



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?