outreach will occur concurrently or subsequently with the Commission work, as appropriate. The draft Development Code will also undergo SEPA review by the Development Services Department. Staff will then bring the final draft of the code update back to the Commission for a public hearing and Commission recommendation to the City Council. The draft code amendment will then be scheduled for a study session with the Council.

Background

The Transportation Development Code (BCC 14.60) was created in 1995. The code was based on the transportation policy elements of the Development Standards in use at that time. The remaining design elements of the Development Standards became the

fourth edition of the Transportation Department Development Manual. The Development Manual (which is now called the Design Manual) has been updated several times since then. This proposed update is the first revision of the Transportation Development Code since its creation in 1995.

The engineers in the Development Review section of the Transportation Department review development proposals to assess impacts on the transportation system. The engineers utilize several resources in this process, including the elements and policies of the Comprehensive Plan, the Pedestrian and Bicycle Transportation Plan, and the Transportation Facilities Plan. They also depend upon the Land Use Code, the Transportation Development Code, and the Transportation Design Manual. These plans, codes, and standards are used by staff to identify needed transportation infrastructure improvements and to provide the authority to require developer mitigation of impacts.

The sections of Chapter 14.60 which address the Transportation Management Program – 14.60.070 and 14.60.080 – are shown in the attachment in ~~strikeout~~ form. Work on revisions to these sections has been proceeding separately, but the current intention is to take all final recommended changes to the City Council as a consolidated action.

Next Steps

Staff requests that the Commission review the proposed changes and provide feedback and direction to staff.

Attachments

1. B.C.C. 14.60, Transportation Development Code
2. Summary of Proposed Code Changes
3. Proposed Code, Redline/Strikeout Version

Chapter 14.60

**TRANSPORTATION
DEVELOPMENT CODE**

Sections:

- 14.60.010 Title.
- 14.60.020 Purpose.
- 14.60.021 Authority.
- 14.60.022 Violation – Penalty.
- 14.60.030 Application.
- 14.60.040 Definitions.
- 14.60.050 Traffic impact analysis reports.
- 14.60.060 Traffic impact mitigation.
- 14.60.070 Transportation management program.
- 14.60.080 Transportation management program – Downtown.
- 14.60.090 Dedication of right-of-way.
- 14.60.100 Easements and tracts.
- 14.60.110 Street frontage improvements.
- 14.60.120 Landscaping in right-of-way, easements and access tracts.
- 14.60.130 Private streets.
- 14.60.140 Acceptance of dedicated private streets as public streets.
- 14.60.150 Driveways.
- 14.60.160 Private intersection opening.
- 14.60.170 Street ends.
- 14.60.180 Parking circulation.
- 14.60.181 Americans with Disabilities Act.
- 14.60.190 Nonmotorized facilities.
- 14.60.200 Traffic signals.
- 14.60.210 Street lighting.
- 14.60.220 Traffic control.
- 14.60.230 Utility companies.
- 14.60.240 Street intersection sight obstruction.
- 14.60.241 Sight distance requirements for pedestrian safety.
- 14.60.250 Pavement restoration for trenching in right-of-way.

14.60.010 Title.

This chapter shall be known as the transportation development code and shall be referred to herein as the “code”. (Ord. 4822 § 1, 1995.)

14.60.020 Purpose.

This code is consistent with the comprehensive plan of the city, as adopted pursuant to the Growth Management Act, Chapter 35.70A RCW, and is intended to implement the provisions of such plan. The provisions contained in this code are necessary for the protection and preservation of the health, safety, and general welfare of the citizens and businesses of the city. (Ord. 4822 § 1, 1995.)

14.60.021 Authority.

A. The department of transportation by and through its director is charged with the administration and enforcement of the provisions of this code.

B. The director shall have the authority to:

1. Develop and adopt procedures as needed to implement this code and to carry out the responsibilities of the department.

2. Request the assistance of other city departments to administer and enforce this code.

3. Assign the responsibility for interpretation and application of specified procedures to the department of transportation.

4. Prepare, adopt and update as needed engineering standards to establish minimum requirements for the design and construction of transportation facilities and requirements for protecting existing facilities during construction. The engineering standards shall be consistent with this code and adopted city policies.

C. When authorized by a provision of this Chapter 14.60 BCC, the transportation department may require or allow a performance or maintenance assurance device in conformance with Section 20.40.490 of the Bellevue City Code (Land Use Code). (Ord. 4822 § 1, 1995.)

14.60.022 Violation – Penalty.

Violation of any provision of this code constitutes a civil violation as provided for in Chapter 1.18 BCC, for which a monetary penalty may be assessed and abatement may be required as provided therein. The city shall seek compliance through Chapter 1.18 BCC if compliance is not achieved through this code. (Ord. 4822 § 1, 1995.)

14.60.030 Application.

This code shall be in effect throughout the city. (Ord. 4822 § 1, 1995.)

14.60.040 Definitions.

The following words and phrases, when used in this code, shall have the following meanings:

A. “Activity centers” means locations such as schools, parks, retail areas and shopping centers, places of employment, or public service agencies that attract people.

B. “Bicycle facilities” means a general term referring to improvements that accommodate or encourage bicycling, including parking facilities, bike racks, bicycle route mapping, and bicycle route development.

C. “Bicycle route” means any route specifically designated for bicycle travel, whether exclusive for

bicyclists or to be shared with other transportation modes.

D. “Cul-de-sac” means a street closed at one end by widened pavement of sufficient size for vehicles to turn around.

E. “Curb (wheelchair) ramp” means a ramp cut into a roadway curb to allow access for physically challenged pedestrians to and from sidewalks and streets.

F. “Dedication” means the transfer of land or interest in land by the owner of such land to the city for public uses, reserving no other rights than such as are compatible with the full exercise and enjoyment of the uses to which the property has been dedicated.

G. “Developer” means the property owner and his/her authorized agents or contractors responsible for a given project.

H. “Development” means all structures and other modifications of the natural landscape above and below ground or water, or a particular site.

I. “Director” means the director of the department of transportation of the city of Bellevue, the director’s authorized representative, or such other persons authorized by the city manager.

J. “Easement” means a grant of an interest in land by the property owner for a designated use by another person or entity or the public in general.

K. “Gross square feet” means the total number of square feet within the finished wall surface of the outer building walls of a structure, excluding vent shafts, outdoor courts and parking.

L. “High occupancy vehicle (HOV)” means an automobile, vanpool or bus with two or more occupants.

M. “Mixed use development” means the development of a contiguous tract of land, a building or a structure with two or more different uses as identified on the Land Use Charts in the Land Use Code.

N. “Mode split” means the percentage of over-all trips made by different means of transportation.

O. “Peak period” means two hours during any a.m. or p.m. period when vehicular arrival and departure from the site is highest.

P. “Right-of-way (public)” means all public streets and property dedicated to public use for streets together with public property reserved for public utilities, transmission lines and extensions, walkways, sidewalks, bikeways or equestrian trails.

Q. “Single occupancy vehicle (SOV)” means automobiles transporting the driver only.

R. “Street frontage” means any part of private or public property which borders a public street.

S. “Street tree” means a tree planted within the public right-of-way. (Ord. 4822 § 1, 1995.)

14.60.050 Traffic impact analysis reports.

Traffic impact analysis reports are required for proposed development projects when the city has reason to believe that the impact on the city’s existing or planned future transportation facilities will be significant. (Ord. 4822 § 1, 1995.)

14.60.060 Traffic impact mitigation.

A. The director may require conditions necessary to mitigate traffic impacts resulting from a development project. Mitigation measures may include, but are not limited to, traffic diverters, installation of medians, installation of left turn barriers and neighborhood street parking enforcement.

B. The director may require the permittee to participate in the funding of mitigation measures required as a result of traffic impacts associated with development on the property. (Ord. 4822 § 1, 1995.)

14.60.070 Transportation management program.

A. The owner of property upon which new structural development is proposed shall, prior to any initial occupancy of any building, establish a transportation management program (TMP) to the extent required by BCC 14.60.070(E) and in accordance with the provisions thereof.

B. Existing structures are not subject to the requirements of this section except where a substantial remodel is proposed.

C. The director shall specify the TMP submittal requirements, including type, detail, format, methodology, and number of copies, for an application subject to this section to be deemed complete and accepted for filing. The director may waive specific submittal requirements determined to be unnecessary for review of an application.

D. For the purposes of this section, the term “employees” includes all on-site workers in buildings subject to the requirements of this section.

E. The owner of any property for which a TMP is required shall include those components identified as requirements on the following Transportation Management Program Requirements Chart. The chart identifies the total gross square footage (for one or more structures) at which specific requirements become applicable. The requirements identified on the chart are described in BCC 14.60.070(F).

TRANSPORTATION MANAGEMENT PROGRAM REQUIREMENTS

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 (See subsection (F)(1)(a) and (b))	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 (See subsection (F)(2))	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 (See subsection (F)(3)(a) and (b))	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 (See subsection (F)(4)(a), (b) and (c))	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 (See subsection (F)(5))	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 (See subsection (F)(6))	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 as described in subsection (G)(1) of this section.

F. As indicated on the Transportation Management Program Requirements Chart, the property owner shall:

1. Post Information.

a. Post ridesharing and transit information from Metro or other approved sources in a visible central location in the building, such as the lobby or other public area near the major entrance to the building on a continual basis. This requirement applies to each building in a building complex.

b. All posting materials required by the Transportation Management Program Requirements Chart must be provided by a source approved by the director.

2. Distribute Information. Distribute ridesharing and transit information from Metro or other approved sources annually to all tenants and employees and to new tenants and new employees. Such information must identify available ridesharing and transit services.

3. Provide a Transportation Coordinator.

a. The coordinator shall publicize the availability of ridesharing options, provide reports to the city (see BCC 14.60.070(I)), act as liaison to the city, and provide ridesharing matching assistance in conjunction with Metro or a private system sponsored by the property owner as approved by the city.

b. The property owner must provide the transportation coordinator’s name to the city. The coordinator must be available for meetings and training sessions conducted by the city or other agency approved by the city.

4. Provide Preferential Parking.

a. Provide specially marked parking spaces in a preferential location between 6:00 a.m. and 9:00 a.m. for each registered carpool and vanpool in which tenants and their employees participate. A preferential location includes proximity to the building and covered parking when possible.

b. Preferential parking must be enforced and monitored through on-site inspection at least three mornings a week.

c. To facilitate monitoring, carpools and vanpools must be certified by the coordinator through a registration system as approved by the city, and be recertified quarterly.

5. Provide Financial Incentive. Provide a minimum of \$15.00 per month financial incentive for employees on-site who commute by carpool, vanpool or transit. The financial incentive for transit riders and Metro vanpool riders will be a discounted Metro Transit (or a comparable service) bus/vanpool pass. The financial incentive for each carpool and non-Metro vanpool participant will be a cash bonus to the participant, a coupon redeemable for gasoline, or an equivalent discount in parking charges.

6. Provide Guaranteed Ride Home. Provide a taxi-scrip system of low-cost rides home for on-site employee transit riders or registered on-site employee carpoolers and vanpoolers who miss a bus or ride because of an employer requirement to work late or because of a need to leave early due to illness or home emergency.

G. Determination of Requirements for Mixed Uses. The director shall determine the transportation management program requirements for mixed uses. These requirements shall be limited to the requirements described in subsections E and F. The director shall apply the requirements for the same or most similar uses as described in subsections E and F.

H. Substitution of Alternate Program. With the approval of the director, an alternate transportation management program may be substituted by the property owner for those components identified as requirements in subsection F if, in the judgment of the director, the alternate program is at least equal in potential benefits to the requirements in subsection F.

I. Reporting Requirements. Beginning one year after the issuance of a final certificate of occupancy, and every two years thereafter for development subject to this section, the property owner shall submit a report to the director, who shall then determine compliance with this section. The report shall describe each of the required transportation management program components that were in effect for all previous years, the total number of on-site employees, the expenditures for financial incentives and guaranteed ride home, the number of bus passes sold, and the number of registered carpools and vanpools. A report form will be provided to the property owner by the city.

J. Recording. Prior to the issuance of a building permit or of any approvals made pursuant to Chapter 20.30 BCC, the owner of property subject to this section shall record an agreement between the city and the property owner with King County division of records and elections and with the Bellevue city clerk that requires compliance with this section by the present and future owners of the property. (Ord. 4822 § 1, 1995.)

14.60.080 Transportation management program – Downtown.

A. The director may require a transportation management program (TMP) for any project proposed within the downtown in order to reduce congestion, reduce peak hour trips, or implement the policies of the comprehensive plan.

B. Programmatic Requirements.

1. The owner of a building with 50,000 gross square feet or more of office shall, in addition to the programmatic elements identified in the Transportation Management Requirement Chart in BCC 14.60.070(F), perform or cause to be performed the following elements:

a. Commuting options information boards for each tenant with 50 or more employees.

b. Leases in which the tenants are required to participate in periodic employee surveys.

c. Identification of parking cost as a separate line item in such leases and a minimum rate for monthly long-term parking, not less than the cost of a current Metro two-zone pass.

d. A personalized ridematching service for building employees to encourage carpool and vanpool formation. The ridematching service must enhance the computerized ridematching service available from Metro (or a comparable service), with personalized follow-up with individual employees.

