

Chapter 105 – PARKING AND PARKING AREAS, VEHICLE AND PEDESTRIAN ACCESS, AND RELATED IMPROVEMENTS

Proposed Code Amendments- Revised 3/19/07

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- 105.10 Vehicular Access Easement or Tract Standards
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- 105.15 Exception in Design Districts ~~the~~ (CBD, JBD, NRHBD, RHBD and Totem Lake Neighborhood (TLN))
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- 105.15 Exception in Design Districts~~the~~ CBD, JBD, NRHBD, RHBD and Totem Lake Neighborhood (TLN)

If the subject property is within a Design District, the Central Business District Zone, the Juanita Business District Zone, the North Rose Hill Business District Zone, the Rose Hill Business District Zone, or the Totem Lake Neighborhood (TLN), the requirements contained within those Chapters Chapters 50, 52, 53, 54, 55 and 92 KZC supersede any conflicting provisions of this chapter. The provisions of this chapter that do not conflict with Design District Chapters 50, 52, 53, 54, 55 and 92 KZC apply to properties in their respective zones. CBD, JBD, NRHBD, RHBD and TLN Zones.



105.18 Pedestrian Access, Bicycle, and Transit Facilities

1. The applicant shall comply with the requirements for each use specified in the following chart:

Requirements ¹ ↓ Use on Subject Property ⇄	Multifamily (except single duplex structures)	Office	Retail	Restaurants and Taverns	Institutional Uses and Community Facilities	Industrial	Single Family
<p><u>Pedestrian Access From Buildings to Sidewalks and Transit Facilities:</u> Provide pedestrian walkways designed to minimize walking distance from the building entrance to the <u>abutting right-of-way, pedestrian pathway and adjacent transit facilities pursuant to standards in Section 105.18.2.a. or b.</u></p>	X	X	X	X	X	X	
<p><u>Pedestrian Access Between Uses On Subject Property:</u> Provide pedestrian walkways between the primary entrances to all businesses, uses, and/or buildings on the subject property standards in Section 105.18.2.a. or b.</p>	X	X	X	X	X	X	
<p><u>Pedestrian Access Along Building Facades In RHBD and TLN zones-</u> In RHBD and TLN zones, buildings that do not front on a right of way shall provide a pedestrian walkway along the entire façade of the building containing the primary entrances. The walkway shall meet the through block pedestrian pathway standards in Section 105.19.3 (See Figure 105.19.A). <u>Exceptions are:</u> a) Development with less than 2,000 square feet of gross floor area; b) Developments that feature a landscaped front yard area and parking is off to the side or rear are only required to have direct pedestrian access from the</p>	X	X	X	X	X		

<p><u>sidewalk.</u> c) <u>Portions of a building that require vehicle service bays or where the requirement conflicts with other City goals, policies or regulations.</u></p>							
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Use on Subject Requirements ↴ Property ⇔	Multifamily (except single duplex structures)	Office	Retail	Restaurants and Taverns	Institutional Uses and Community Facilities	Industrial	Single Family
<p><u>Pedestrian Connections Between Properties:</u> Provide pedestrian walkways connecting to adjacent properties with multifamily developments of three or more units, office uses, retail uses, restaurants, taverns, institutional uses, industrial uses, or community facilities pursuant to standards in Section 105.18.2.a. Barriers which limit future pedestrian access are not permitted.</p>	X ¹ ²	X	X	X	X	X ³	
<p><u>Pedestrian Access Through Parking Areas:</u> Provide pedestrian access through parking areas to buildings on the subject property pursuant to standards in Section 105.18.2.c. (See Figure 105.18. B and C).</p> <p><u>Pedestrian Access Through Parking Garages:</u> Provide designated pedestrian walkways through parking garages and parking within a building from the parking area to a public right of way and from the parking spaces to the pedestrian entrance of the building served by the parking. Install pursuant to Section 105.18.2.c</p> <p>Designated pedestrian walkways shall not be located along vehicle entrances or exit driveways.</p>	X	X	X	X	X	X	
Locate service bays away from pedestrian areas.		X	X	X	X	X	

<p><u>Overhead Weather Protection:</u></p> <p>Provide pedestrian overhead weather protection pursuant to standards in Section 105.18.2.d:</p> <p><u>a. along any portion of the building which is adjacent to a pedestrian walkway or sidewalk;</u></p> <p><u>b. over the primary exterior entrance to all buildings including residential units.</u></p> <p><u>c. Exceptions in Design Districts:</u></p> <p><u>In CBD Zones: At least 80% of the frontage of the subject property along each pedestrian oriented street.</u></p> <p><u>In RHBD and TLN Zones: At least 75% of a pedestrian oriented building façade.</u></p> <p><u>In JBD Zones: 100% of a building façade along each street or through block pathway.</u></p> <p><u>For more information regarding designated pedestrian oriented streets see Plate 34 in Chapter 180, and pedestrian oriented facades in Chapter 92, KZC.</u></p>	X	X	X	X	X		X
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¹ See KZC 110.60 for additional walkway requirements.

¹² Not required to connect to adjacent properties with industrial uses.

²³ Not required to connect to adjacent properties with industrial or residential uses.

2. Development standards required for pedestrian improvements-

a. On-Site Pedestrian Walkway Standards:- The applicant shall install pedestrian walkways pursuant to the following standards:

- 1) Must be at least five feet wide;
- 2) Must be distinguishable from traffic lanes by painted markings, pavement material, texture, or raised in elevation;
- 3) Must have adequate lighting for security and safety. Lights must be nonglare and mounted no more than 20 feet above the ground; ~~and~~
- 4) Will not be included with other impervious surfaces for lot coverage calculations.;
- 5) Must be centrally located;
- 6) Must be handicapped accessible;
- 7) Barriers which limit future pedestrian access between the subject property and adjacent properties are not permitted.
- 8) If development is subject to Design Review, the City will specifically review and approve the color, material and configuration of all pedestrian walkways as part of the Design Review decision.

b. Pedestrian Walkway Standards Specific To Design Districts- In addition to the pedestrian pathway standards above in 2.a., the following standards may apply in certain Design Districts. See Chapter 110, KZC for additional sidewalk improvements that may apply.

