

FRIDAY SEPTEMBER 27, 2013

DEAR MAYOR, CITY COUNCIL, STAFF, AND PLANNING COMMISSION,

I ASK FOR YOUR CONSIDERATION AND SUPPORT FOR THE ENCLOSED EDITS TO THE LDC. I ASK FOR THESE EDITS TO MAKE THE LDC WORKABLE. ON A DIFFERENT LEVEL, I ASK FOR YOUR CONSIDERATION SO THAT WE CAN CONTINUE THE DEVELOPMENT OF THE SANDERS MILL MASTER PLANNED DEVELOPMENT. THERE ARE MANY ELEMENTS OF THE ORIGINAL LDC THAT WOULD FRUSTRATE THE CONTINUATION OF THE DEVELOPMENT SCHEME WE STARTED OVER A DECADE AGO.

WE HAVE MADE A SUBSTANTIAL COMMITMENT OF FINANCIAL AND HUMAN CAPITAL TO THE SANDERS MILL MASTER PLANNED DEVELOPMENT AND THE ELLENSBURG COMMUNITY. WE CANNOT CONTINUE WITHOUT THE COOPERATION AND SUPPORT OF THE CITY COUNCIL IN THE ULTIMATE CONCLUSION OF DEVELOPMENT CODES THAT PERMITS THE DEVELOPMENT AND BUILDING SCHEME WE COMMITTED TO IN THE BEGINNING UNDER CURRENT CODES. THE CHANGES REQUESTED WOULD PERMIT US TO CONTINUE AS OPPOSED TO ENDING PREMATURELY BUILDING IN THE CITY OF ELLENSBURG.

THANK YOU FOR YOUR CONSIDERATION.

RESPECTFULLY SUBMITTED

STEVE WILLARD  
SANDERS MILL, LLC

RECEIVED  
SEP 27 2013  
COMMUNITY DEVELOPMENT

15.320.030 Form # INTENSITY

### RECOMMENDATION

IN THE RS ZONE DELETE

DENSITY MINIMUM 4 DU/ACRE

### REASON

- ① DENSITY EVEN IN THE OLD EUBSBURG BLOCK & GRID, IE RAILROAD ADDITION IS ONLY 2.75 DU/ACRE
- ② MINIMUM DENSITY WOULD ELIMINATE FUTURE GRAND HOUSES IN EUBSBURG LIKE THERE IN THE RAILROAD ADDITION
- ③ WOULD NOT PREVENT PEOPLE ACQUIRING MULTIPLE LOTS AND BUILDING ONE HOUSE ON 3 OR 4 LOTS LIKE ALL OF THE BLOCK & GRID SYSTEM IN EUBSBURG WITH HAS A DENSITY OF HOUSES LESS THAN 4 DU/ACRE
- ④ WITH NATURAL BARRIERS OUTSIDE THE OLD EUBSBURG BLOCK & GRID LARGE LOTS ARE A NECESSARY PART OF IN FILL  
IE ARTERIALS, TOPOGRAPHY, PROPERTY OWNERSHIP & PARCEL SHAPE, IRRIGATION CANALS REQUIREMENT TO DELIVER RECLAMATION WATER IF IN A RECLAMATION DISTRICT, CRITICAL AREAS AND CRITICAL AREA SET BACK
- ⑤ LOT SIZE MANAGING DOES NOT WORK

SEE EXHIBITS ENCLOSED

## 15.320 Form and Intensity Standards

### 15.320.010 Purpose.

- A. To promote forms of development that reinforce and/or enhance the desired character of Ellensburg neighborhoods;
- B. To promote compatibility between developments; and
- C. To minimize environmental impacts of development.

### 15.320.020 Interpretation of tables.

- A. The form and intensity standards tables address the form and intensity of development specific to individual zoning districts. The zoning district is located on the vertical column and the form/intensity topic being addressed is located on the horizontal row of these tables.
- B. Where an ECC reference/link appears after the form and intensity topic, then the use is subject to standards set forth in that section or chapter.
- C. If a number appears in the box at the intersection of the column and the row, refer to the development condition with the corresponding number immediately following the table. If there are multiple numbers, then all development conditions apply.
- D. ECC 15.320.050-140 provide clarification and exceptions to the form and intensity standards herein.