2. Duration. The programmatic requirements shall continue for the life of the building.

C. Performance Goals.

1. The owner of a building with 50,000 gross square feet or more of office shall, as part of the TMP for the building, comply with the following performance goals:

a. For every other year beginning with the building's first certificate of occupancy (CO) anniversary and for 10 years thereafter, the performance goals shall become more restrictive, so that by the tenth year the maximum SOV rate will be reduced by 35 percent from the CO year baseline.

b. The city may adjust the above rates every other year based on review of current condi-

tions in the downtown, the characteristics of the building, and other local or state regulations.

c. These performance goals apply to present and future property owners for the life of the building.

D. Survey and Analysis Requirements.

1. Employee Survey. The property owner shall conduct a survey to determine the employee mode split. The survey must be conducted by an independent agent approved by the city. This survey shall be conducted in a manner to produce a 70 percent response rate and shall be representative of the employee population. If the response rate is less than 70 percent, all nonresponses up to 70 percent shall be considered SOV trips. The survey results shall be used as the basis for calculating performance levels. The city shall provide a survey form to the property owner.

2. Schedule of Survey. The survey is to be conducted every two years; the first survey shall be conducted one year after the issuance of the CO.

3. Analysis of Performance Goals.

a. Single Occupancy Vehicle Use Formula:

$(NS/NT)(100) =$ percent SOV use, where:
 NS = number of employees who commute to work by SOV
 NT = total number of employees.

E. Reporting Requirements.

1. Content of Evaluation Report. The property owner shall submit a report to the city which includes the following elements:

a. The property owner's compliance with the performance goals listed in BCC 14.60.080(C), including the number of HOV spaces, their location, how HOV spaces are monitored, loading and van parking locations, transportation coordinator activities, the number and location of commuter information centers and employer commuter options boards, an example of lease language, past and current parking costs and ridematch activities.

b. The results of the employee survey, including the survey procedures and the percent SOV use by employees.

c. Any nonrequired activities undertaken by the property owner to encourage HOV and transit use or any unusual circumstances which have affected SOV use.

The city will provide a report form to the property owner.

2. Reporting Schedule. An initial action plan for implementing the TMP shall be submitted within six months of the issuance of the temporary certificate of occupancy. The action plan shall

describe transportation management techniques that the property owner will use to encourage HOV use by employees and reduce peak period vehicle trips as necessary to meet the performance goals. City staff will be available to assist in the development of the action plan. The evaluation reports shall occur by building's first CO anniversary, and every two years thereafter.

F. Failure to Meet Performance Goals.

1. Remedies. If the city determines that the property owner has failed to meet the performance goals of BCC 14.60.080(C), the property owner shall comply with the action plan, employee survey and reporting requirements as set forth below.

2. Action Plan Requirement.

a. Plan Required. If the property owner fails to meet the performance goals, the property owner shall prepare, submit to the city and implement an action plan to meet the performance goals within one year.

b. Adequacy of Plan. The property owner will be allowed flexibility in developing the action plan subject to city review and approval, which approval shall not be unreasonably withheld. As a guide to this review, the city will evaluate the following:

i. The relationship of the number of employees that would be affected by the plan actions to the size of the deficiency which must be reduced.

ii. The effectiveness of proposed actions as they have been applied elsewhere in comparable settings.

iii. The schedule for implementation of the action plan and the assignment of responsibilities for each task.

3. Annual Employee Survey Requirements. An employee survey shall be conducted within one year of the date of submission of the previous report to the city. This survey shall be conducted under the same conditions and using the same methods as described in BCC 14.60.080(D)(1).

4. Annual Report Requirement. A report shall be submitted one year after the submission of the previous report. The report shall include all of the contents described in BCC 14.60.080(E)(1), and in addition shall include descriptions of:

a. Implementation of the action plan, including expenditures; and

b. Summary of effectiveness of elements of the action plan.

5. Duration. The property owner shall comply with the action plan, the annual survey and the annual report requirements every year that the property owner fails to meet the performance goals

up to a maximum of six years after submission of the first report.

6. Assurance Device. In the event of a failure by the property owner to meet the performance goals, the property owner shall provide to the city an assurance bond, or other assurance device referenced in BCC 14.60.021(C), at the property owner's option, securing any financial incentives prescribed in an action plan. The assurance device shall equal the cost of the maximum incentive levels which could be required for the following year as referenced in the action plan. The amount of the assurance device shall be determined when the level of activity is determined on the action plan. The assurance device shall be issued not later than 60 days after this determination.

G. Violations. The property owner shall be in violation of the requirements of BCC 14.60.080 if he/she fails to:

1. Comply with the programmatic requirements of BCC 14.60.080(B)(1); or
2. Comply with the reporting requirements of BCC 14.60.080(E); or
3. Submit the required action plans required in BCC 14.60.080(F)(2); or
4. Implement the required action plans required in BCC 14.60.080(F)(2); or
5. Conduct the required employee survey of BCC 14.60.080(F)(3). (Ord. 4822 § 1, 1995.)

14.60.090 Dedication of right-of-way.

A. The city may require the dedication of right-of-way in order to incorporate transportation improvements which are reasonably necessary to mitigate the direct impacts of the development. The property owner may be required to dedicate right-of-way to accommodate:

1. Motorized and nonmotorized transportation, landscaping, utility, street lighting, traffic control devices, and buffer requirements; and
2. Street frontage improvements where the existing right-of-way is not adequate; and
3. The extension of existing or future public street improvements.

B. Some reduction in the minimum right-of-way requirement may be granted by the review engineer where it can be demonstrated that sufficient area has been provided for all frontage improvements, including utilities, within the right-of-way.

C. The owner of a subdivision may be required to dedicate right-of-way, as a condition of approval of the subdivision, where existing right-of-way for public streets is not adequate to incorporate necessary frontage improvements for public safety and

to provide compatibility with the area's circulation system.

D. The owner of a short subdivisions may be required to dedicate right-of-way, as a condition of approval of the short subdivision, where such dedication is necessary to mitigate the direct impacts of the short subdivision and:

1. The short subdivision abuts an existing substandard public street and the additional right-of-way is necessary to incorporate future frontage improvements for public safety; or
2. Right-of-way is needed for the extension of existing public street improvements necessary for public safety; or
3. Right-of-way is needed to provide future street improvements necessary for public safety for planned new public streets. (Ord. 4822 § 1, 1995.)

14.60.100 Easements and tracts.

A. Easements for all public streets and utilities needed to serve the proposed development consistent with the provisions of the comprehensive plan and other adopted city plans shall be granted by the property owner. Easements may be for private streets, sidewalks, street lighting, traffic control devices and temporary construction. Design features of a street may necessitate the granting of slope, wall, and drainage easements.

B. Nonmotorized easements may be required where necessary to facilitate pedestrian circulation between neighborhoods, schools, shopping centers and other activity centers even if the facility is not specifically shown on the city's nonmotorized circulation plan.

C. Nonmotorized easements and tracts shall be wide enough to include the trail width and a minimum clear distance of two feet on each side of the trail. Easement width may vary according to site-specific design issues such as topography, buffering, and landscaping.

D. Easements shall be designated "city of Bellevue nonmotorized public easement" and easement documents shall specify the maintenance responsibility.

E. The city may accept dedications of sensitive areas which have been identified and are required to be protected as a condition of development. Dedication of such areas to the city will be considered when:

1. The dedicated area would contribute to the city's overall open space and greenway system;
2. The dedicated area would provide passive recreation opportunities and nonmotorized linkages;

14.60.110

3. The dedicated area would preserve and protect ecologically sensitive natural areas, wildlife habitat and wildlife corridors;

4. The dedicated area is of low hazard/liability potential; and

5. The dedicated area can be adequately managed and maintained. (Ord. 4822 § 1, 1995.)

14.60.110 Street frontage improvements.

A. The installation of street frontage improvements is required prior to issuance of a certificate of occupancy for new construction other than single-family homes, or prior to final approval for subdivisions, short subdivisions and PUDs. For additions and remodels to existing buildings see Section 20.20.560 of the Land Use Code.

B. Complete street frontage improvements shall be installed along the entire street frontage of the property at the sole cost of the permittee as directed by the review engineer. Street frontage improvements may include curb, gutter, sidewalk, storm drainage, street lighting, traffic signal equipment, utility installation or relocation, landscaping strip, street trees and landscaping, irrigation, street widening, and channelization. Beyond the property frontage, the permittee shall provide ramps 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.

C. 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 construction, the property owner shall, prior to issuance of the building permit, at the direction of the review engineer:

1. Pay to the city an amount equal to the property owner's cost of installing the required improvements prior to issuance of a building permit. The property owner shall provide documentation satisfactory to the city of materials costs, quantities, and labor costs; or

2. Record an agreement which provides for these improvements to be installed by the property owner by a date acceptable to the city; or

3. Record an agreement to not protest a local improvement district to improve the street frontage.

D. If, at a time subsequent to the issuance of a building permit, a local improvement district is established which 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 pre-existing contract with the city, for which the property owner may be credited against the assessment with the appropriate amount of costs of construction expended by the developer.

E. The requirement for installation of frontage improvements may be waived by the review engineer under either of the following conditions:

1. Adjacent street frontage improvements are unlikely to be installed in the foreseeable future; or

2. The installation of the required improvement would cause significant adverse environmental impacts. (Ord. 4822 § 1, 1995.)

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.

B. Required Review. The city shall review proposed street frontage improvements for compliance with this section.

C. Preservation of Existing Street Trees and Landscaping.

1. Retention of existing vegetation may be required along city streets.

2. Wherever it is necessary 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 property owner shall replant such trees or replace them according to city standards.

3. Any landscaping in the right-of-way which is disturbed by construction activity on private property shall be replaced or restored to its original condition by the property owner.

4. Landscaping and other improvements within the right-of-way are subject to removal at the request of the city when the right-of-way is needed for public use.

D. Street Tree and Landscaping Installation Requirement.

1. Street landscape installation or improvement is required when applicable projects are to be undertaken along arterials as identified on the transportation technical manual and according to guidelines of the transportation technical manual.

2. Ground cover shall be provided for site frontage right-of-way with a potential for erosion.

E. Species Selection.

1. The selection of tree species in the downtown shall be according to the specified trees in the transportation technical manual – Bellevue downtown street tree species plan.

2. Outside of the downtown, selection of tree species shall follow the pattern as listed in the transportation technical manual – city of Bellevue designated street trees.

3. For streets having no designated tree species, but where street trees are required, tree species selection shall be from transportation technical manual – approved street trees.

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 public right-of-way shall be maintained to industry standards. Trees shall be pruned according to standards adopted by either the National Arborists Association or the International Society of Arboriculture.

3. The property owner is responsible for ensuring that landscaping fronting his/her property does not impair sight-distance.

4. Topping of street trees shall be prohibited. (Ord. 4822 § 1, 1995.)

14.60.130 Private streets.

Private streets will be allowed when:

A. A covenant which provides for maintenance and repair of the private street by property owners has been approved by the city and recorded with King County; and

B. The covenant includes a condition that the private street will remain open at all times for emergency and public service vehicles; and

C. The private street would not hinder public street circulation; and

D. At least one of the following conditions exists:

1. The street would ultimately serve four or fewer lots; or

2. The street would ultimately serve more than four lots, and the review engineer and the fire marshal determine that no other access is available. In addition, the proposed private street would be adequate for transportation and fire access needs, and the private street would be compatible with the surrounding neighborhood character; or

3. The private street would be part of a planned unit development; or

4. The private street would serve commercial or industrial facilities where no circulation continuity is necessary. (Ord. 4822 § 1, 1995.)

14.60.140 Acceptance of dedicated private streets as public streets.

Acceptance of dedicated private streets as public streets will be considered if the street meets all public street design and construction standards. Consideration of acceptance is also subject to the requirements of other city of Bellevue departments. Final acceptance is subject to city council approval. The following criteria will be evaluated:

A. Acceptability of street and utility construction. Pavement condition shall be brought up to the standards of new construction.

B. Condition of title.

C. Survey requirements for monumentation and conveyance.

D. The need for additional right-of-way and easements.

E. Cost of accepting the street and of future maintenance. (Ord. 4822 § 1, 1995.)

14.60.150 Driveways.

A. Driveways and parking areas shall be designed such that vehicles attempting to enter the driveway or parking area will not impede vehicles in the travel lane of the public street.

B. Wherever available, access for commercial and multifamily property shall be provided onto streets which do not abut R-1, R-1.8, R-2.5, R-3.5, R-4, R-5 or R-7.5 land use districts.

C. Combined driveways for adjoining properties are encouraged. In conjunction with approval of a development, the city may require the applicant to provide an access and circulation easement to an abutting owner where joint access is reasonable to serve future development.

D. The installation of driveways onto arterials may be denied if alternate access is available.

E. The continued use of pre-existing driveways is not guaranteed with the development of a site.

F. All abandoned driveways on the street frontage to be improved shall be removed and new curb, gutter and sidewalk shall be installed.