- 1). In CBD, *Major Pedestrian Sidewalks*- If the subject property abuts a street designated to contain a *major pedestrian sidewalk* in Plate 34, Chapter 180, KZC the applicant shall install that sidewalk on and/or adjacent to the subject property consistent with the following standards:
 - a) The *major pedestrian sidewalk* must be installed in the approximate location shown in Plate 34 and make the connections shown in Plate 34.
 - b) The *major pedestrian sidewalk* must be paved with decorative concrete and have a minimum width of at least eight feet, unless otherwise noted in Plate 34. If the required improvements cannot be accommodated within the existing right-of-way, the difference may be made up with a public easement over private property. Buildings may cantilever over such easement areas, flush with the property line.
 - c) The *major pedestrian sidewalk* must have adequate lighting with increased illumination around building entrances and transit stops.
 - d) If parcels are developed in aggregate, then alternative solutions may be proposed.
 - e) Barriers which will limit pedestrian access between the subject property and adjacent properties are not permitted.

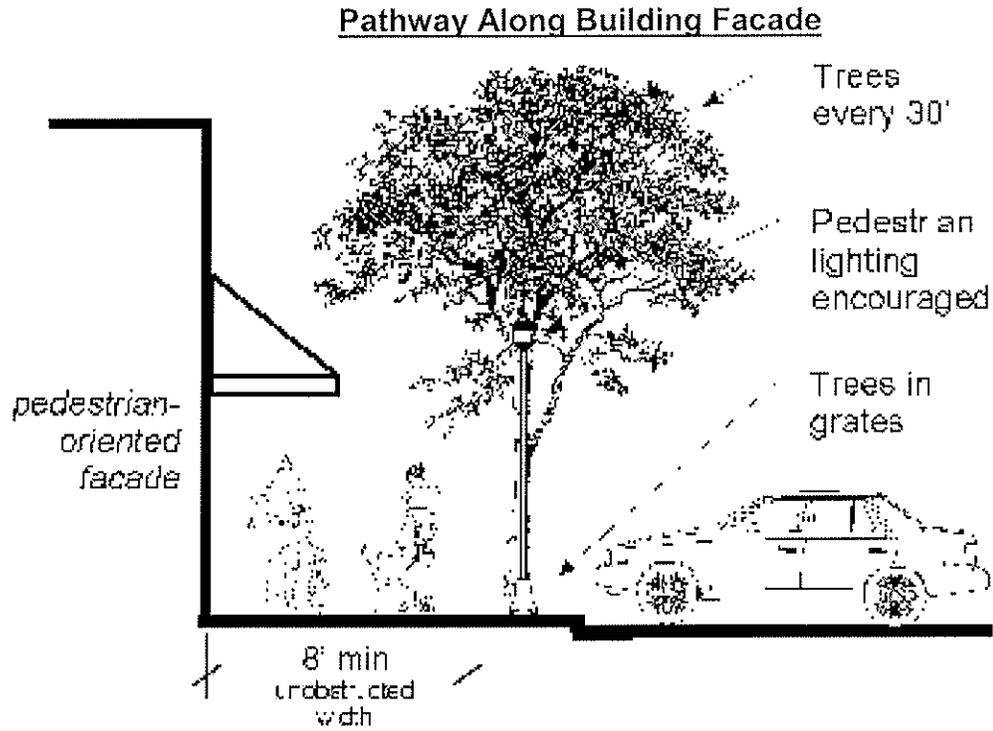


FIGURE 105.18.A

- c. Pedestrian Walkway Through Parking Areas Standards- The applicant shall install pedestrian walkways through parking areas pursuant to the following standards (see Figure 105.18.C):
- 1) Must be installed pursuant to the standards described in 105.18.2.a above;
 - 2) Walkway shall not use vehicle entrance or exit driveways, from the parking area to a public right-of-way;
 - 3) Must connect from the parking spaces to the pedestrian entrance of the building served by the parking.

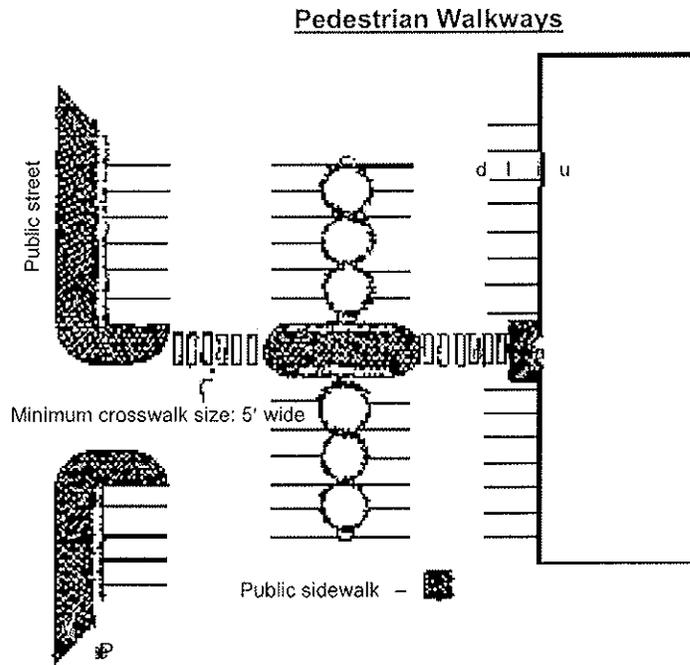


FIGURE 105.18.B

- 4) All parking lots that contain more than 25,000 square feet of paved area, including access lanes and driveways, must include clearly identified pedestrian routes from the parking stalls to the main building entrance or central location (see Figure 105.18.C). At minimum, pathways must be provided for every three parking aisles or at a distance of not more than 150-foot intervals, whichever is less and meet the standards of Section 105.18.2.a.

