

**BMC 17.85.140**

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J. Alternative private street standards.

As an alternative to the design standards for private streets listed above (BMC 17.85.140.C) the City may approve an alternative private street plan for new residential developments as part of subdivision or cluster development. Alternative private street plans shall be consistent with the provisions of this section.

1. **Applicability.** An alternative street plan may be proposed for residential developments as part of subdivision or cluster development. The provisions of this section shall only be used in areas zoned RD or RA-1.
2. **Purpose.** The purpose of this section is intended to achieve the following goals:
  - a. Promote innovative design and development practices;
  - b. Provide for safe pedestrian, bicycle, and vehicle traffic;
  - c. Reduce development costs and encourage the production of affordable housing types;
  - d. Encourage high quality design by minimizing the dominance of pavement, roadways, and driveways over buildings and landscaping;
  - e. Facilitate the use of otherwise difficult to develop sites;
  - f. Reduce the amount of impervious surface coverage associated with new development by permitting reduced street widths.
3. **Application requirements.** Unless otherwise specified all plans and technical documentation shall be prepared by a civil engineer licensed in the State of Washington.
  - a. A complete set of plans depicting the proposed street layout including cross sections for all proposed street segments. The plans should depict lot lines, building footprints, drive-way approaches, curb cuts, landscaping areas, and pedestrian paths and other similar features;
  - b. A landscaping plan prepared by a landscape architect licensed in the State of Washington. The landscaping plan shall depict all proposed landscaping features including street trees, LID features, fences, etc. and should be consistent with the established standards for landscaping plans identified in **BMC 17.80.050.C** ;
  - c. Any information requested by the Fire Marshal for demonstrating compliance with City's adopted standard for fire flow and access in Title 15 BMC;

- d. A traffic study, or other engineering documentation if requested by the City Engineer;
- e. A signage and striping plan depicting all proposed signs and pavement markings including speed limits, stop signs, parking and no parking areas, etc.;
- f. Any other information requested by the Community Development Director for purposes of demonstrating compliance with the requirements of this section or other applicable regulatory requirements.

4. Approval criteria.

- a. Individual street segments shall serve no more than 25 dwellings. For purposes of interpreting these requirements the term “street segment” shall mean a segment of a private street located between two intersection or between an intersection and the terminus of the street;
- b. The street plans should create a grid of interconnected streets, should connect to existing streets adjoining the development, and should include stub-outs to adjacent parcels to allow for future connections if feasible. Individual street segments shall not exceed 200 feet in length. Dead-end streets, street stub-outs, and cul-de-sacs shall not exceed 150 feet in length;
- c. The private street plan shall be consistent with the adopted standards for fire flow and access identified in Title 15 BMC;
- d. The street plans shall include measures to ensure driveways and curb cuts do not dominate street frontages, such as the use of shared driveways, remote parking areas, limits on the use of driveway or curb cut widths, alley accessed parking areas or garages, enhanced landscaping, or two track driveway designs;
- e. Alternative street plans shall include measures to promote pedestrian safety and must provide for a system of logical, direct, and frequently spaced pedestrian routes. In all cases pedestrian routes shall provide a direct route from each dwelling to the adjacent public streets. Pedestrian paths may be provided using either a shared street design or separate pedestrian paths as follows:
  - i. If separate pedestrian paths are used they shall be physically separated from adjacent vehicle lanes through the use of raised sidewalks and curbing, berms, swales, landscaped areas, boulders, bollards, fencing, or other similar methods;
  - ii. If a shared street design is used shared street segments shall include design features that accommodate pedestrians, bicycles, and motor vehicles in a shared fashion without conventional lane or mode separations such as curbing, painted lane markings, or sidewalks. Shared street segments must include design features and traffic calming measures at regular intervals to

limit vehicles speeds to 15 miles per hour or less such as chicanes, on-street parking located on alternating sides of the roadway, landscaped curb bulb outs, enhanced landscaping, traffic circles, narrow lane widths, raised intersections, and limited turning radiuses. The project engineer shall include a narrative explaining how the proposed design will reduce vehicles speed and provide for safe pedestrian environment.

- f. Alternative street plans shall provide on-street parking, or off-street parking in remote lots, at a rate of one space for every four dwellings. On street parking spaces and parking spaces in remote lots should located within 1,320 feet of the dwellings they're associated with.
- g. Paving and design. A variety of paving and surfacing materials should be used to create a varied surface that is visually distinct from surrounding conventional streets. For example, materials such as permeable pavement, pavers, grass-grid, or textured concrete may be used to accent the primary road surface, delineate on-street parking areas, or identity intersections and crosswalks.
- h. Landscaping and roadway edges. Street trees shall be incorporated into the design at regular intervals and landscaping should be used to identify roadway edges and differentiate between circulation areas and private lots through the use of design features such as fences, hedges, raised planters, berms, swales, boulders, rain gardens, or light standards.
- i. Public access and utility easements shall be provided for all alternative private street segments and shall be designated on the face of the associated plat. Plat notes shall also be included clearly defining that the City is not responsible for maintenance or repair of private streets.
- j. Gated access points shall be prohibited.

5. Review process.

- a. The Fire Marshal shall review the alternative street plan for compliance with the fire flow and access requirements of Title 15 BMC;
- b. The City Engineer shall review the alternative street plan for consistency with acceptable engineering practices and to ensure the plans provide for adequate pedestrian, bicycle, and vehicle safety.
- c. The Community Development Director shall review the private street plan for consistency with the approval criteria in this section and shall make a recommendation to the Hearing Examiner as part of the preliminary plat approval process.