G. Driveway approach grade and configuration shall accommodate planned future street widening to prevent the need for major driveway reconstruction.

H. No commercial driveway shall be approved where backing onto the sidewalk or street will occur.

I. Left turns to and from a driveway may be restricted either at the time of development or in the future if such maneuvers are found by the city to be hazardous.

J. Unless there exists no other access to the property in question, the city shall not permit any

14.60.160

driveway to be located any closer than 100 feet from any other driveway, measured from nearest edge to nearest edge. If there exists no other access to the property in question, driveways shall be located as far apart as possible. In no case shall the city permit any driveway to be located any closer than 20 feet from any other driveway, measured from nearest edge to nearest edge.

K. Unless there exists no other access to the property in question, the city shall not permit any driveway to be located any closer than 150 feet from the nearest parallel street, measured from nearest edge to nearest edge. If there exists no other access to the property, the driveway shall be located as far away from the parallel street as possible.

L. The city shall not permit more than one driveway or street opening on any property having a street frontage of 200 feet or less. This subsection shall not apply if the property's street frontage is less than 200 feet and the property is at least three acres in area.

M. 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. 4822 § 1, 1995.)

14.60.160 Private intersection opening.

A private intersection opening may, with the approval of the review engineer, be used in lieu of a conventional driveway when the following criteria are met:

A. Projected driveway usage is greater than 2,000 vehicles per day.

B. Traffic signalization and easements are provided as required by the review engineer.

C. A minimum 100-foot storage area is provided between the face of curb and any turning or parking maneuvers within the development.

D. The opening is at least 150 feet from the near side face of curb of the nearest intersecting street.

E. The opening is at least 100 feet from any other driveway on the property frontage under the control of the property owner. (Ord. 4822 § 1, 1995.)

14.60.170 Street ends.

A. All dead-end public streets and private streets shall be designed as a cul-de-sac, except as provided in BCC 14.60.170(B) and(C).

B. A hammerhead may be used in lieu of a circular turnaround if the street is less than 200 feet long and serves six or fewer lots. An alternative design may be used if approved by the review engineer and the fire marshal.

C. Streets which temporarily dead-end and will be extended in the future will not have a turnaround or hammerhead unless determined necessary by the review engineer and the fire marshal. When no turnaround or hammerhead is provided, street-end barricading shall be installed and must conform to the most recent edition of the Manual on Uniform Traffic Control Devices (MUTCD).

D. A landscaped island delineated by curbing shall be provided in the cul-de-sac by the property owner. The landscaping shall be maintained by the homeowners' association or adjacent property owners. (Ord. 4822 § 1, 1995.)

14.60.180 Parking circulation.

Parking lot circulation needs shall be met on-site. The public right-of-way shall not be used as part of a one-way parking lot flow. (Ord. 4822 § 1, 1995.)

14.60.181 Americans with Disabilities Act.

A. All street frontage improvements and non-motorized facilities shall be designed and constructed to meet the intent of applicable requirements of the Americans with Disabilities Act (ADA).

B. In accordance with the state law and federal guidelines established by the ADA, wheelchair curb ramps shall be provided at all pedestrian crossings with curbs. (Ord. 4822 § 1, 1995.)

14.60.190 Nonmotorized facilities.

A. The city's goals and policies for nonmotorized facilities are as described in the pedestrian and bicycle transportation plan. The users of nonmotorized facilities are separated in that plan into two categories: pedestrian (which includes people, wheelchairs, horses, and other nonmotorized users) and bicycle. Internal pedestrian circulation systems shall be provided within and between existing, new, and redeveloping commercial, multifamily, and single-family developments; activity centers; and existing frontage pedestrian systems.

B. Concrete sidewalks shall be provided:

1. On both sides of all arterial streets;
2. On both sides of all nonarterial streets longer than 300 feet and on one side of all nonarterial streets less than 300 feet in length;
3. On both sides of all public streets which provide access to existing or planned future side-

walks, activity centers, parks, schools, neighborhoods, or public transit facilities;

4. On one side of dead-end residential streets, ending at the property line nearest the transition to a cul-de-sac circular turnaround or hammerhead.

C. The review engineer may grant an exception to the requirement for concrete sidewalk when:

1. The subdivision design provides an acceptably surfaced and maintained public walkway system; or

2. A paved path as described in the pedestrian path BCC 14.60.190(D) is provided.

D. A paved path shall be provided in lieu of concrete sidewalk when:

1. The paved path is determined by the city to be of a temporary nature; or

2. The city determines that soil or topographic conditions dictate a flexible pavement; or

3. The pedestrian and bicycle transportation plan indicates that neighborhood character does not warrant concrete sidewalks.

E. When street frontage improvements are required under BCC 14.60.110, additional right-of-way and pavement may be required if indicated on a designated bicycle route as identified in the pedestrian and bicycle transportation plan. (Ord. 4822 § 1, 1995.)

14.60.200 Traffic signals.

A. When a proposed street or driveway design interferes with existing traffic signal facilities, traffic signal modification or relocation must be provided.

B. To mitigate the traffic impacts of a development, modification of an existing signal or installation of a new signal may be required.

C. All traffic signal modification designs shall be prepared by a licensed engineer experienced in traffic signal design. (Ord. 4822 § 1, 1995.)

14.60.210 Street lighting.

A. Street lighting is required along all public streets, including new public streets in subdivisions and short subdivisions. The property owner is responsible for design and installation of new lighting and relocation of existing lighting along the street frontage of the development.

B. All street light installations, including wiring, conduit, and power connections, shall be located or relocated underground except in residential areas with existing above-ground utilities.

C. For new subdivisions, the city will accept maintenance and power cost responsibility for the public street light system when a subdivision is 50

percent or more occupied. Until then, the property owner shall remain responsible for the maintenance of and energy charges for the street lighting system.

D. Street illumination is required at the intersection of a private street and a public street. No street lighting is required along a private street. (Ord. 4822 § 1, 1995.)

14.60.220 Traffic control.

A. Temporary traffic control to ensure traffic safety during construction activities must be provided. A plan meeting the approval of the transportation department must be developed prior to starting construction activities.

B. The developer is responsible for supplying and installing all necessary permanent traffic control devices such as street name signs, stop signs, speed limit signs, and channelization.

C. Neighborhood traffic control devices such as speed humps, traffic circles, curb extensions, etc., are demonstration devices used to control vehicle speeds and cut-through traffic. Installation of these devices will be permitted only when the installation has met criteria established by the traffic engineer. (Ord. 4822 § 1, 1995.)

14.60.230 Utility companies.

A. Utility companies with facilities in city right-of-way shall relocate their facilities at their own expense when the relocation is necessary to accommodate public street improvements. The improvement work must be required by the city in order for the relocation work to be the financial responsibility of the utility; otherwise, all costs shall be the responsibility of the property owner. In the event such utility company is subject to a franchise agreement or right-of-way use agreement with the city, such agreement shall control any relocation requirement.

B. All utility distribution or collection systems in new subdivisions and short subdivisions, including power, telephone, and TV cable, shall be installed underground unless otherwise provided in a franchise agreement or right-of-way agreement. (Ord. 4822 § 1, 1995.)

14.60.240 Street intersection sight obstruction.

A. Notwithstanding any other provision of this code, no vehicles shall be parked or any sign, fence, hedge, shrubbery, natural growth or other obstruction installed, set out or maintained which obstructs the view of motor vehicle operators at an intersection within the sight areas defined in BCC 14.60.240(B) and between the height limits

14.60.240

defined in BCC 14.60.240(C). BCC 14.60.240(D) specifies what constitutes an obstruction to the view of motor vehicle operators. For the purpose of this code, "intersection" shall include: the intersection of two public streets; the intersection of a commercial driveway with a public street; the intersection of a residential driveway with a public street; and the intersection of a private street with a public street.

B. The sight area at an intersection is defined as the area bounded by setback lines, or bounded by setback lines and the edge of the traveled lane. Setbacks for intersection types are as specified in the following paragraphs.

1. Major Street/Minor Street. Intersections of this type have no control or flashing yellow on the major street, and a stop sign or flashing red signal on the minor street. Private commercial driveways (which may or may not have a stop sign) used by the public for entering any city street are also included in intersections of this type.

The setback line shall be defined as a line which joins a point in the center of the minor street approach lane located 14 feet back from the edge of the through-street approach lane (Point A) and a point in the center of the through-street approach lane (Point B). The location of Point B in the through-street approach lane is specified in the following table:

Posted Speed Limit For Major Street	Distance from Center of Intersection to Point B (Left Approach Only)
40 MPH	410 Feet
35 MPH	360 Feet
30 MPH	300 Feet
25 MPH	250 Feet

Where the major street is a divided highway, only the left setback line applies. Where the major street is a one-way street, only the setback line toward the direction of approach applies.

Modification. Where major obstacles such as pre-existing permanent structures, elevated contour of the ground, embankments, or other elements preclude the reasonable enforcement of the setback lines specified above, these setbacks may be modified at the discretion of the city traffic engineer. The minor street setback distance to Point A may be reduced from 14 feet to 10 feet, and the major street Point B location may be modified as follows:

Posted Speed Limit For Major Street	Distance from Center of Intersection to Point B
40 MPH	325 Feet
35 MPH	250 Feet
30 MPH	200 Feet
25 MPH	150 Feet

2. Uncontrolled Intersection. For intersections with no traffic control on any approach, the

setback lines join a point on the approach located 50 feet back from the center of the intersection with points located 80 feet back from the center of the intersection on the right and left hand streets. All points are on the street centerlines.

3. Yield Intersection and T Intersection. Yield intersections have a yield sign on one or both of the minor street approaches, and no control on the major street approaches. The setback lines for yield intersections join a point in the center of the yield approach lane 25 feet back from the edge of the crossing traffic lane with points in the centers of the crossing approach lanes 100 feet back from the center of the intersection. This setback also applies to a T intersection with no restrictive control; in this case the 25-foot setback point is on the stem of the T.

4. Signalized Intersection. For signalized intersection approaches with right-turn-on-red-after-stop permitted, the left setback line joins a point in the center of the minor street approach lane located 14 feet back from the edge of the through-street approach lane (Point A) and a point in the center of the left through-street approach lane (Point B). The location of Point A may be reduced to 10 feet subject to approval of the traffic engineer. The location of Point B is specified in the following table:

Posted Speed Limit For Major Street	Distance from Center of Intersection to Point B (Left Approach Only)
40 MPH	325 Feet
35 MPH	250 Feet
30 MPH	200 Feet
25 MPH	150 Feet

5. Residential Driveway Intersection. For the intersection of a residential driveway with a public street, the setback line joins a point in the center of the driveway (Point A) with a point in the center of the through-street approach lane (Point B). The setback distance of Point A from the edge of the traveled lane is 10 feet. The location of Point B is specified in the following table:

Posted Speed Limit For Major Street	Distance from Center of Intersection to Point B
40 MPH	325 Feet
35 MPH	250 Feet
30 MPH	200 Feet
25 MPH	150 Feet

Modification. When the residential driveway is located on a residential street with a sharp curve adjacent to the driveway, the distance to Point B may be reduced from 150 feet to 100 feet. For residential driveways with major obstacles or special view problems, the setback distance on the driveway (Point A) may be reduced from 10 feet to eight feet, subject to approval by the traffic engineer.

6. Sightline Setback – Other. For intersections not clearly included in the above types and for which view problems may exist, the traffic engineer will establish setback lines as required.

C. Sight Obstruction Height Limits. Sight obstruction, as defined in subsection D of this section, shall not be permitted above a line two and one-half feet above the street surface within the sight areas established in subsection B of this section. However, sight obstructions above a line seven and one-half feet above the street surface are permitted. For residential driveways, this upper height requirement is reduced from seven and one-half feet to six feet.

D. Sight Obstruction Defined.

1. For minor street/through street intersections, as defined in subsections (B)(1), (B)(4) and (B)(5) of this section, the following obstructions within the established sight areas shall be permitted:

a. One obstruction within each sight area which presents a maximum of two and one-half feet width when viewed from the applicable angle, which has at least two feet clear view inside the obstruction (on the side away from the intersection). At distances greater than 40 feet from the view point, the obstruction may present a maximum of four feet width.

b. Any number of obstructions one and one-half feet or less in maximum width when viewed from any applicable angle; provided there is equal open space on each side of the obstruction for all angles.

2. For intersections with no signalization or stop signs, as defined in subsections (B)(2) and (B)(3) of this section, the following obstructions within the established sight areas shall be permitted:

a. One obstruction within each sight area which presents a maximum of eight feet width when viewed from any applicable angle, and which has at least four feet clear view inside the obstruction and eight feet clear view between the obstruction and the edge of the traffic lanes; or

b. Two obstructions within each sight area each of which presents a maximum of five feet width when viewed from any applicable angle, and separated by four feet on more open space when viewed from all applicable angles, and which have at least four feet clear view inside the obstructions and eight feet clear view between the obstructions and the edge of the traffic lanes; or

c. Any number of obstructions one foot or less in width; provided they obstruct no more than two feet continuous obstruction width when

viewed from any applicable angle; and provided there is equal open space on each side of the obstruction for all angles.