Pathways must be provided through parking lots.

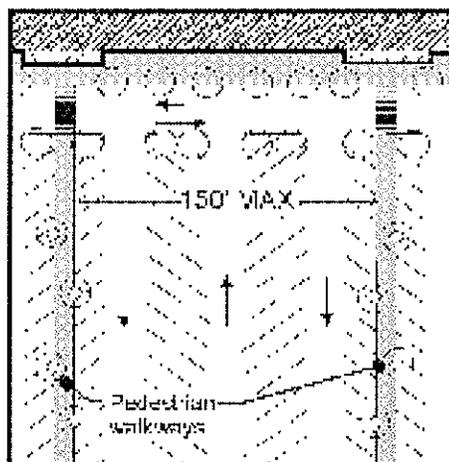


FIGURE 105.18.C

d. Overhead weather protection standards-The applicant shall install overhead pedestrian weather protection pursuant to the following standards:

- 1) May be composed of awnings, marquees, canopies, building overhangs, covered porches, recessed entries or other similar features;
- 2) Must cover at least five feet of the width of the adjacent walkway; and
- 3) Must be at least eight feet above the ground immediately below it.
- 4) If development is subject to Design Review the City will specifically review and approve the color, material and configuration of all overhead weather protection as part of the Design Review decision.

105.19 Public Pedestrian Walkways-

1. Public Pedestrian Walkways Location- In addition to the pedestrian walkways required in section 105.18, the City may require the applicant to install public pedestrian walkways in any of the following circumstances where the walkway is reasonably necessary as a result of the development activity:

- a) A pedestrian connection is indicated as appropriate in the Comprehensive Plan or Nonmotorized Transportation Plan; or designated elsewhere in this code; or
- b) A walkway is reasonably necessary to provide efficient pedestrian access to a designated activity center of the City or transit; or
- c) Through block pedestrian pathways may be required on properties if blocks are unusually long; and

2. Public Pedestrian Walkway Standards General- The applicant shall install pedestrian walkways pursuant to the following standards, except for design business districts listed in 3. and 4 below (see Figure 105.19.A):

- a) Pedestrian access may be required to connect between existing or planned dead-end streets, through streets, or other pedestrian access; or
- b) Pedestrian access shall be provided by means of dedicated rights-of-way, tracts, or easements at the City's option;
- c) The width of the access right-of-way, tract, or easement, and the pathway material and width, shall be determined per the Public Works Pre-Approved Plans;
- d) The height of solid (blocking visibility) fences along pedestrian pathways that is not directly adjacent a public or private street right-of-way shall be limited to 42 inches unless otherwise approved by the Planning or Public Works Directors; and
- e) All new building structures shall be set back a minimum of five feet from any pedestrian access right-of-way, tract, or easement that is not directly adjacent to a public or private street right-of-way.
- f) The alignment of pathways shall consider the location of proposed and existing buildings (preferably along building fronts or property lines).

3. Through Block Pathway Standards- The applicant shall install a *Through-block pathway* pursuant to the following standards, except for design business districts listed in 4. below:
- a) A minimum unobstructed pavement width of eight feet, paved with decorative concrete. Minimum five feet may be approved for residential uses.
 - b) Trees placed at an average of 30 feet on-center between the pathway and any parking or vehicular access area. Exceptions:
 - 1. Pedestrian-scaled light fixtures, at a maximum of 12 feet in height and placed no more than 30 feet on-center, may be used in place of some of the required trees.
 - 2. To increase business visibility and accessibility, the City may allow modifications in the required tree coverage adjacent to major building entries; however, no less than one tree per 60 lineal feet of the required walkway shall be provided.
 - 3. The required trees must be placed in planting strips at least 4.5 feet in width or within tree grates.
 - c) Adequate lighting with increased illumination around building entrances and transit stops. Pedestrian-scaled lighting fixtures, at a maximum of 12 feet in height, are encouraged along the pathway.
 - d) Barriers which will limit pedestrian access between the subject property and adjacent properties are not permitted.
 - e) If applicable parcels are developed in aggregate, then alternative solutions may be proposed.
 - f) If subject to Design Review the City will specifically review and approve the material and configuration of all pedestrian walkways as part of the Design Review decision.
4. Through block pathway standards unique to Design Districts:
- a) In JBD 1- See Use Zone Chart Section 52.10 for location of Through Block Pathways in JBD 1. Through-block pathways adjacent to the front of buildings must be 10 feet wide with a six-inch vertical curb, and paved with concrete or unit pavers. Sidewalks that are not adjacent to the front of buildings must have a minimum width of eight feet and be differentiated from underlying pavement with texture or material, unless otherwise determined through Design Review.
 - b) In TL 2- See Use Zone Chart Section 55.19 for location of Through Block Pathways in TL 2. The minimum width, curb specifications and paving materials for through-site connections shall be established through the Conceptual Master Plan review. Through-site connections must have adequate lighting, with increased illumination around building entrances and at street crossings.
 - c) In TL 5- See Use Zone Chart Section 55.37 for location of through block pathways in TL 5- Section 105.19.3 for development standards.
 - d) In TL 6B- See Use Zone Chart Section 55.43 for location of Through block pathways in TL 6B. See Section 105.19.3 for development standards.