### 15.320.030 Form and intensity standards table – Residential zones.

Table 15.320.030 Form and intensity standards table – Residential zones.

Topic	R-S	R-L	R-M	R-H	R-O
<b>DEVELOPMENT INTENSITY AND CONFIGURATION</b>					
Minimum lot area	None <sup>1</sup>	None <sup>1</sup>	None <sup>1</sup>	None <sup>1</sup>	None <sup>1</sup>
Minimum frontage	None <sup>1,2</sup>	None <sup>1,2</sup>	None <sup>1,2</sup>	None <sup>1,2</sup>	None <sup>1,2</sup>
Density, minimum (ECC 15.320.050)	6/du/acre <sup>3</sup>	6/du/acre <sup>3</sup>	8/du/acre <sup>3</sup>	15 du/acre	8/du/acre <sup>3</sup>
Density, maximum (base) <sup>10</sup> (ECC 15.320.050)	6 du/acre	8 du/acre	No limit	No limit	No limit
Density, maximum with bonus (see ECC Chapter 15.330)	12 du/acre <sup>4</sup>	16 du/acre <sup>4</sup>	No limit	No limit	No limit
Maximum floor area ratio (FAR) (ECC 15.320.050)	0.5 <sup>5</sup>	0.5 <sup>5</sup>	1.0 <sup>6</sup>	1.5 <sup>6</sup>	1.0 <sup>6</sup>

OLD BURNSBURG BLOCK & GRID HAS A DENSITY MUCH LOWER THAN 4 DU / ACRE. RAILROAD ADDITION HAS A DENSITY OF 2.95 DU / ACRE.

OLD BURNSBURG IS CHARACTERIZED BY HOUSING MULTIPLE TAX LOTS.

IT IS A WASTE OF INFRASTRUCTURE TO PLAN TO A HIGHER DENSITY AND BUILD ON MULTIPLE LOTS.

GRAND HOUSES WOULD BE PROHIBITED, WHICH UNDER GROWTH MANAGEMENT DEPRIVES THE COMMUNITY OF A MIXTURE OF HOUSING TYPES.

LOT ALIENAGE DOES NOT WORK.

PHYSICAL BARRIERS IN THE URBAN GROWTH AREA DICTATE LARGER LOTS IN MANY LOCATIONS.



**Old Ellensburg block/grid**



Map Center: Township:17 Range:18 Section:1

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**OLD ELLENSBURG TOWN PLAN IS ORGANIZED ON A BLOCK + GRID SYSTEM**

**KEY ELEMENTS ARE AS FOLLOWS:**

- ① ALL ALLEYS WITH OVERHEAD UTILITIES
- ② 3/4 OF ALL LOCAL STREETS ARE CONTIGUOUS CURB AND SIDEWALK
- ③ STREET RIGHT OF WAYS ARE 80 FEET PLUS 20 FOOT ALLEYS = 100 FEET
- ④ NO CRITICAL AREA JURISDICTION WHEN PLATTED
- ⑤ TOPOGRAPHICALLY HOMOGENOUS WITH FEW OR NO BARRIER TO GRID EXTENSION

RAILROAD ADDITION - BLOCKS 1-6  
WOULD NOT BE PLATTED OR BUILT AS  
IT APPEARS IN HISTORIC ELMOUSBURG  
IF LDC WITH 4 DU/ACRE HAD BEEN  
IN PLACE AT THE TIME OF PLATTING.

AVERAGE DENSITY OF RAILROAD ADDITION IS 2.95 DU/ACRE

MOST BLOCKS IN THE BLOCK & GRID SYSTEM HAVE HOUSES  
BUILT ON MULTIPLE TAX PARCELS IE 2, 3, 4 OR 5 TAX  
PARCELS. OVER TIME THE ASSESSOR HAS MERGED THESE  
PARCELS INTO SINGLE TAX LOTS COVERED BY ONE HOUSE.