E. Where unusual conditions preclude the application of the foregoing provisions of this section in a reasonable manner, or where a special viewing problem exists, the traffic engineer will determine when an intersection view obstruction exists, based on the intent of this section.

F. Every obstruction of the sort prohibited in this section hereafter installed or permitted to remain shall be deemed a violation of this code. (Ord. 4822 § 1, 1995.)

14.60.241 Sight distance requirements for pedestrian safety.

A. The minimum sight distance for pedestrian safety shall be determined as follows: the driver of an exiting vehicle shall be able to view a one-foot-high object 15 feet away from either edge of the driveway throat when the driver's eye is 14 feet behind the back of the sidewalk.

B. The minimum sight distance defined in subsection A of this section shall be maintained at all driveways, buildings, and garage entrances where structures, wing walls, etc. are located adjacent to or in close proximity to a pedestrian walkway.

C. Sight lines to traffic control devices such as signs, signals, etc. shall not be obscured by landscaping, street furniture, marquees, awnings, or other such obstructions. (Ord. 4822 § 1, 1995.)

14.60.250 Pavement restoration for trenching in right-of-way.

A. To ensure that public street pavement is not degraded by trenching, excavation, and pavement restoration activities, the trench backfill and restoration section of the transportation technical manual shall be adhered to when trenching within the paved portion of the city right-of-way.

B. Modifications or exceptions to subsection A of this section may be approved by the director upon written request by the permittee and demonstration of a satisfactory alternative.

C. A five-year moratorium on pavement trenching is effective upon completion of new street construction and upon pavement overlay of an existing street.

D. Modifications or exceptions to subsection C of this section may be approved by the director under compelling circumstances and emergencies, such as utility failures, main breaks, etc. (Ord. 4822 § 1, 1995.)

Description of Proposal:
Summary of Proposed Transportation Development Code Changes
1/21/09

Several areas of improvement:

- Conflicts, inconsistencies and outdated terminology removed, and key words and phrases defined.
- Increased focus on current and anticipated development trends and needs, particularly short plats and infill development.
- Purpose and design of public streets, private roads and driveways clarified.

Only code sections containing noteworthy revisions are listed below.

- .040 Definitions are clarified and expanded substantially to avoid or reduce confusion about meaning of terms used throughout the code.
- .060 Potential mitigation measures are expanded to include transit facilities and neighborhood traffic control devices.
- .090 Right-of-way dedication requirements are revised to include official city documents as basis for dedication requirements; developer responsibility to provide legal descriptions and drawings is established.
- .100 Authority basis for requiring easements or tracts expanded to include Pedestrian and Bicycle Transportation Plan Update and Recommended Walking Routes maps; recording requirements established. Dedication requirements regarding sensitive areas deleted.
- .105 New section. Allows prohibition of access from one or more streets where a lot has multiple street frontages, provided access is always guaranteed from at least one street.
- .110 Street frontage improvement requirements are revised to clarify that street improvements will be required for remodels or additions generating 30 or more new P.M. peak period trips, or when determined necessary to mitigate adverse environmental impacts. Clarifies what may be included as a “street improvement”, and clarifies required timing of improvement installation.
- .120 Adds the clarification of official city documents as guidelines for street landscape installation or improvement along arterials.
- .130 Revises regulations for private roads to allow them to serve from three to nine lots (currently four or fewer lots), with exception to allow more than nine lots in special cases. Clarifies that combined access for adjoining properties is encouraged, and that the city may require the developer to provide an access

- easement to an abutting owner where joint access is reasonable to serve future development. Establishes basic location and design regulations for private roads.
- .150 Clarifies that combined driveways or joint access shall be located in a tract or easement. Deletes dimensional requirements for driveway/driveway and driveway/street separation; these specifications have been incorporated into the Design Manual.
 - .160 Deletes dimensional requirements for minimum storage area for a private intersection opening. Deletes dimensional requirements for separation between private intersection opening and nearby intersections or driveways. These specifications have been incorporated into the Design Manual.
 - .170 Street end requirements are revised to clarify that they only apply to dead-end public streets and private roads greater than 150 feet in length. Removes conflicts with the Design Manual regarding turnaround design. References the Fire Department development standards for street ends.
 - .180 Establishes that site loading needs must be accommodated on-site.
 - .190 Non-motorized facilities regulations revised to address facilities serving more than one property or where connection to the regional trail system is necessary. Allows review engineer to waive required sidewalk along dead-end roads and streets. Establishes authority basis to require trails through a development.
 - .210 Allows for the waiving of the requirement to underground wiring and conduit for street lighting installations at the discretion of the review engineer.
 - .230 Establishes that the developer is responsible for utilities relocation costs when relocation is necessary to accommodate new development.
 - .240 Deletes this section which has been incorporated into the Design Manual.
 - .241 Deletes this section which has been incorporated into the Design Manual.
 - .250 Revises trenching and pavement restoration provisions to require developers to coordinate and consolidate utility service installations; allows review engineer and pavement manager to determine necessary extent of pavement restoration.
 - .260 New section. Establishes assurance device provisions to assure the completion and maintenance of transportation-related improvements, similar to assurance device provisions in the Bellevue Land Use Code (LUC 20.40.490).
 - .265 New section. Provides that the provisions of the code are severable.

1/13/08

Chapter **14.60**
TRANSPORTATION
DEVELOPMENT CODE

Sections:

- [14.60.010](#) Title.
- [14.60.020](#) Purpose.
- [14.60.021](#) Authority.
- [14.60.022](#) Violation – Penalty.
- [14.60.030](#) Application.
- [14.60.040](#) Definitions.
- [14.60.050](#) Traffic impact analysis reports.
- [14.60.060](#) ~~Traffic~~ **Transportation system** impact mitigation.
- [14.60.070](#) Transportation management program.
- [14.60.080](#) Transportation management program – Downtown.
- [14.60.090](#) Dedication of right-of-way.
- [14.60.100](#) Easements and tracts.
- [14.60.105](#) **Lots with multiple frontages.**
- [14.60.110](#) Street frontage improvements.
- [14.60.120](#) Landscaping in right-of-way, easements and access tracts.
- [14.60.130](#) ~~Private streets~~ **roads.**
- [14.60.140](#) ~~Acceptance of dedicated private streets~~ **Dedication of private roads** as public streets.
- [14.60.150](#) Driveways.
- [14.60.160](#) Private intersection opening.
- [14.60.170](#) Street ends.
- [14.60.180](#) Parking circulation **and loading space.**
- [14.60.181](#) Americans with Disabilities Act.
- [14.60.190](#) Nonmotorized facilities.
- [14.60.200](#) Traffic signals.
- [14.60.210](#) Street lighting.
- [14.60.220](#) Traffic control.
- [14.60.230](#) Utility companies.
- [14.60.240](#) ~~Street intersection sight obstruction.~~
- [14.60.241](#) ~~Sight distance requirements for pedestrian safety.~~
- [14.60.250](#) Pavement restoration for trenching in right-of-way.
- [14.60.260](#) **Assurance device.**
- [14.60.265](#) **Severability.**

14.60.010 Title.

This chapter shall be known as the transportation development code and shall be referred to herein as the “code”.

14.60.020 Purpose.

This code is consistent with the e**C**omprehensive p**P**lan of the city, as adopted pursuant to the Growth Management Act, Chapter ~~35.70A~~ **36.70A** RCW, and is intended to implement the provisions of such plan. The provisions contained in this code are

necessary for the protection and preservation of the health, safety, and general welfare of the citizens and businesses of the city.

14.60.021 Authority.

A. The ~~department of transportation~~ **Transportation Department** by and through its director is charged with the administration and enforcement of the provisions of this code.

B. The director shall have the authority to:

1. Develop and adopt procedures as needed to implement this code and to carry out the responsibilities of the department.

2. Request the assistance of other city departments to administer and enforce this code.

3. Assign the responsibility for interpretation and application of specified procedures to **within the department of transportation Transportation Department.**

4. Prepare, adopt and update as needed ~~engineering~~ **design** standards to establish minimum requirements for the design and construction of transportation facilities and requirements for protecting existing facilities during construction. The ~~engineering~~ **design** standards shall be consistent with this code and adopted city policies.

C. When authorized by a provision of this Chapter 14.60 BCC, the ~~Transportation Department~~ may require or allow a performance or maintenance assurance device in conformance with ~~Section 20.40.490 of the Bellevue City Code (Land Use Code).~~ **14.60.260 of this code.**

14.60.022 Violation – Penalty.

Violation of any provision of this code constitutes a civil violation as provided for in Chapter [1.18](#) BCC, for which a monetary penalty may be assessed and abatement may be required as provided therein. The city shall seek compliance through Chapter [1.18](#) BCC if compliance is not achieved through this code.

14.60.030 Application.

This code shall be in effect throughout the city.

14.60.040 Definitions.

For additional definitions, see Chapter 20.50 BCC. Except where specifically defined herein, all words used in this code shall carry their customary meanings. Words used in the present tense include the future, the plural includes the singular, the word “shall” is mandatory, and the word “may” denotes a use of discretion in making a decision. Words used with the masculine gender include the feminine, and the feminine the masculine. The following words and phrases, when used in this code, shall have the following meanings:

A. “Activity centers” means locations such as schools, parks, retail areas and shopping centers, places of employment, or public service agencies that attract people.

“Approach” means the concrete or asphalt section between a public street and a residential driveway, commercial driveway or private road that provides a transition from the street to the driveway or private road for vehicle ingress and egress and facilitates pedestrian traffic across the driveway or private road.

B. “Bicycle facilities” means ~~a general term referring to~~ improvements that accommodate or encourage bicycling, including parking facilities, bike racks, bicycle route mapping, and bicycle route development.

“Bicycle lane” means a portion of a public roadway designated by striping and pavement markings for the preferential or exclusive use of bicyclists. Refer to the city’s Pedestrian and Bicycle Transportation Plan.

“Bicycle route” means any route specifically designated for bicycle travel, whether exclusive for bicyclists or to be shared with other transportation modes, as indicated in the Pedestrian and Bicycle Transportation Plan or any other city publication.

“Breakaway object” means any object, such as a street tree, having properties up to and including that of a four-inch by four-inch wooden post.

C. “Commercial use” means any land use other than detached single-family residence or residential duplex.

~~D. “Cul-de-sac” means a street closed at one end by widened pavement of sufficient size for vehicles to turn around.~~

E. “Curb (wheelchair) ramp” (also “sidewalk ramp”) means a ramp cut into a roadway curb to allow access for physically challenged pedestrians to and from sidewalks and streets.

FD. “Dedication” means the transfer of land or interest in land by the owner of such land to the city for public uses, reserving no other rights than such as are compatible with the full exercise and enjoyment of the uses to which the property has been dedicated.

~~G. “Developer” means the property owner and his/her authorized agents or contractors responsible for a given project.~~

H. “Development” means all structures and other modifications of the natural landscape above and below ground or water, or a particular site.

~~I. “Director” means the director of the department of Transportation~~ Department of the city of Bellevue, the director’s authorized representative, or such other persons authorized by the city manager.

“Driveway” means a private way of vehicular ingress and egress to a site, extending into the site from a public street or private road.

“Driveway, residential joint use” means a driveway which provides access to two single-family residential lots. Also referred to as “shared driveway”.

JE. “Easement” means a grant of an interest in land by the property owner for a designated use by another person or entity or the public in general.

F. “Fixed object” means any object, such as a fire hydrant or power pole, having properties greater than a four-inch by four-inch wooden post.

G. (Reserved)

~~K. “Gross square feet” means the total number of square feet within the finished wall surface of the outer building walls of a structure, excluding vent shafts, outdoor courts and parking.~~

LH. “High occupancy vehicle (HOV)” means an automobile, vanpool or bus with two or more occupants.

I. “Infill” means the development of a lot which is entirely or substantially surrounded by developed lots.

J. (Reserved)

K. (Reserved)

L. “Landing” means the initial 20 to 30 feet of a driveway or private road behind the back of sidewalk or connection to the public right-of-way (when sidewalk is not present) that is usually limited to grades as specified in the Transportation Department Design Manual.

M. “Mixed use development” means the development of a contiguous tract of land, a building or a structure with two or more different uses as identified on the Land Use Charts in the Land Use Code.

~~N.~~ "Mode split" means the percentage of ~~overall~~ trips made by different means of transportation, including transit, carpool, vanpool, driving alone (Single Occupancy Vehicle), bicycling, and walking.

N. (Reserved)

~~O.~~ "Peak period" means two hours during any a.m. or p.m. period when vehicular arrival and departure from the site is highest.

O. (Reserved)

P. "Planned unit development" means a grouping of structures which contain certain uses occurring at a certain density, permitted subject to specified procedures and standards.

"Plat" means the map or representation of a subdivision.