Through-Block Pathway

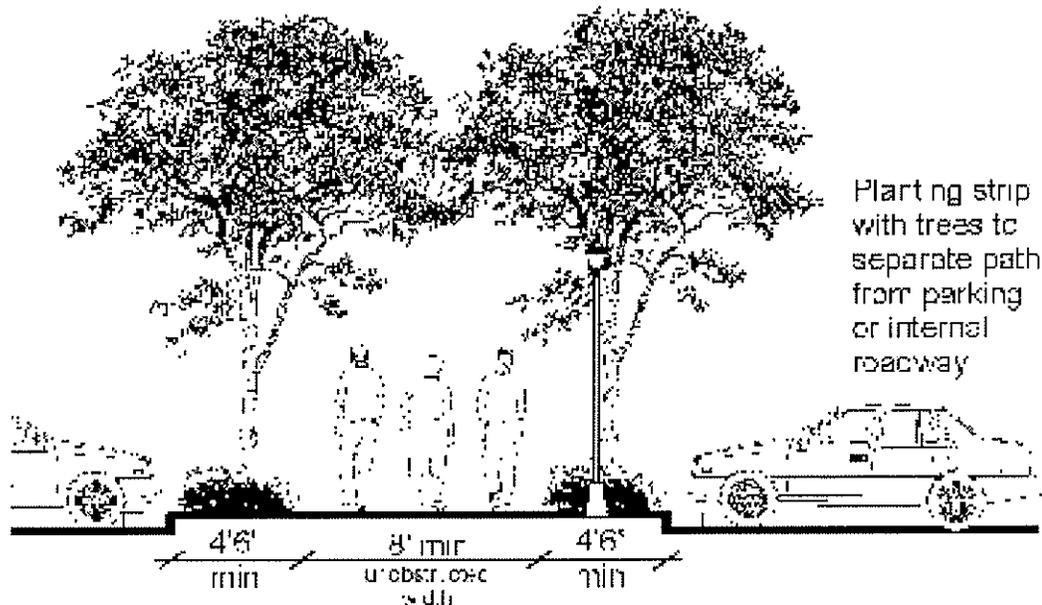


FIGURE 105.19.A

105.20 Number of Parking Spaces – Minimum

The number of parking spaces required for a use is the minimum required. The applicant shall provide at least that number of spaces, consistent with the provisions of this chapter.

The square footage of pedestrian, transit, and/or bicycle facilities, and/or garages or carports, on the subject property shall not be included in the gross floor area calculation used to determine required number of parking stalls. See also KZC 105.103(3)(c).

For residential uses, the City may require guest parking spaces in excess of the required parking spaces, up to a maximum additional 0.5 stall per dwelling unit, if there is inadequate guest parking on the subject property.

105.25 Number of Parking Spaces – Not Specified in Use Zones

If this code does not specify a parking space requirement for a particular use in a particular zone, the Planning Official shall establish a parking requirement on a case_by_case basis. The Planning Official shall base this determination on the actual parking demand on existing uses similar to the proposed use.

105.30 Number of Parking Spaces – Fractions

If the required formula for determining the number of parking spaces results in a fraction, the applicant shall provide the number of spaces equal to the next higher whole number.

105.32 Bicycle Parking

The applicant shall install covered and secure bicycle racks within 50 feet of an entrance to all uses except single family and duplex development.

105.35 Driveway Entrances

The City may establish restrictions on the width, number and location of driveways along the frontage of the subject property to improve vehicle circulation, public safety, or to enhance pedestrian movement.

105.58 Location of Parking Areas Specific To Design Districts

If the subject property is located in a Design District, the applicant shall locate parking areas on the subject property according to the following requirements:

1. Location of Parking Areas In the CBD, TL1, TL2, and TL3 zones-
 - a) Parking areas shall not be located between a *pedestrian-oriented street* and a building unless specified in a Conceptual Master Plan in TL 2. (See Chapter 180, Plate 34 and Chapter 92 and 110 for additional requirements regarding pedestrian oriented streets),
 - b) On all other streets, parking lots shall not be located between the street and the building on the subject property unless no other feasible alternative exists.
2. Location of parking areas in the JBD 2 and the NRH zones shall not be located between the street and the building unless no other feasible alternative exists on the subject property.
3. Location of Parking Areas In Certain TL and RHBD zones- Parking areas and vehicular access may not occupy more than 50 percent of the street frontage in the following zones (see Figure 105.58.A).
 - a) TL 4, only properties fronting on 120th Avenue NE;
 - b) TL 5;
 - c) TL 6A, only properties fronting on 124th Avenue NE. Auto dealers in this zone are exempt from this requirement;
 - d) TL 6B, only properties fronting on NE 124th Street;
 - e) TL 10E.

Alternative configurations may be considered through the Design Review process, provided the project meets the objectives of the KMC Design Guidelines for the Totem Lake Neighborhood.

- f) In the RH 1A, RH2A, RH3 zones and RH5A zones west of 124th Avenue. For parcels over two acres in size, parking lots and vehicular access areas may not occupy more than 50 percent of the NE 85th Street property frontage (see Figure 105.58.A). Alternative configurations will be considered through the Design Review process, provided the project meets the intent of the KMC Design Guidelines for the Rose Hill Business District.



