



# Kirkland Street Standards

KIRKLAND ALLIANCE OF NEIGHBORHOODS

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# An overview of.....

- ▶ The progression of Kirkland street standards over the last 25 years.
- ▶ How residential street widths are determined.
- ▶ The construction-in-lieu program.
- ▶ The neighborhood street improvement modification process.

# What are the street improvement regulations?

- ▶ Kirkland Zoning Code (KZC) Chapter 110 provides the regulations for street improvements
  - ▶ Street improvements include installation of curbs, landscape strips with street trees, sidewalks, and surface water collection
  - ▶ All new development is required to install street improvements.
  - ▶ Large remodel/additions in excess of \$200k valuation also trigger street improvements.

# Why were narrow streets standards adopted?

- ▶ In 1994, the City Council asked the Public Works Department to research narrow street standards.
- ▶ At this time there was national urban planning shift that was occurring referred to as “New Urbanism”.
- ▶ There are many land use elements to new urbanism, but one key element was the use of an interconnected narrow pedestrian oriented street network in lieu of the previous dead-end cul-de-sac style of street planning and design.

# Why were narrow streets standards adopted?

- ▶ Council direct staff to study narrow street standards.
- ▶ Staff from both the Public Works and the Planning Departments visited other northwest Cities that had adopted new narrow street standards (such as Portland and others).
- ▶ Staff studied the narrow street standards, developed recommendations and met with stakeholders.
- ▶ In 1995, after buy-in from the Kirkland Fire Department, the Houghton Community Council, and the Planning Commission, the City Council adopted the new narrow street standards.

# Can you tell us about the residential street standards?

- ▶ R-20 Neighborhood Access Streets (KZC 110.30)
  - ▶ Improvements include 20 feet of paving, curb and gutter, landscape strips, and sidewalks if the street exceeds 300 feet in length.
  - ▶ Parking is allowed on one side of the street.
  - ▶ Shall not be permanently dead-end if the street exceeds 400 ft.
  - ▶ A hammer-head turn-around can be used if the street is 200 ft. or less in length.
  - ▶ Parking bump-outs can be required or proposed if additional parking is needed.
  - ▶ This standard is typically used when a new street is built within a new subdivision.

# Can you tell us about the residential street standards?

- ▶ R-24 Neighborhood Access Street (KZC 110.35)
  - ▶ Improvements include 24 feet of paving, curb and gutter, landscape strips, and sidewalks if the street exceeds 300 feet in length.
  - ▶ Parking is allowed on both sides of the street.
  - ▶ A hammer-head turn-around can be used if the street is 200 ft. or less in length.
  - ▶ Typically used along existing streets if no other improvements exist that need to be matched.

# Can you tell us about the residential street standards?

- ▶ R-28 Neighborhood Access Street (KZC 110.38)
  - ▶ Improvements include 28 feet of paving, curb and gutter, landscape strips, and sidewalks if the street exceeds 300 feet in length.
  - ▶ Parking is allowed on both sides of the street.
  - ▶ A hammer-head turn-around can be used if the street is 200 ft. or less in length.
  - ▶ Typically used with multi-family or commercial uses on residential streets or when matching existing street improvements.
  - ▶ Was the narrowest residential standard until 1995.



# What key elements are needed when approving a narrow street standard?

- ▶ Adequate off-street parking.
  - ▶ Chapter 105 of the KZC requires low density single family homes to have a 20 ft. x 20 ft. parking pad on the lot.
- ▶ Street connectivity
  - ▶ The City adopted language in the Comprehensive Plan that discusses that need to have interconnected streets.
  - ▶ Some updated Neighborhood Plans (such as North Rose Hill, Highlands, and Norkirk) include planned street connections.
  - ▶ R-20 streets cannot be dead-ended if they exceed 400 ft. in length.

# What are the benefits of narrow streets?

- ▶ Traffic calming. Narrow streets cause people to drive slow and cautious. There is an expectation that if two cars cannot pass, one car will yield to the other.
- ▶ Reduced pavement width provides more area for landscaping along existing 60 ft. right-of-ways.
- ▶ Reduction in impervious surface = less surface water impact on our storm system, streams, and lakes.
- ▶ Reduction in long-term maintenance such as asphalt restoration, street sweeping, etc.

# Can you explain the Construction-in-lieu program?

- ▶ The program was adopted in 1995 with the narrow street standards to give flexibility under certain circumstances to allow off-site pedestrian improvements to be constructed. The key elements of the program are:
  - ▶ Public Works Director must agree that the pedestrian safety can be met by only having sidewalk on one-side of the street; or,
  - ▶ In some cases it is better to not install the street improvements due to substantial grading, safety hazards, or environmental concerns (trees, streams, wetlands)
  - ▶ The program is optional. The developer cannot be required to participate in the in-lieu program.
  - ▶ As an incentive for participating in the in-lieu program, the developer is only required to build off-site improvements equal to 75% of the value of the subject frontage improvements.
  - ▶ In some cases, the City will accept in-lieu payment rather than having off-site improvements constructed.

# Can a neighborhood vote to modify or waive street improvement requirements?

- ▶ In 2005 the Council adopted new regulations that required street improvements to be installed for any type of project
  - ▶ Prior to this most new in-fill single-family homes were not require to install street improvements.
- ▶ However, the Council wanted to give neighbors along certain streets the ability to modify or waive street improvement requirements under certain circumstances:
  - ▶ The Public Works Dept. must agree that the street will function safely without sidewalks (as an example, the street could not be a school walk route).
  - ▶ Neighborhoods could propose to modify the street standard.
  - ▶ The neighbors had to have a 70% majority in favor of the modification or waiver.
  - ▶ The criteria for the program is contained in the Public Works Pre-approved Plans and Policies Book.



# How do we determine which residential street standard to use?

- ▶ If it is a brand new street we typically recommend a 20 ft. wide street (subdivision with new street)
- ▶ If the project is along an existing street we look at the following:
  - ▶ Are there existing street improvements that we need to match?
  - ▶ Is there a high demand for on street parking (as an example, lack of driveway parking and significant amounts of existing shoulder parking)?
  - ▶ Is the average daily trips on the street high and we need to maintain two lanes of travel at all times?
  - ▶ Are there field conditions that dictate a need for a narrower or wider street standard?
  - ▶ If none of these issues are prevalent, then the street is typically improved with an R-24 standard.

# What happens to parking when bike lanes are added?

- ▶ This typically becomes an issue when the City is re-stripping a street.
- ▶ Transportation Division studies the existing on-street parking demand and attempts to develop a plan that provides bike lanes and on-street parking.
- ▶ Neighborhood outreach is conducted.

Questions?