"Plat, preliminary" means a neat and approximate drawing of a proposed subdivision showing the general layout of streets and alleys, lots, blocks, and restrictive covenants to be applicable to the subdivision, and other elements of a plat or subdivision which shall furnish a basis for the approval or disapproval of the general layout of a subdivision, consistent with LUC 20.45A and Chapter 58.17 RCW.

"Plat, short" means the map or representation of a subdivision of nine parcels or less.

"PM peak period" means the two hours between 4:00 PM and 6:00 PM.

Q. (Reserved)

R. "Residential" means a building, project, street, or area associated with single-family or duplex structures.

"Review engineer" means the director of the Transportation Department of the city of Bellevue or his/her authorized representative.

~~R.~~ "Right-of-way (public)" means all public streets and property dedicated to public use for streets together with public property reserved for public utilities, transmission lines and extensions, walkways, sidewalks, bikeways or equestrian trails.

"Road, private" means a way, located on private property, open to vehicular ingress and egress established as a separate tract or easement for the benefit of three to nine adjacent properties or dwelling units, or as otherwise allowed by BCC 14.60.130. This definition shall not apply to driveways.

S. "Shared roadway" means key links in the bicycle system, generally unmarked. These streets will usually have wider curb lanes (14-foot minimum) and should provide for bicycle access. These links are identified on the bicycle system maps and bicycle project lists which provide more details on street design and specifications.

~~Q.~~ "Single occupancy vehicle (SOV)" means automobiles transporting the driver only.

"Site" means a lot or group of lots associated with a certain application, building or buildings, or other development.

"Site, nonconforming" means a site which does not conform to the transportation improvement requirements of this code or the Transportation Department Design Manual standards which implement this code.

"Street, arterial" means a street which provides connections between neighborhoods, commercial activities, regional facilities and other arterials, as described in the Roadway Network section of the Transportation Element portion of the city of Bellevue Comprehensive Plan.

~~R.~~ "Street frontage" means any part of private or public property which borders a public street.

"Street, local" means a street which provides access to abutting land uses and serves to carry local traffic to arterials, as described in the Roadway Network section of the Transportation Element portion of the city of Bellevue Comprehensive Plan.

“Street, public” means publicly-owned land for the movement of vehicles and pedestrians and providing for access to adjacent parcels, and also means land subject to an easement or dedication in favor of the public for the movement of vehicles and pedestrians and providing for access to adjacent parcels.

S. “Street tree” means a tree planted within the public right-of-way, or between a curb and a pedestrian facility.

“Subdivision” means the division or redivision of land into ten or more lots, tracts, parcels, sites, or divisions for the purpose of sale, lease, or transfer of ownership, including all resubdivision of land.

“Subdivision, short” means the division or redivision of land, including a unit of land resulting from a previous subdivision, short subdivision, or revision into nine or fewer lots, tracts except nonbuilding tracts, parcels, sites or divisions, for the purpose of sale or lease or transfer of ownership.

T. (Reserved)

U. “Utilities” means systems typically installed overhead on poles or underground, which provide services to abutting or surrounding properties. Utilities include, but are not necessarily limited to: street lights, traffic signal equipment, sanitary sewer, potable water, storm water conveyance, telecommunications, cable television, fiber optics, natural gas, electricity, as well as the equipment necessary to operate them.

V-Z. (Reserved)

14.60.050 Traffic impact analysis reports.

Traffic impact analysis reports are required for proposed development projects when the city has reason to believe that the impact on the city’s existing or planned future transportation facilities ~~will be significant~~ **may be significant or may require mitigation.**

14.60.060 Traffic ~~Transportation system~~ impact mitigation.

A. The director may ~~require~~ **impose** conditions necessary to mitigate traffic impacts resulting from a development project. Mitigation measures may include, but are not limited to, ~~traffic diverters, installation of medians, installation of left turn barriers and neighborhood street parking enforcement~~ **traffic signal or street light installation or modifications, traffic monitoring devices, transit facilities, intersection modifications, installation of left turn barriers, and neighborhood traffic calming devices such as traffic diverters and installation of medians.**

B. The director may require the ~~permittee~~ **developer** to participate in the funding of mitigation measures required as a result of traffic impacts associated with development on the property.

14.60.070 Transportation management program. This section currently in review in a separate process.

~~A. The owner of property upon which new structural development is proposed shall, prior to any initial occupancy of any building, establish a transportation management program (TMP) to the extent required by BCC [14.60.070\(E\)](#) and in accordance with the provisions thereof.~~

~~B. Existing structures are not subject to the requirements of this section except where a substantial remodel is proposed.~~

~~C. The director shall specify the TMP submittal requirements, including type, detail, format, methodology, and number of copies, for an application subject to this section to be deemed complete and accepted for filing. The director may waive specific submittal requirements determined to be unnecessary for review of an application.~~

D. For the purposes of this section, the term “employees” includes all on-site workers in buildings subject to the requirements of this section.

E. The owner of any property for which a TMP is required shall include those components identified as requirements on the following Transportation Management Program Requirements Chart. The chart identifies the total gross square footage (for one or more structures) at which specific requirements become applicable. The requirements identified on the chart are described in BCC [14.60.070\(F\)](#).

TRANSPORTATION MANAGEMENT PROGRAM REQUIREMENTS

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 (See subsection (F)(1)(a) and (b))	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 (See subsection (F)(2))	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 (See subsection (F)(3)(a) and (b))	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 (See subsection (F)(4)(a), (b) and (c))	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 (See subsection (F)(5))	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 (See	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)

subsection (F)(6))							
-----------------------	--	--	--	--	--	--	--

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 as described in subsection (G)(1) of this section.~~

F. As indicated on the Transportation Management Program Requirements Chart, the property owner shall:

1. ~~Post Information.~~

~~a. Post ridesharing and transit information from Metro or other approved sources in a visible central location in the building, such as the lobby or other public area near the major entrance to the building on a continual basis. This requirement applies to each building in a building complex.~~

~~b. All posting materials required by the Transportation Management Program Requirements Chart must be provided by a source approved by the director.~~

2. ~~Distribute Information. Distribute ridesharing and transit information from Metro or other approved sources annually to all tenants and employees and to new tenants and new employees. Such information must identify available ridesharing and transit services.~~

3. ~~Provide a Transportation Coordinator.~~

~~a. The coordinator shall publicize the availability of ridesharing options, provide reports to the city (see BCC [14.60.070\(l\)](#)), act as liaison to the city, and provide ridesharing matching assistance in conjunction with Metro or a private system sponsored by the property owner as approved by the city.~~

~~b. The property owner must provide the transportation coordinator's name to the city. The coordinator must be available for meetings and training sessions conducted by the city or other agency approved by the city.~~

4. ~~Provide Preferential Parking.~~

~~a. Provide specially marked parking spaces in a preferential location between 6:00 a.m. and 9:00 a.m. for each registered carpool and vanpool in which tenants and their employees participate. A preferential location includes proximity to the building and covered parking when possible.~~

~~b. Preferential parking must be enforced and monitored through on-site inspection at least three mornings a week.~~

~~c. To facilitate monitoring, carpools and vanpools must be certified by the coordinator through a registration system as approved by the city, and be recertified quarterly.~~

5. ~~Provide Financial Incentive. Provide a minimum of \$15.00 per month financial incentive for employees on-site who commute by carpool, vanpool or transit. The financial incentive for transit riders and Metro vanpool riders will be a discounted Metro Transit (or a comparable service) bus/vanpool pass. The financial incentive for each carpool and non-Metro vanpool participant will be a cash bonus to the participant, a coupon redeemable for gasoline, or an equivalent discount in parking charges.~~

6. ~~Provide Guaranteed Ride Home. Provide a taxi scrip system of low-cost rides home for on-site employee transit riders or registered on-site employee carpools and vanpoolers who miss a bus or ride because of an employer requirement to work late or because of a need to leave early due to illness or home emergency.~~

~~G. Determination of Requirements for Mixed Uses. The director shall determine the transportation management program requirements for mixed uses. These requirements shall be limited to the requirements described in subsections E and F. The director shall apply the requirements for the same or most similar uses as described in subsections E and F.~~

~~H. Substitution of Alternate Program. With the approval of the director, an alternate transportation management program may be substituted by the property owner for those components identified as requirements in subsection F if, in the judgment of the director, the alternate program is at least equal in potential benefits to the requirements in subsection F.~~

~~I. Reporting Requirements. Beginning one year after the issuance of a final certificate of occupancy, and every two years thereafter for development subject to this section, the property owner shall submit a report to the director, who shall then determine compliance with this section. The report shall describe each of the required transportation management program components that were in effect for all previous years, the total number of on-site employees, the expenditures for financial incentives and guaranteed ride home, the number of bus passes sold, and the number of registered carpools and vanpools. A report form will be provided to the property owner by the city.~~

~~J. Recording. Prior to the issuance of a building permit or of any approvals made pursuant to Chapter [20.30](#) BCC, the owner of property subject to this section shall record an agreement between the city and the property owner with King County division of records and elections and with the Bellevue city clerk that requires compliance with this section by the present and future owners of the property. ([Ord. 4822](#) § 1, 1995.)~~

14.60.080 Transportation management program – Downtown. This section currently in review in a separate process.

~~A. The director may require a transportation management program (TMP) for any project proposed within the downtown in order to reduce congestion, reduce peak hour trips, or implement the policies of the comprehensive plan.~~

~~B. Programmatic Requirements.~~

~~1. The owner of a building with 50,000 gross square feet or more of office shall, in addition to the programmatic elements identified in the Transportation Management Requirement Chart in BCC [14.60.070](#)(F), perform or cause to be performed the following elements:~~

~~a. Commuting options information boards for each tenant with 50 or more employees.~~

~~b. Leases in which the tenants are required to participate in periodic employee surveys.~~

~~c. Identification of parking cost as a separate line item in such leases and a minimum rate for monthly long-term parking, not less than the cost of a current Metro two-zone pass.~~

~~d. A personalized ridematching service for building employees to encourage carpool and vanpool formation. The ridematching service must enhance the computerized ridematching service available from Metro (or a comparable service), with personalized follow-up with individual employees.~~

~~2. Duration. The programmatic requirements shall continue for the life of the building.~~

~~C. Performance Goals.~~

~~1. The owner of a building with 50,000 gross square feet or more of office shall, as part of the TMP for the building, comply with the following performance goals:~~

~~a. For every other year beginning with the building's first certificate of occupancy (CO) anniversary and for 10 years thereafter, the performance goals shall become more restrictive, so that by the tenth year the maximum SOV rate will be reduced by 35 percent from the CO year baseline.~~

~~b. The city may adjust the above rates every other year based on review of current conditions in the downtown, the characteristics of the building, and other local or state regulations.~~

~~c. These performance goals apply to present and future property owners for the life of the building.~~

~~D. Survey and Analysis Requirements.~~

~~1. Employee Survey. The property owner shall conduct a survey to determine the employee mode split. The survey must be conducted by an independent agent approved by the city. This survey shall be conducted in a manner to produce a 70 percent response rate and shall be representative of the employee population. If the response rate is less than 70 percent, all nonresponses up to 70 percent shall be considered SOV trips. The survey results shall be used as the basis for calculating performance levels. The city shall provide a survey form to the property owner.~~

~~2. Schedule of Survey. The survey is to be conducted every two years; the first survey shall be conducted one year after the issuance of the CO.~~

~~3. Analysis of Performance Goals.~~

~~a. Single-Occupancy Vehicle Use Formula:~~

~~$(NS/NT)(100) = \text{percent SOV use, where:}$~~

~~NS = number of employees who commute to work by SOV~~

~~NT = total number of employees.~~

~~E. Reporting Requirements.~~

~~1. Content of Evaluation Report. The property owner shall submit a report to the city which includes the following elements:~~

~~a. The property owner's compliance with the performance goals listed in BCC [14.60.080\(C\)](#), including the number of HOV spaces, their location, how HOV spaces are monitored, loading and van parking locations, transportation coordinator activities, the number and location of commuter information centers and employer commuter options boards, an example of lease language, past and current parking costs and ridematch activities.~~

~~b. The results of the employee survey, including the survey procedures and the percent SOV use by employees.~~

~~c. Any nonrequired activities undertaken by the property owner to encourage HOV and transit use or any unusual circumstances which have affected SOV use.~~

~~The city will provide a report form to the property owner.~~

~~2. Reporting Schedule. An initial action plan for implementing the TMP shall be submitted within six months of the issuance of the temporary certificate of occupancy. The action plan shall describe transportation management techniques that the property owner will use to encourage HOV use by employees and reduce peak period vehicle trips as necessary to meet the performance goals. City staff will be available to assist in the development of the action plan. The evaluation reports shall occur by building's first CO anniversary, and every two years thereafter.~~

~~F. Failure to Meet Performance Goals.~~

~~1. Remedies. If the city determines that the property owner has failed to meet the performance goals of BCC [14.60.080\(C\)](#), the property owner shall comply with the action plan, employee survey and reporting requirements as set forth below.~~

~~2. Action Plan Requirement.~~

~~a. Plan Required. If the property owner fails to meet the performance goals, the property owner shall prepare, submit to the city and implement an action plan to meet the performance goals within one year.~~