Parking lots and spaces
 roads occupy no more
 than 50% of the total
 street frontage

FIGURE 105.60.A

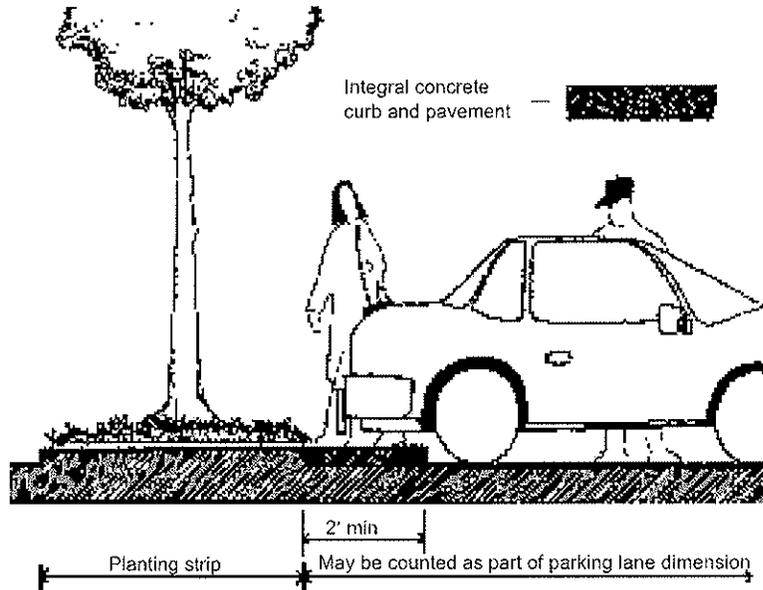
105.60

Parking Area Design – General

1. The minimum dimensions for parking spaces and parking areas are displayed in plates in Chapter 180 KZC. These plates apply to parking for all uses except detached dwelling units.
2. Driveways which are not driving aisles within a parking area shall be a minimum width of 20 feet.
3. Parking areas must be constructed so that car wheels are kept at least two feet from pedestrian and landscape areas; provided, that parking areas may be constructed in a manner which allows vehicles to overhang a pedestrian or landscape area by up to two feet if the pedestrian or landscape area within the area of vehicle overhang is not required by this or any other code.
- ~~4. All parking lots which contain more than 25 stalls must include pedestrian walkways through the parking lot to the main building entrance or a central location. The walkways must meet the development standards outlined in KZC 105.18(2)(a).~~
- ~~5. Shared parking lot entrances and driveways between properties shall be installed whenever feasible as determined by the Planning Official.~~
4. All parking areas must have adequate lighting. Lights in parking lots must be nonglare and must be mounted no more than 20 feet above the ground.
5. All landscape and pedestrian areas shall be protected from encroachment by parked cars. At a minimum, the parking area must be designed and constructed so that car wheels are kept at least two feet from landscape and pedestrian areas. Freestanding wheel-stop bumpers must be replaced or repaired if cracked or broken (see Figure 105.58.A).

- a) 6. No freestanding or wall-mounted signs for individual parking spaces are permitted to extend more than three feet above the ground. Provisions in the UBC for handicapped stalls supersede this requirement.
- 6. Moveable parking area equipment, such as barrels and sawhorses, may not be visible from a street when not in use. Parking areas and accessory components, areas and facilities must be well-maintained and kept in a clean, neat and litter-free manner at all times.

Extended Curb Used To Protect Landscape Strip



Note: This method is preferable to freestanding wheel-stop bumpers because it will not catch debris and is more durable.

FIGURE 105.58.A

105.96

Parking Area Design – Drive-Through Facilities and Circulation in the NE 85th Street Subarea and the Totem Lake Neighborhood (TLN)

General – The applicant may propose drive-through facilities incorporated into parking areas associated with such uses as fast food, banks, pharmacies or other similar uses (unless prohibited in a zone), provided the access, location, and specific design of the facilities meet the following standards and approval by both the Public Works and Planning Officials.

1. The applicant shall submit a site plan to the Public Works Department including the requirements of KZC 105.17, and showing compliance with the standards of subsections (1)(a) through (c) of this section:
 - a. The Public Works Official determines that the vehicle queue will not:
 - 1) Impede pedestrian or vehicular movement within the right-of-way;
 - 2) Impede vehicle or pedestrian visibility as vehicles enter the sidewalk area;
 - 3) Block parking aisles nor impede on-site vehicular and pedestrian circulation;

- 4) Access will not be located within the left turn lane at a signalized intersection;
- b. Driveway access to the drive-through facility is not located directly from off-NE 85th Street an arterial unless the Public Works Official determines that sufficient driveway throat length is provided to accommodate the queues. If driveway access is allowed from an arterial, left turn movements may be restricted;
- c. The Public Works Official determines that parking circulation patterns avoid crossings of queuing areas.

105.103 Modifications

1. General – The provisions of this section establish under what circumstances the requirements of this chapter may be modified.
2. Authority To Grant and Duration
 - a. If the proposed development of the subject property requires approval through Design Review, Process I, IIA, IIB, or III, described in Chapters 142, 145, 150, 152 and 155 KZC, respectively, a request for a modification will be considered as part of that process under the provisions of this section. The City must find that the applicant meets the criteria listed below in KZC 105.103(3). If granted under Design Review, Process I, IIA, IIB or III, the modification is binding on the City for all development permits issued for that development under the Building Code within five years of the granting of the modification.
 - b. If subsection (2)(a) of this section does not apply, the Planning Official may grant a modification in writing under the provisions of this section.
3. Modifications – The Planning Official may require or grant a modification to improvement requirements of this chapter if the applicant demonstrates on submitted plans and/or in writing that the following criteria have been met for modifications to the applicable sections:
 - a. For a modification to KZC 105.10 for vehicular access easements or tracts and for KZC 105.60 and 105.97 for parking area design, the requirements may be modified if:
 - 1) The modifications will not affect the ability to provide any property with police, fire, emergency medical, or other essential services; and
 - 2) One of the following requirements is met:
 - a) The modification is necessary because of a preexisting physical condition; or
 - b) The modification will produce a site design superior to that which would result from adherence to the adopted standard.
 - 3) Exception: KZC 105.10(2)(g) relating to screening for access easements or tracts will use the modification criteria for buffering in subsection (3)(g) of this section.