~~b. Adequacy of Plan. The property owner will be allowed flexibility in developing the action plan subject to city review and approval, which approval shall not be unreasonably withheld. As a guide to this review, the city will evaluate the following:~~

~~i. The relationship of the number of employees that would be affected by the plan actions to the size of the deficiency which must be reduced.~~

~~ii. The effectiveness of proposed actions as they have been applied elsewhere in comparable settings.~~

~~iii. The schedule for implementation of the action plan and the assignment of responsibilities for each task.~~

~~3. Annual Employee Survey Requirements. An employee survey shall be conducted within one year of the date of submission of the previous report to the city. This survey shall be conducted under the same conditions and using the same methods as described in BCC [14.60.080\(D\)\(1\)](#).~~

~~4. Annual Report Requirement. A report shall be submitted one year after the submission of the previous report. The report shall include all of the contents described in BCC [14.60.080\(E\)\(1\)](#), and in addition shall include descriptions of:~~

~~a. Implementation of the action plan, including expenditures; and~~

~~b. Summary of effectiveness of elements of the action plan.~~

~~5. Duration. The property owner shall comply with the action plan, the annual survey and the annual report requirements every year that the property owner fails to meet the performance goals up to a maximum of six years after submission of the first report.~~

~~6. Assurance Device. In the event of a failure by the property owner to meet the performance goals, the property owner shall provide to the city an assurance bond, or other assurance device referenced in BCC [14.60.021\(C\)](#), at the property owner's option, securing any financial incentives prescribed in an action plan. The assurance device shall equal the cost of the maximum incentive levels which could be required for the following year as referenced in the action plan. The amount of the assurance device shall be determined when the level of activity is determined on the action plan. The assurance device shall be issued not later than 60 days after this determination.~~

~~G. Violations. The property owner shall be in violation of the requirements of BCC [14.60.080](#) if he/she fails to:~~

~~1. Comply with the programmatic requirements of BCC [14.60.080\(B\)\(1\)](#); or~~

~~2. Comply with the reporting requirements of BCC [14.60.080\(E\)](#); or~~

~~3. Submit the required action plans required in BCC [14.60.080\(F\)\(2\)](#); or~~

~~4. Implement the required action plans required in BCC [14.60.080\(F\)\(2\)](#); or~~

~~5. Conduct the required employee survey of BCC [14.60.080\(F\)\(3\)](#). (Ord. 4822 § 1, 1995.)~~

14.60.090 Dedication of right-of-way.

A. The city may require the dedication of right-of-way **by the property owner as a condition of development approval** in order to incorporate transportation improvements which are reasonably necessary to mitigate the direct impacts of the development. The property owner may be required to dedicate right-of-way to accommodate:

1. Motorized and nonmotorized transportation **facilities including, but not limited to, landscaping, utility, bicycle lanes, utilities,** street lighting, traffic control devices, and buffer requirements; **franchise utilities;** and/or

2. Street frontage improvements where the existing right-of-way is not adequate; and/or

3. The extension of existing or future public street improvements; and/or

4. Planned improvements identified in official city documents including, but not limited to, the Capital Investment Program Plan, Transportation Facilities Plan, Pedestrian and Bicycle Transportation Plan, and Comprehensive Plan.

B. Some reduction in the minimum right-of-way requirement may be granted by the review engineer where it can be demonstrated that sufficient area has been provided for all frontage improvements, including utilities, within the right-of-way.

C. The ~~owner~~ developer of a subdivision may be required to dedicate right-of-way as a condition of approval of the subdivision where existing right-of-way for public streets is not adequate to incorporate necessary frontage improvements for public safety and to provide compatibility with the area's circulation system.

D. The ~~owner~~ developer of a short subdivisions may be required to dedicate right-of-way as a condition of approval of the short subdivision where such dedication is necessary to mitigate the direct impacts of the short subdivision and:

1. The short subdivision abuts an existing substandard public street and the additional right-of-way is necessary to incorporate future frontage improvements for public safety; or

2. Right-of-way is needed for the extension of existing public street improvements necessary for public safety; or

3. Right-of-way is needed to provide future street improvements necessary for public safety for planned new public streets.

E. The developer shall provide legal descriptions and drawings, in a form acceptable to the review engineer, for right-of-way to be dedicated pursuant to this section.

14.60.100 Easements and tracts.

A. Easements for all public ~~streets~~ facilities and utilities needed to serve the proposed development consistent with the provisions of the ~~e~~Comprehensive ~~p~~Plan and other adopted city plans, including the Pedestrian and Bicycle Transportation Plan, shall be granted by the property owner. Easements may be required for private ~~streets~~ roads, sidewalks, bicycle and pedestrian facilities, street lighting, traffic control devices ~~and~~ or temporary construction. Design features of a street may necessitate the granting of slope, wall, and drainage easements.

B. ~~The granting of~~ Nonmotorized easements may be required where necessary to facilitate pedestrian circulation between neighborhoods, schools, shopping centers and other activity centers even if the facility is not specifically shown on the city's ~~nonmotorized circulation plan.~~ Pedestrian and Bicycle Transportation Plan, or where pedestrian walkways are identified on school "Recommended Walking Routes" maps designated by the Bellevue school district and city of Bellevue.

C. Nonmotorized easements and tracts shall be wide enough to include the trail width and a minimum clear distance of two feet on each side of the trail. ~~The clear distance shall remain free of obstructions such as fencing, trees and shrubs.~~ Easement width may vary according to site-specific design issues such as topography, buffering, ~~and~~ landscaping ~~and~~ fencing.

~~D. Easements shall be designated "city of Bellevue nonmotorized public easement" and easement documents shall specify the maintenance responsibility.~~

~~E. The city may accept dedications of sensitive areas which have been identified and are required to be protected as a condition of development. Dedication of such areas to the city will be considered when:~~

- ~~1. The dedicated area would contribute to the city's overall open space and greenway system;~~
- ~~2. The dedicated area would provide passive recreation opportunities and nonmotorized linkages;~~
- ~~3. The dedicated area would preserve and protect ecologically sensitive natural areas, wildlife habitat and wildlife corridors;~~
- ~~4. The dedicated area is of low hazard/liability potential; and~~
- ~~5. The dedicated area can be adequately managed and maintained. (Ord. 4822-1, 1995.)~~

D. Nonmotorized easements and tracts shall be staked as directed by the review engineer with permanent survey markers.

E. The developer shall provide legal descriptions and drawings, in a form acceptable to the review engineer, for easements and tracts proposed or required pursuant to this section. Nonmotorized easements shall be designated "City of Bellevue Nonmotorized Public Easement". Nonmotorized easement documents shall specify the maintenance responsibility for the facility, including any street trees and street tree grates.

F. Easements shall be submitted to the city and recorded as follows:

1. For commercial development, including planned unit developments not combined with a subdivision, prior to issuance of a building permit.
2. For subdivisions, short subdivisions and planned unit developments combined with a subdivision:
 - a. Off-site easements shall be recorded prior to issuance of a clear and grade permit;
 - b. On-site easements shall be recorded with the final plat.

14.60.105 Lots with Multiple Frontages.

When a lot abuts two or more public streets, private roads, or combination thereof, the city may prohibit access from one or more of those streets or roads if the city determines that such prohibition is necessary for the safe or orderly movement of traffic or would mitigate identified adverse impacts to the surrounding neighborhood or circulation system; provided, that access from at least one street or road shall always be permitted.

14.60.110 Street frontage improvements.

A. ~~The installation~~ construction of street frontage improvements is required prior to issuance of a certificate of occupancy for all new construction, other than single-family homes, or prior to final approval for subdivisions, and short subdivisions (except for single-family homes) and PUDs and for all remodels of and/or additions to existing construction resulting in the generation of 30 or more new P.M. peak period trips as indicated by the city of Bellevue's trip generation rates, or when determined necessary for the mitigation of adverse environmental impacts identified pursuant to the State Environmental Policy Act. The developer is required to install complete street frontage improvements along the entire street frontage of the property at his or her sole cost as directed by the review engineer. ~~For additions and remodels to existing buildings see Section 20.20.560 of the Land Use Code.~~

B. ~~Complete street frontage improvements shall be installed along the entire street frontage of the property at the sole cost of the permittee as directed by the review engineer.~~ Street frontage improvements may include curb, gutter, sidewalk, storm drainage, street lighting, traffic signal equipment, utility installation or relocation (overhead and/or underground, at the city's discretion), landscaping strip, street trees and landscaping, irrigation, street widening, bicycle lanes, railings and channelization. Beyond the property frontage, the ~~permittee~~ developer shall provide ramps and an

asphalt 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 homes, or prior to final approval for subdivisions or short subdivisions. Exceptions to this requirement are allowed pursuant to BCC 14.60.260.

D. Complete engineering and construction drawings for street improvements, utility installation, street trenching, and driveway cuts shall be submitted to the review engineer for review and approval. The drawings shall demonstrate that utilities will be co-located to the extent feasible, and coordinated in a manner which allows a single grind and overlay.

~~E~~. 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 ~~property owner~~ developer shall, prior to issuance of the building permit or prior to 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 ~~property owner's~~ developer's cost of installing the required improvements prior to issuance of a building permit. The property owner shall provide documentation satisfactory to the city of materials costs, quantities, and labor costs; or

2. Record an agreement which provides for these improvements to be installed by the ~~property owner~~ 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.

~~D~~F. If, at a time subsequent to the issuance of a building permit, a local improvement district is established which 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 pre-existing contract with the city, for which the ~~property owner~~ developer may be credited against the assessment with the appropriate amount of costs of construction expended by the developer.

~~E~~G. The requirement for installation of frontage improvements may be waived or modified by the review engineer under either of the following conditions if:

1. Adjacent street frontage improvements are unlikely to be installed in the foreseeable future; or

2. The installation of the required improvement would cause significant adverse environmental or safety impacts.

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

A. Applicability. The requirements of this section 14.60.120 apply when street frontage improvements are required as part of any development by BCC [14.60.110](#) or LUC 20.25A.060, as may be hereinafter amended.

B. Required Review. The city shall review proposed street frontage improvements for compliance with this section.

C. Preservation of Existing Street Trees and Landscaping.

1. Retention of existing vegetation may be required along city streets.
2. Wherever it is necessary 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 ~~property owner~~ **developer** shall replant such trees or replace them according to city standards.

3. Any landscaping in the right-of-way which is disturbed by construction activity on private property shall be replaced or restored to its original condition by the ~~property owner~~ **developer**.

4. Landscaping and other improvements within the right-of-way are subject to removal **by the city or** at the request of the city. ~~when the right-of-way is needed for public use.~~

D. Street Tree and Landscaping Installation Requirement.

1. Street landscape installation or improvement is required when applicable projects are to be undertaken along arterials as identified ~~on the transportation technical manual and according to guidelines of the transportation technical manual~~ **in, and according to the guidelines of, official city documents including the Capital Improvement Plan, Transportation Facilities Plan, Pedestrian and Bicycle Transportation Plan, and Comprehensive Plan.**

2. Ground cover shall be provided for site frontage right-of-way. ~~with a potential for erosion.~~

E. Species Selection. **Refer to LUC 20.25A.060 and LUC 20.25H for selection of tree species.**

~~1. The selection of tree species in the downtown shall be according to the specified trees in the transportation technical manual — Bellevue downtown street tree species plan.~~

~~2. Outside of the downtown, selection of tree species shall follow the pattern as listed in the transportation technical manual — city of Bellevue designated street trees.~~

~~3. For streets having no designated tree species, but where street trees are required, tree species selection shall be from transportation technical manual — approved street trees.~~

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 public right-of-way shall be maintained to industry standards. Trees shall be pruned according to standards adopted by either the National Arborists Association or 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 Design Manual.**

4. Topping of street trees ~~shall be~~ **is** prohibited.

14.60.130 Private streets roads.

A. Private streets roads shall be contained in an easement or tract and will be allowed when:

A1. A covenant which provides for maintenance and repair of the private ~~street~~ **road** by property owners has been approved by the city and recorded with King County; and

~~B2.~~ The covenant includes a condition that the private ~~street~~ **road** will remain open at all times for emergency and public service vehicles; and

~~C3~~ The private ~~street~~ **road** would not hinder public street circulation; and

~~D4.~~ At least one of the following conditions exists:

~~4a~~ The ~~street road~~ would ultimately serve ~~four or fewer~~ **no fewer than three lots and no more than nine** lots; or

~~2b~~. The ~~street road~~ would ultimately serve more than ~~four~~ **nine** lots, and the review engineer and the fire marshal determine that, **due to physical site constraints or pre-existing development**, no other **reasonable** access is available. In addition, the proposed private ~~street road~~ would be adequate for transportation and fire access needs, and the private ~~street road~~ would be compatible with the surrounding neighborhood character; or

~~3c~~. The private ~~street road~~ would be part of a **commercial or residential** planned unit development; or

~~4d~~. The private ~~street 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 standards 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 access for adjoining properties is encouraged. In conjunction with approval of a development, the city may require the developer to provide an access and circulation easement to an abutting owner where joint access is reasonable to serve future development. Joint access shall be established in a tract or easement.