- b. For a modification to KZC 105.18, the requirements for pedestrian access, bicycle, and transit facilities may be modified if:
 - 1) The modification is necessary because of the size, configuration, topography or location of the subject property;
 - 2) The modification will provide for equal or improved pedestrian and bicycle safety and convenience; and
 - 3) The modification will not have any substantial detrimental effect on nearby properties and the City as a whole.
- c. For a modification to KZC 105.20 and 105.45, a decrease in the required number of spaces may be granted if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study to be sufficient to fully serve the use. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the proposed use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City traffic engineer. The study shall provide at least two days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City traffic engineer. Approval of a parking reduction shall be solely at the discretion of the City.

Note: Section 105.103(c) continues on page 657.

A decrease in the minimum required number of spaces may be based in whole or part on the provision of nationally accepted TDM (transportation demand management) measures. Data supporting the effectiveness of the TDM measures shall be provided as part of the parking demand and utilization study and approved by the City traffic engineer.

- d. For a modification to KZC 105.40, the requirements for parking area location may be modified if:
 - 1) The proposed parking area will have no adverse impacts on adjacent properties;
 - 2) It is reasonable to expect that the proposed parking area will be used by the subject use; and
 - 3) A safe pedestrian and/or shuttle connection exists, or will be created, between the subject use and the proposed parking area.
- e. For a modification to the landscape requirements for parking and driving areas, see Chapter 95 KZC.
- f. For a modification to KZC 105.77, the curbing requirement for parking areas and driveways may be modified if:
 - 1) The modification would result in superior landscaping and/or increased retention of significant natural vegetation;
 - 2) The modification will not result in increased hazards for pedestrians or vehicles; and
 - 3) The modification will not result in increased erosion of unpaved areas onto the parking area, driveway, or rights-of-way.

- g. See Chapter 95 KZC for a modification of the buffering requirements for parking and driving areas. For a modification to KZC 105.10(2)(g), the screening requirements for access easements or tracts may be modified if:
 - 1) The existing topography of or adjacent to the subject property decreases or eliminates the need for visual screening; or
 - 2) The modification will be of more benefit to the adjoining property by causing less impairment of view or sunlight; or
 - 3) The modification will provide a visual screen that is comparable or superior to the buffer required by KZC 105.10(2)(g).

- h. For a modification to KZC 105.100, the surface material requirement for parking areas and driveways may be modified if:
 - 1) The surfacing material will not enter into the drainage system, or onto public or other private property; and
 - 2) The material will provide a parking surface which is usable on a year-round basis.

Chapter 110 – REQUIRED PUBLIC IMPROVEMENTS

Proposed Code Amendments- Revised 3/19/07

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- 110.10 General
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- 110.75 Bonds

110.15

Special Regulations Applicable in Certain Areas

The following is a series of special situations with applicable regulations:

- ~~1. If the City Council has approved a public improvements plan that includes a particular right-of-way, that plan will govern the improvements to be provided by developments that abut that right-of-way.~~
- ~~2. If subsection (1) of this section does not apply and if the subject property is zoned Central Business District, Totem Lake (TL), Juanita Business District, or Rose Hill Business District, the Public Works Director will establish the extent and nature of required improvements in the right-of-way on a case-by-case basis.~~
- ~~3. If subsection (1) or (2) of this section does not apply, the applicant must provide the improvements as established in the remainder of this chapter.~~



110.25

Required Public Improvements

1. General – KZC 110.27 through 110.50 establish different improvements for the different classifications of rights-of-way listed in KZC 110.20 and 110.22. Section 110.52 establishes specific sidewalk and other public improvement standards in Design Districts. Except as specified in subsection ~~(2)~~ paragraphs 2, 3, and 4 of this section, the applicant shall install the specified improvements from the center line of the right-of-way to the applicant's property line. The applicant may increase the dimensions of any required improvement or install additional improvements in the right-of-way with the written consent of the Public Works Director.
2. Half-Street Improvements – If the one-half of the right-of-way opposite the subject property has not been improved based on the provisions of this chapter, the applicant shall install improvements in the right-of-way as follows:
 - a. Alleys. The applicant shall install the required improvements for the entire width of the alley.
 - b. All Other Rights-of-Way.
 - 1) The applicant shall install the required improvements from his/her property line to and including the curb.
 - 2) The applicant shall grade to finished grade all the required driving and parking lanes in the entire right-of-way and a five-foot-wide shoulder on the side of the right-of-way opposite the subject property.
 - 3) The applicant shall pave outward 20 feet from the curb adjacent to his/her property or as required by the Public Works Director.
3. Required Paved Connection – In all cases except for alleys, if the access point for the subject site is not connected to an existing improved street by an improved hard surface, the applicant shall provide a hard surface improvement, of at least 20 feet in width, to the existing improved street. The applicant may request a modification, deferment or waiver of this requirement through KZC 110.70.
4. Capital Improvement Projects - If the City Council has approved a capital improvements plan for a particular public right of way, that plan will govern the improvements required for right-of-way. To the extent feasible, public projects shall be designed pursuant to the standards established for each Design District contained in the Public Works Pre-approved Plans manual.

110.52 Sidewalks and Other Public Improvements In Design Districts

1. This section contains regulations which require various sidewalks, pedestrian circulation and pedestrian-oriented improvements on or adjacent to properties located in Design Districts subject to Design Review pursuant to Chapter 142 such as, CBD, JBD, TLN, RHBD, and NRHBD zones.

The applicant must comply with the following development standards in accordance with the location and designation as a *pedestrian oriented street or major pedestrian sidewalk* shown in Plate 34 of Chapter 180, KZC. See also Public Works Pre-approved Plans manual for public improvements for each Design District. If the required sidewalk improvements cannot be accommodated within existing right-of-way, the difference may be made up with a public easement over private property, provided that a minimum of five feet from the curb shall be retained as public right of way and may not be in an easement. Buildings may cantilever over such easement areas, flush with the property line, in accordance with the International Building Code as adopted in KMC, Title 21. (See Figure 110.52.A and Plate 34).

2. Pedestrian-Oriented Street Standards – The applicant shall install a 10 foot wide sidewalk along the entire frontage of the subject property adjacent to each pedestrian-oriented street. (See Figure 110.52.A).

Required Sidewalk on Pedestrian-Oriented Streets and Major Pedestrian Sidewalks

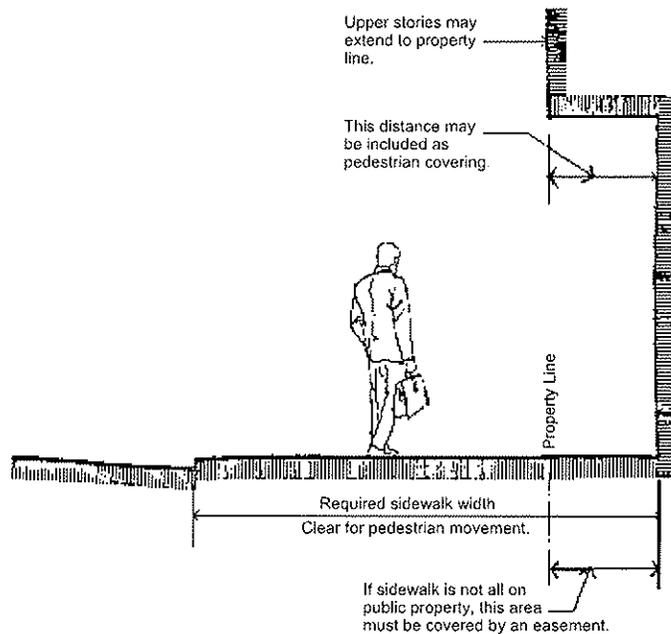


FIGURE 110.52.A

3. Major Pedestrian Sidewalk Standards – If the subject property abuts a street designated to contain a major pedestrian sidewalk in Plate 34, Chapter 180, KZC, the applicant shall install that sidewalk on and/or adjacent to the subject property consistent with the following standards:

- a) Install in the approximate location and make the connections shown in Plate 34;
 - b) A sidewalk width of at least eight feet, unless otherwise noted in Plate 34;
 - c) Have adequate lighting with increased illumination around building entrances and transit stops; and
 - d) If parcels are developed in aggregate, then alternative solutions may be proposed.
4. Streets in the Totem Lake Neighborhood designated as *major pedestrian sidewalks* in Plate 34.E that are also shown to be within the landscaped boulevard alignment or "Circulator" in Plate 34.D in Chapter 180, KZC may have varied or additional requirements, such as wider sidewalks, widened and meandering planting areas, continuous and clustered tree plantings, special lighting, directional signs, benches, varying pavement textures and public art, as determined by the Director of Public Works.
5. NE 85th Street Sidewalk Standards – If the subject property abuts NE 85th Street, the applicant shall install a minimum 6.5-foot-wide landscape strip planted with street trees located adjacent to the curb and a 7 foot-wide sidewalk along the property frontage. Where the public right-of-way lacks adequate width to meet the previous standard, a 10-foot-wide sidewalk with street trees in tree grates may be permitted or in an easement established over private property.

110.60

Additional Requirements

This section contains a series of requirements that apply to improvements required or proposed to be installed.

1. Dedication of Right-of-Way – If a right-of-way abutting the subject property is not wide enough to contain the required improvements, the applicant shall dedicate as right-of-way a strip of land adjacent to the existing right-of-way wide enough to encompass the required half-street improvements. The Public Works Director may require the applicant to make land available, by dedication, for new rights-of-way and utility infrastructure if this is reasonably necessary as a result of the development activity.
2. Walkways – ~~The City may require the applicant to install public pedestrian walkways, other than sidewalks as otherwise required by this chapter, in any of the following circumstances where the walkway is reasonably necessary as a result of the development activity:~~
 - a. ~~A walkway is indicated as appropriate in the Comprehensive Plan or Nonmotorized Transportation Plan; or~~
 - b. ~~A walkway is reasonably necessary to provide efficient pedestrian access to a designated activity center of the City or transit; or~~
 - c. ~~Midblock pedestrian access may be required if blocks are unusually long; or~~
 - d. ~~Pedestrian access may be required to connect between existing or planned dead-end streets, through streets, or other pedestrian access; or~~
 - e. ~~Pedestrian access shall be provided by means of dedicated rights-of-way, tracts, or easements at the City's option; or~~
 - f. ~~The width of the access right-of-way, tract, or easement, and the pathway material and width, shall be determined per the Public Works Pre-Approved Plans;~~