E. The installation of private roads onto arterials may be denied at the discretion of the review engineer if alternate access is available.

F. The continued use of a pre-existing private road is not guaranteed with the development of a site.

G. All abandoned private road approaches on the street frontage to be improved shall be removed and new curb, gutter and sidewalk shall be installed.

H. Private road approach grade and configuration shall accommodate planned future street widening to prevent the need for major private road reconstruction.

I. No private road shall be approved where undesirable impacts, such as 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 undesirable.

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.**

14.60.140 Acceptance ~~Dedication~~ of dedicated private streets ~~roads~~ as public streets.

~~Acceptance of dedicated private streets as public streets will be considered~~ **The city may accept the dedication of a private road as a public street** if the ~~street road~~ meets all public street design and construction standards. Consideration of acceptance is ~~also~~ subject to the requirements of other city of Bellevue departments. Final acceptance is subject to city council approval. The following criteria will be evaluated:

A. Acceptability of ~~street road~~ and utility construction, including pavement condition. ~~Pavement condition shall be brought up to the standards of new construction.~~

- B. Condition of title.
- C. Survey requirements for monumentation and conveyance.
- D. The need for additional right-of-way and easements.
- E. Cost of accepting the **street road** and of future maintenance.

14.60.150 Driveways.

A. Driveways and parking areas shall be designed such that vehicles attempting to enter the driveway or parking area will not impede vehicles in the travel lane of the public street.

B. Wherever available, access for commercial and multifamily property shall be provided onto streets which do not abut ~~R-1, R-1.8, R-2.5, R-3.5, R-4, R-5 or R-7.5~~ land use districts **of lower intensity**.

C. Combined driveways for adjoining properties are encouraged. In conjunction with approval of a development, the city may require the applicant to provide an access and circulation easement to an abutting owner where joint access is reasonable to serve future development. **Combined driveways or joint access shall be established in a tract or easement.**

D. The installation of driveways onto arterials may be denied **at the discretion of the review engineer** if alternate access is available.

E. The continued use of pre-existing driveways is not guaranteed with the development of a site.

F. All abandoned driveways on the street frontage to be improved shall be removed and new curb, gutter and sidewalk shall be installed.

G. Driveway approach grade and configuration shall accommodate planned future street widening to prevent the need for major driveway reconstruction.

H. No commercial driveway shall be approved where backing onto the sidewalk or street will occur.

I. Left turns to and from a **commercial** driveway may be restricted either at the time of development or in the future if such maneuvers are found by the city to be **hazardous undesirable**.

~~J. Unless there exists no other access to the property in question, the city shall not permit any driveway to be located any closer than 100 feet from any other driveway, measured from nearest edge to nearest edge. If there exists no other access to the property in question, driveways shall be located as far apart as possible. In no case shall the city permit any driveway to be located any closer than 20 feet from any other driveway, measured from nearest edge to nearest edge.~~

~~K. Unless there exists no other access to the property in question, the city shall not permit any driveway to be located any closer than 150 feet from the nearest parallel street, measured from nearest edge to nearest edge. If there exists no other access to the property, the driveway shall be located as far away from the parallel street as possible.~~

~~L. The city shall not permit more than one driveway or street opening on any property having a street frontage of 200 feet or less. This subsection shall not apply if the property's street frontage is less than 200 feet and the property is at least three acres in area.~~

MJ. 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.

14.60.160 Private intersection opening.

A private intersection opening may, with the approval of the review engineer, be used in lieu of a conventional driveway when the following criteria are met:

- A. Projected driveway usage is greater than 2,000 vehicles per day; **and**
- B. Traffic signalization and easements are provided as required by the review engineer.
- ~~C. A minimum 100-foot storage area is provided between the face of curb and any turning or parking maneuvers within the development~~
- ~~D. The opening is at least 150 feet from the near side face of curb of the nearest intersecting street.~~
- ~~E. The opening is at least 100 feet from any other driveway on the property frontage under the control of the property owner.~~

14.60.170 Street ends.

A. ~~The ends of a~~All dead-end public streets **greater than 150 feet in length** and private streets **roads greater than 150 feet in length** shall be designed as a cul-de-sac, except as provided in ~~BCC 14.60.170 (B) and (C)~~ **constructed with a turnaround facility per the current Fire Department development standard 3.05.**

~~B. A hammerhead may be used in lieu of a circular turnaround if the street is less than 200 feet long and serves six or fewer lots. An alternative design may be used if approved by the Review Engineer and the Fire Marshal.~~

~~BC. Streets which temporarily dead-end and will be extended in the future will need~~ not have a turnaround **facility** ~~or hammerhead~~ unless determined necessary by the review engineer and the fire marshal. When no turnaround **facility** ~~or hammerhead~~ is provided, street-end barricading shall be installed and must conform to the most recent edition of the Manual on Uniform Traffic Control Devices. ~~(MUTCD).~~

~~CD. Where the turnaround facility is a circular turnaround, a~~ A landscaped island delineated by curbing shall be provided in the ~~cul-de-sac~~ **circular turnaround** by the ~~property owner~~ **developer**. The landscaping shall be maintained by the homeowners' association or adjacent property owners. **The developer shall record an agreement to insure maintenance of the landscaping, either with the recording of the final plat or as a separate document if the development is occurring outside of a plat.**

14.60.180 Parking circulation and Loading Space.

Parking lot circulation needs **and site loading needs** shall be met on-site. The public right-of-way shall not be used as part of ~~a one-way~~ **the overall** parking lot flow.

14.60.181 Americans with Disabilities Act.

A. All street frontage improvements and non-motorized facilities shall be designed and constructed to meet the intent of applicable requirements of the Americans with Disabilities Act ~~(ADA).~~

B. In accordance with the state law and federal guidelines established by the ~~ADA~~ **Americans with Disabilities Act**, wheelchair curb ramps shall be provided at all pedestrian crossings with curbs. (Ord. 4822 1, 1995.)

14.60.190 Nonmotorized facilities.

A. The city's goals and policies for nonmotorized facilities are as described in the **most recent edition of the pPedestrian and bBicycle tTransportation pPlan**. The users of nonmotorized facilities are separated in that plan into two categories: pedestrian (which includes people, wheelchairs, horses, and other nonmotorized users) and bicycle. Internal pedestrian circulation systems shall be provided within and between existing, new, and redeveloping commercial, multifamily, and single-family developments **and other activity centers and shall connect to frontage pedestrian systems and transit facilities.** ; ~~activity centers; and existing frontage pedestrian systems.~~ **If the nonmotorized facility is intended to serve more than one property, the review engineer may require that it be placed within an easement as described in BCC 14.60.100.**

B. Concrete sidewalks shall be provided:

1. On both sides of all arterial streets;
2. On both sides of all ~~nonarterial~~ **local** streets longer than 300 feet **or longer** and on one side of all ~~nonarterial~~ **local** streets less than 300 feet in length;
3. On both sides of all public streets which provide access to existing or planned ~~future~~ sidewalks, activity centers, parks, schools, neighborhoods, ~~or~~ public transit facilities, **or the regional trail system;**
4. On one side of **public** dead-end ~~residential~~ streets, ending at the property line nearest the transition to a ~~cul-de-sac~~ circular turnaround or hammerhead. **This requirement may be waived at the discretion of the review engineer.**
5. **On one side of private dead-end roads providing access to facilities mentioned in paragraph B.3 above, ending at the property line nearest the transition to a circular turnaround or hammerhead. This requirement may be waived at the discretion of the review engineer.**

C. The review engineer may grant an exception to the requirement for concrete sidewalk when:

1. The subdivision design provides an acceptably surfaced and maintained public walkway system; or
2. A paved path as described in ~~the pedestrian path~~ BCC [14.60.190](#)(D) is provided.

D. A paved path ~~shall~~ **may** be provided in lieu of concrete sidewalk when:

1. The paved path is determined by the city to be of a temporary nature; or
2. The city determines that soil or topographic conditions dictate a flexible pavement; or
3. The ~~pPedestrian and bBicycle tTransportation~~ plan **or other city publications and studies** indicates that neighborhood character does not warrant concrete sidewalks.

E. When street frontage improvements are required under BCC [14.60.110](#), additional right-of-way and pavement may be required if indicated on a designated bicycle route as identified in the ~~pPedestrian and bBicycle tTransportation pPlan~~.

F. The developer shall construct one or more trails through the development if either:

1. **The need for such trail is identified in the city's Pedestrian and Bicycle Transportation Plan, or other city publications and studies, or**
2. **The review engineer determines that such trail:**
 - a. **Is necessary for the safe, efficient, or convenient movement of pedestrians and/or bicycles, and**
 - b. **Will connect to an existing or planned nonmotorized facility.**

Such trail shall be placed within an easement or tract pursuant to BCC 14.60.100.

14.60.200 Traffic signals.

A. When a proposed street or driveway design interferes with existing traffic signal facilities, traffic signal modification or relocation must be provided **by the developer.**

B. To mitigate the traffic impacts of a development, modification of an existing signal or installation of a new signal may be required.

C. All traffic signal modification designs shall be prepared by a licensed engineer experienced in traffic signal design.

14.60.210 Street lighting.

A. A public street lighting system is required along all public streets, including new public streets in subdivisions and short subdivisions. The property owner is responsible for design and installation of new lighting and relocation of existing lighting along the street frontage of the development.

B. All street light installations fronting the development, including wiring, conduit, and power connections, shall be located or relocated underground except in residential areas with existing above-ground utilities. This requirement may be waived at the discretion of the review engineer where adjacent utilities will remain above ground.

C. For new subdivisions, the city will accept maintenance and power cost responsibility for the public street light system when a subdivision is 50% percent or more occupied. Until then, the property owner developer shall remain responsible for the maintenance of and energy charges for the street lighting system.

D. Street illumination is required at the intersection of a private street road and a public street. No public street lighting system is required along a private street road.

14.60.220 Traffic control.

A. Temporary traffic control to ensure traffic safety during construction activities must be provided. A traffic control plan meeting the approval of the Transportation Department must be developed prior to starting construction activities.

B. The developer is responsible for supplying and installing must supply and install all necessary permanent traffic control devices such as street name signs, stop signs, speed limit signs, and channelization.

C. Neighborhood traffic control devices such as speed humps, traffic circles and curb extensions, etc., are demonstration devices used to control vehicle speeds and cut-through traffic. Installation of these devices will be permitted only when the installation has met criteria established by the traffic review engineer.

14.60.230 Utility companies.

~~A. Utility companies with facilities in city right-of-way shall relocate their facilities at their own expense when the relocation is necessary to accommodate public street improvements. The improvement work must be required by the city in order for the relocation work to be the financial responsibility of the utility; otherwise, all costs shall be the responsibility of the property owner. In the event such utility company is subject to a franchise agreement or right-of-way use agreement with the city, such agreement shall control any relocation requirement.~~ When relocation of utility facilities located in the right of way or city utility easement is necessary to accommodate public street improvements associated with new development, the developer shall make payment to the utility of any and all costs and expenses incurred by the utility in the relocation of the facilities, except as provided in BCC 14.60.230B and BCC 14.60.230C.

B. All utility distribution or collection systems in new subdivisions and short subdivisions, including power, telephone, and TV cable, shall be installed underground unless otherwise provided in a franchise agreement or right-of-way agreement. (Ord. 4822-1, 1995.) When the street improvements are part of or consistent with the city's Capital Investment Program Plan, Transportation Improvement Program or Transportation Facilities Plan, then any cost or expense in relocating the utility facilities shall be the

responsibility of the utility, unless otherwise provided in a franchise or right-of-way use agreement.

C. In the event such utility is subject to a franchise agreement or right-of-way use agreement with the city, such agreement shall control any relocation requirement.

D. All utility distribution or collections systems in new subdivisions and short subdivisions, including power, telephone, and TV cable, shall be installed underground unless otherwise provided in a franchise agreement or right-of-way agreement.

14.60.240 Street intersection sight obstruction.

~~A. Notwithstanding any other provision of this code, no vehicles shall be parked or any sign, fence, hedge, shrubbery, natural growth or other obstruction installed, set out or maintained which obstructs the view of motor vehicle operators at an intersection within the sight areas defined in BCC 14.60.240(B) and between the height limits defined in BCC 14.60.240(C). BCC 14.60.240(D) specifies what constitutes an obstruction to the view of motor vehicle operators. For the purpose of this code, "intersection" shall include: the intersection of two public streets; the intersection of a commercial driveway with a public street; the intersection of a residential driveway with a public street; and the intersection of a private street with a public street.~~

~~B. The sight area at an intersection is defined as the area bounded by setback lines, or bounded by setback lines and the edge of the traveled lane. Setbacks for intersection types are as specified in the following paragraphs:~~

~~1. Major Street/Minor Street. Intersections of this type have no control or flashing yellow on the major street, and a stop sign or flashing red signal on the minor street. Private commercial driveways (which may or may not have a stop sign) used by the public for entering any city street are also included in intersections of this type.~~

~~The setback line shall be defined as a line which joins a point in the center of the minor street approach lane located 14 feet back from the edge of the through-street approach lane (Point A) and a point in the center of the through-street approach lane (Point B). The location of Point B in the through-street approach lane is specified in the following table:~~

Posted Speed Limit Distance from Center of Intersection For Major Street to Point B (Left Approach Only)	
40 MPH	410 Feet
35 MPH	360 Feet
30 MPH	300 Feet
25 MPH	250 Feet

~~Where the major street is a divided highway, only the left setback line applies. Where the major street is a one-way street, only the setback line toward the direction of approach applies.~~

~~Modification. Where major obstacles such as pre-existing permanent structures, elevated contour of the ground, embankments, or other elements preclude the reasonable enforcement of the setback lines specified above, these setbacks may be modified at the discretion of the city traffic engineer. The minor street setback distance to Point A may be reduced from 14 feet to 10 feet, and the major street Point B location may be modified as follows:~~

Posted Speed Limit Distance from Center of For Major Street Intersection to Point B	
40 MPH	325 Feet
35 MPH	250 Feet
30 MPH	200 Feet
25 MPH	150 Feet

~~2. Uncontrolled Intersection. For intersections with no traffic control on any approach, the setback lines join a point on the approach located 50 feet back from the center of the intersection with points located 80 feet back from the center of the intersection on the right and left hand streets. All points are on the street centerlines.~~

~~3. Yield Intersection and T Intersection. Yield intersections have a yield sign on one or both of the minor street approaches, and no control on the major street approaches. The setback lines for yield intersections join a point in the center of the yield approach lane 25 feet back from the edge of the crossing traffic lane with points in the centers of the crossing approach lanes 100 feet back from the center of the intersection. This setback also applies to a T intersection with no restrictive control; in this case the 25-foot setback point is on the stem of the T.~~

~~4. Signalized Intersection. For signalized intersection approaches with right turn on-red after stop permitted, the left setback line joins a point in the center of the minor street approach lane located 14 feet back from the edge of the through-street approach lane (Point A) and a point in the center of the left through-street approach lane (Point B). The location of Point A may be reduced to 10 feet subject to approval of the traffic engineer. The location of Point B is specified in the following table:~~

~~Posted Speed Limit Distance from Center of Intersection
For Major Street to Point B (Left Approach Only)
40 MPH 325 Feet
35 MPH 250 Feet
30 MPH 200 Feet
25 MPH 150 Feet~~

~~5. Residential Driveway Intersection. For the intersection of a residential driveway with a public street, the setback line joins a point in the center of the driveway (Point A) with a point in the center of the through-street approach lane (Point B). The setback distance of Point A from the edge of the traveled lane is 10 feet. The location of Point B is specified in the following table:~~

~~Posted Speed Limit Distance from Center of
For Major Street Intersection to Point B
40 MPH 325 Feet
35 MPH 250 Feet
30 MPH 200 Feet
25 MPH 150 Feet~~

~~Modification. When the residential driveway is located on a residential street with a sharp curve adjacent to the driveway, the distance to Point B may be reduced from 150 feet to 100 feet. For residential driveways with major obstacles or special view problems, the setback distance on the driveway (Point A) may be reduced from 10 feet to eight feet, subject to approval by the traffic engineer.~~

~~6. Sightline Setback — Other. For intersections not clearly included in the above types and for which view problems may exist, the traffic engineer will establish setback lines as required.~~

~~C. Sight Obstruction Height Limits. Sight obstruction, as defined in subsection D of this section, shall not be permitted above a line two and one-half feet above the street surface within the sight areas established in subsection B of this section. However, sight obstructions above a line seven and one-half feet above the street surface are permitted. For residential driveways, this upper height requirement is reduced from seven and one-half feet to six feet.~~

~~D. Sight Obstruction Defined.~~

~~1. For minor street/through street intersections, as defined in subsections (B)(1), (B)(4) and (B)(5) of this section, the following obstructions within the established sight areas shall be permitted:~~

~~a. One obstruction within each sight area which presents a maximum of two and one-half feet width when viewed from the applicable angle, which has at least two feet clear view inside the obstruction (on the side away from the intersection). At distances greater than 40 feet from the view point, the obstruction may present a maximum of four feet width.~~

~~b. Any number of obstructions one and one-half feet or less in maximum width when viewed from any applicable angle; provided there is equal open space on each side of the obstruction for all angles.~~

~~2. For intersections with no signalization or stop signs, as defined in subsections (B)(2) and (B)(3) of this section, the following obstructions within the established sight areas shall be permitted:~~

~~a. One obstruction within each sight area which presents a maximum of eight feet width when viewed from any applicable angle, and which has at least four feet clear view inside the obstruction and eight feet clear view between the obstruction and the edge of the traffic lanes; or~~

~~b. Two obstructions within each sight area each of which presents a maximum of five feet width when viewed from any applicable angle, and separated by four feet on more open space when viewed from all applicable angles, and which have at least four feet clear view inside the obstructions and eight feet clear view between the obstructions and the edge of the traffic lanes; or~~

~~c. Any number of obstructions one foot or less in width; provided they obstruct no more than two feet continuous obstruction width when viewed from any applicable angle; and provided there is equal open space on each side of the obstruction for all angles.~~

~~E. Where unusual conditions preclude the application of the foregoing provisions of this section in a reasonable manner, or where a special viewing problem exists, the traffic engineer will determine when an intersection view obstruction exists, based on the intent of this section.~~

~~F. Every obstruction of the sort prohibited in this section hereafter installed or permitted to remain shall be deemed a violation of this code. ([Ord. 4822](#) § 1, 1995.)~~

14.60.241 Sight distance requirements for pedestrian safety.

~~A. The minimum sight distance for pedestrian safety shall be determined as follows: the driver of an exiting vehicle shall be able to view a one-foot-high object 15 feet away from either edge of the driveway throat when the driver's eye is 14 feet behind the back of the sidewalk.~~

~~B. The minimum sight distance defined in subsection A of this section shall be maintained at all driveways, buildings, and garage entrances where structures, wing walls, etc. are located adjacent to or in close proximity to a pedestrian walkway.~~

~~C. Sight lines to traffic control devices such as signs, signals, etc. shall not be obscured by landscaping, street furniture, marquees, awnings, or other such obstructions. ([Ord. 4822](#) § 1, 1995.)~~

14.60.250 Pavement restoration for trenching in right-of-way.

~~A. To ensure that public street pavement is not degraded by trenching, excavation, and **or** pavement restoration activities, the trench backfill and restoration section of the transportation technical manual Transportation Department Design Manual shall be adhered to when trenching within the paved portion of the city right-of-way.~~

B. Modifications or exceptions to BCC [14.60.250](#)(A) may be approved by the director upon written request by the ~~permittee~~ **developer** and demonstration of a satisfactory alternative.

C. A five-year moratorium on pavement trenching is effective upon completion of new street construction and upon pavement overlay of an existing street.

D. Modifications or exceptions to BCC [14.60.250](#)(C) may be approved by the director under compelling circumstances and emergencies, such as utility failures, main breaks, etc.

E. To ensure that public streets are not repetitively impacted due to multiple utility installations, **developers will coordinate utility service installations and associated pavement restoration with the goal of consolidating disruption to a short time period and minimal area.**

F. The nature and extent of pavement restoration shall be at the discretion of the review engineer and the pavement management engineer.

14.60.260 Assurance Device.

A. The director may allow or require a performance assurance device to ensure the completion of transportation-related improvements when the director determines the device is necessary pursuant to paragraph B of this section, and may require a maintenance assurance device to ensure the maintenance or repair of transportation-related improvements pursuant to paragraph C of this section.

If a certificate of occupancy is requested prior to the satisfactory completion of all work or actions required by a permit or approval, and if the director determines that no feasible alternative exists to approving the certificate of occupancy prior to the completion of such work or actions, the director may require a performance assurance device to assure that all such work or actions will be completed in a timely manner and in accordance with approved plans, specifications, requirements, conditions, regulations, and policies.

B. The use of a performance assurance device to ensure the completion of improvements may be allowed if:

1. The covered work or improvements are related to residential development, including residential subdivisions. In general, performance assurance devices shall not be used for improvements related to commercial development; provided, that in rare circumstances the city may, with the approval of the review engineer and the project inspector, allow a performance assurance device for work or improvements related to commercial development when they determine that no feasible alternative exists to approving a certificate of occupancy prior to the completion of improvements; and

2. The developer is unable to complete the work or improvements to be covered by the assurance device because of unavoidable circumstances that in no way resulted from the actions or inaction of the applicant; and

3. It is reasonably certain that the applicant will be able to complete the work or improvements to be covered by the assurance device within a reasonable amount of time; and

4. Granting a temporary certificate of occupancy prior to completion of the work or improvements will not be materially detrimental to the city or to the properties in the vicinity of the subject property.

C. A maintenance assurance device may be required when transportation-related improvements are constructed as part of a subdivision or short subdivision to ensure that said improvements remain in continued compliance with city standards during the duration of the maintenance assurance device.

D. Form of Assurance Device.

1. The performance or maintenance assurance device may be in the form of an assignment of funds, a non-revocable letter of credit, set-aside letter, certificate of deposit, deposit account, bonds or other readily accessible source of funds.

2. Any interest from the assurance device will accrue to the benefit of the depositor.

E. Amount of Assurance Device.

1. The amount of the performance assurance device will be 150%, and the amount of the maintenance assurance device will be 20%, of the cost of the work or improvements covered by the assurance device based on estimated costs immediately following the expiration of the device.

2. The director may consult with one or more persons with applicable special knowledge or expertise in determining the cost of work or improvements covered by an assurance device. The applicant shall pay the actual costs of this consultation prior to the director accepting the device.

F. Duration of Assurance Device.

1. A performance assurance device shall ensure that the work or improvements to be performed will be completed in a reasonable amount of time, as determined by the review engineer, but in no case longer than one year from the date of the city's acceptance of the assurance device, except as approved by the review engineer.

2. A maintenance assurance device shall ensure that the covered work or improvements remain in continued compliance with city standards. The duration of the maintenance assurance shall be for at least one year, but no greater than two years, as deemed necessary by the review engineer, following the date of the city's acceptance of the covered improvements.

G. Release of Assurance Device.

After the work or improvements covered by an assurance device have been completed or the maintenance period has expired, the developer shall request an inspection of said work or improvements. Upon acceptance of the work or improvements by the director, the developer shall submit a written request to the director for the release of the assurance device. The director shall release, or cause to be released, such device as expeditiously as possible after completion of the work and receipt of request for release. At the discretion of the director, a performance assurance device may be reduced and released in proportion to completed improvements, provided that at least 50% of the originally-covered improvements are completed, and provided further that the remaining amount of the assurance device is equal to at least 150% of the estimated cost of completing the remaining improvements. No portion of a maintenance assurance device shall be released until the end of the maintenance period.

H. Use of Proceeds – Notice to Property Owner.

If, after the date by which the required work or improvements are to be completed under an assurance device, the director determines that the work or improvements have not been completed, he/she shall notify the applicant. The notice must state:

1. The work that must be done or the improvement that must be made to comply with the requirements and the assurance device; and

2. The amount of time that the applicant has to commence and complete the required work or improvements; and

3. That, if the work or improvements are not commenced and completed within the time specified, the city will use the proceeds of the assurance device to have the required work or improvements completed.

I. Use of Proceeds – Work by the City.

If the work or improvements covered by the assurance device are not completed within the time specified in the notice given under paragraph H of this section, the city shall obtain the proceeds of the device and do the work or make the improvements covered in the device. The city may either have employees of the city do the work or make the improvements or, by using procurement procedures established by law, have a contractor do the work or make the improvements.

J. Use of Proceeds – Emergency Work by the City.

If at any time the director determines that actions or inaction associated with any assurance device have created an emergency situation endangering the public health, safety, or welfare; created a potential liability for the city; or endangered city streets, utilities, or property; and if the nature or timing of such an emergency precludes the notification of developers as provided in paragraph H of this section while still minimizing or avoiding the effects of the emergency, the city may use the assurance device to correct the emergency situation. The city may either have employees of the city do the work or make the improvements, or may have a contractor do the work or make or maintain the improvements. If the city uses the assurance device as provided by this section, the developer shall be notified in writing within four working days of the commencement of emergency work. The notice must state the work that was completed and the nature or timing of the emergency that necessitated the use of the assurance device without prior notification.

K. Use of Proceeds – Refund of Excess, Charge for all Costs.

The developer is responsible for all costs incurred by the city in doing the work and making or maintaining the improvements covered by the assurance device. The city shall release or refund any proceeds of an assurance device remaining after subtracting all costs for doing the work covered by the device. The developer shall reimburse the city for any amount expended by the city that exceeds the proceeds of the device. The city shall have the right to file a lien against the subject property for the amount of any excess.

L. Itemized Statement.

In each case where the city uses any of the proceeds of the device, it shall give the owner of the subject property an itemized statement of all proceeds and funds used.

14.60.265 Severability.

If any provision of this code, or its application to any person or circumstance is held invalid, the remainder of the code, or the application of the provision to other persons or circumstances is not affected, and to this end the provisions of this code are declared to be severable.