- ~~g. The height of solid (blocking visibility) fences along pedestrian pathways that is not directly adjacent a public or private street right-of-way shall be limited to 42 inches unless otherwise approved by the Planning or Public Works Directors;~~
- ~~h. All new building structures shall be set back a minimum of five feet from any pedestrian access right-of-way, tract, or easement that is not directly adjacent to a public or private street right-of-way.~~
23. Fire Hydrants – The applicant shall install fire hydrants where and in the manner specified by the Department of Fire Services.
34. Incompatible Improvements – If improvements required by this chapter will connect with existing improvements in the same right-of-way that do not conform to this chapter, the following regulations apply:
- a. If the improvements will connect with existing improvements of a greater dimension, the new improvement must be built at the greater dimension unless the Public Works Director determines that the dimensions of the existing improvement will be decreased in the future.
 - b. If the improvements will connect with existing improvements of a lesser dimension, the following regulations apply:
 - 1) If the Public Works Director determines that the dimensions of the existing improvements will not be increased in the future, the new improvement must be permanently flared or tapered to match the existing improvements.
 - 2) If the Public Works Director determines that the dimensions of the existing improvements will be increased in the future, the applicant shall install the required improvements in the full length of the right-of-way abutting the subject property with temporary flaring or tapering on the existing improvements.
45. Landscape Strip and Street Trees – Landscape strips are typically found between the curb and the sidewalk and are planted with grass and street trees spaced 30 feet on-center. When improving landscape strips, the following regulations apply:
- a. The applicant shall plant all landscape strips with vegetation approved by the City.
 - b. Trees shall be planted per the details outlined in Public Works Pre-Approved Plans and Policies Notebook.
 - c. The abutting property owner shall be responsible for keeping the sidewalk and landscaping abutting the subject property clean and litter-free, and any vegetation there shall be maintained. The City may require the owner of the subject property to sign a maintenance agreement in a form acceptable to the City Attorney, to run with the subject property. If an agreement is required, the applicant shall record this agreement in the King County Bureau of Elections and Records.
 - d. It is a violation of this code to pave or cover the landscape strip with impervious material or to park motor vehicles on this strip.
 - e. If a landscape strip or street trees in tree grates is not required, street trees planted 30 feet on-center 2.5 feet behind the sidewalk will be required, where feasible.

- f. All trees planted in the right-of-way must be approved as to species by the Public Works Director. In the vicinity of overhead lines, tree species shall be selected based on City guidelines that will not interfere with those lines in the future. All trees must be two inches in diameter at the time of planting as measured using the standards of the American Association of Nurserymen with a canopy that starts at least six feet above finished grade and does not obstruct any adjoining sidewalks or driving lanes.
56. Mailboxes – The applicant shall, to the maximum extent possible, group mailboxes for units or uses in the development. The mailbox location and type shall be approved by the Kirkland U.S. Post Master.
67. Street Signs and Traffic Control Devices – The applicant shall install all street signs and traffic control devices in the location and manner established by the Department of Public Works.
78. Utility Lines and Appurtenances
- a. The location of sanitary sewer, storm drainage, and water main lines shall be as approved or required by the Public Works Director. All other utility lines, water meters and other utility appurtenances must be undergrounded within the utility strip, unless an alternate location is approved or required by the Public Works Director. Utility appurtenances must be no higher than finished grade unless this is determined by the Public Works Director to be infeasible.
- b. All overhead service utility lines on the subject property must be undergrounded to the nearest primary source; undergrounding to a secondary service pole will not be allowed unless approved by the Public Works Director. All existing overhead utility lines in the public right-of-way adjacent to the subject site must be undergrounded unless the Public Works Director determines that this is infeasible. If undergrounding is determined to be infeasible, the property owner shall sign an agreement, in a form acceptable to the City Attorney, that waives the property owner's right to protest formation of a Local Improvement District (LID) for conversion of overhead utility lines to underground, in the public right-of-way adjacent to the subject property, consistent with RCW 35.43.182.
89. Engineering Design – The applicant shall do preliminary engineering and provide construction design for the improvements required by this chapter.
940. Other Necessary Improvements – The applicant shall install any other improvements that are necessary for the installation or proper operations or maintenance of the improvements required by this code.
104. Replacement of Damaged or Substandard Existing Street Improvements – For properties that have existing street improvements, the owner shall remove and replace any damaged or substandard improvements in conjunction with the development of the property. Replacement shall include, but not be limited to, cracked curb, gutter, landscape strip, sidewalk, storm drainage infrastructure, barrier free ramps at street intersections, and installation of street trees.
11. Entry Features in Design Districts- In Design Districts, if the Comprehensive Plan or Design Guidelines designate the subject property for an entry feature then the applicant shall design and install an entry feature area on the subject property. The size of the entry feature area shall be at least 100 square feet, and may include landscaping, art, signage or lighting. The design shall be reviewed by the City and decided upon as part of the Design Review for the proposed development. The applicant shall provide an easement or dedication of property surrounding the entry feature.

KZC Section 115.45 Garbage and Recycling Receptacles, Dumpsters, Placement and Screening

1. Placement – All garbage and recycling receptacles and dumpsters, including underground facilities, must comply with either of the following:

- a. Shall be setback a minimum of five feet from side property lines, 10 feet from rear property lines and 10 feet from front property lines; ~~or~~
- b. Shall comply with the setbacks established for the use with which they are associated; ~~or~~
- c. May not be located in landscape buffers required by Chapter 95 KZC;
- d. Shall be located to minimize visibility from any street, pedestrian walkway, or public park; and

~~In either case, garbage and recycling receptacles and dumpsters may not be located in landscape buffers required by Chapters 95 and 105 KZC.~~

2. Screening – All garbage and recycling receptacles and dumpsters must be screened from view from the street and from adjacent properties by a solid screening enclosure.

3. Exemptions – Garbage receptacles for detached dwelling units, duplexes, moorage facilities, parks, and construction sites are exempt from the placement and screening requirements of this section.

KZC Section 115.47 Loading and Service Areas Placement and Screening

Placement and Screening – All loading and service areas must be located so that they are not visible from any street or pedestrian walkway. If the location is not physically possible, then these areas must be screened from public view using a compact evergreen hedge, a solid wall or fence, or in a manner approved by the City.

ATTACHMENT: 3
FILE NO. _____