### Railroad addition



Map Center: Township:18 Range:18 Section:35

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EACH BLOCK 1-6 IS 380 FEET X 400 FEET = 152,400 SQUARE FEET  $\div$  43,560 FEET IN ONE ACRE = 4.2 ACRES X 4 DU/ACRE 16.8 ROUNDED UP FOR CODE WOULD BE REQUIRED TO 17 DU/BLOCK IN A PLAT

- BLOCK 1 HAS 13 DU OR DEFICIENT BY DENSITY OF 4 DU CANNOT MEET MINIMUM DENSITY
- BLOCK 2 HAS 11 DU OR DEFICIENT BY DENSITY OF 6 DU CANNOT MEET MINIMUM DENSITY
- BLOCK 3 HAS 10 DU OR DEFICIENT BY DENSITY OF 7 DU CANNOT MEET MINIMUM DENSITY
- BLOCK 4 HAS 12 DU OR DEFICIENT BY DENSITY OF 5 DU CANNOT MEET MINIMUM DENSITY
- BLOCK 5 HAS 15 DU OR DEFICIENT BY DENSITY OF 2 DU CANNOT MEET MINIMUM DENSITY
- BLOCK 6 HAS 12 DU OR DEFICIENT BY DENSITY OF 5 DU CANNOT MEET MINIMUM DENSITY

CONCLUSION: EVEN IN ONE OF THE OLDEST BLOCK A GRID NEIGHBORHOODS, BLOCKS 1-6 WOULD NOT HAVE BEEN PLATTED UNDER THE LDC WITH RS DENSITY 4 MINIMUM

DO WE REALLY WANT TO PROHIBIT  
GRAND HOUSES OF TOMORROW?

DO WE REALLY WANT TO IMPOSE  
MINIMUM DENSITIES GREATER  
THAN SOME OF ELYNSBURG'S  
BEST NEIGHBORHOODS

MINIMUM DENSITY IN RS ZONE  
WOULD HAVE PROHIBITED THE  
RAILROAD ADDITION PLAT  
BLOCKS 1-6 AND THE HOUSES  
BUILT UPON THEM. AVERAGE  
DENSITY OF HOUSES IN RAILROAD  
ADDITION 2.975 DU/ACRE.

PROHIBITED HOUSES

- B1 MIZE, KAUFMAN
- B2 JOHNSON, JOHNSON, HYATT, EDSON
- B3 HUBBARD, HATTLESTAD, STIMBORIS, CWU/PRESIDENT
- B4 EDSON, STAHL, KOSS, LOWTHER, CROSS
- B5 WHITE, PIGEON, HACKENBURG
- B6 JOHNSON, CONDUIT

CONCLUSION: ELIMINATE 4/DU  
MINIMUM IN RS  $\varnothing$

# Railroad addition



Map Center: Township:18 Range:18 Section:35

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### RAILROAD ADDITION DENSITY PER ACRE BASED ON EXISTING HOUSES AT FULL BUILD OUT

BLK 1	13 HOUSES ÷ 4.2 ACRES	3.09 DU/ ACRE
BLK 2	11 HOUSES ÷ 4.2 ACRES	2.61 DU/ ACRE
BLK 3	10 HOUSES ÷ 4.2 ACRES	2.38 DU/ ACRE
BLK 4	12 HOUSES ÷ 4.2 ACRES	2.85 DU/ ACRE
BLK 5	15 HOUSES ÷ 4.2 ACRES	3.57 DU/ ACRE
BLK 6	12 HOUSES ÷ 4.2 ACRES	2.85 DU/ ACRE

CONCLUSION: THE SMALLEST LOTS EXISTING IN ALL SIX BLOCKS OF THE RAILROAD ADDITION WOULD NOT HAVE BEEN ABLE TO CREATE 4 DU/ACRE EUSU WITH LOT AVERAGE.

MINIMUM DENSITY WOULD HAVE PRECLUDED THESE PLANNED BLOCKS AND THE HOUSES BUILT UPON THEM.

CITIES ARE KNOWN FOR MANY THINGS INCLUDING THEIR GRAND HOUSES. ELLENSBURG PRIDES ITSELF IN THESE GRAND AND HISTORIC HOUSES.

GRAND HOUSES AND NEIGHBORHOODS ARE BEING CREATED TODAY...

BUT WILL THE LDC PREVENT THESE HOUSES, LOTS, AND NEIGHBORHOODS IN THE FUTURE.

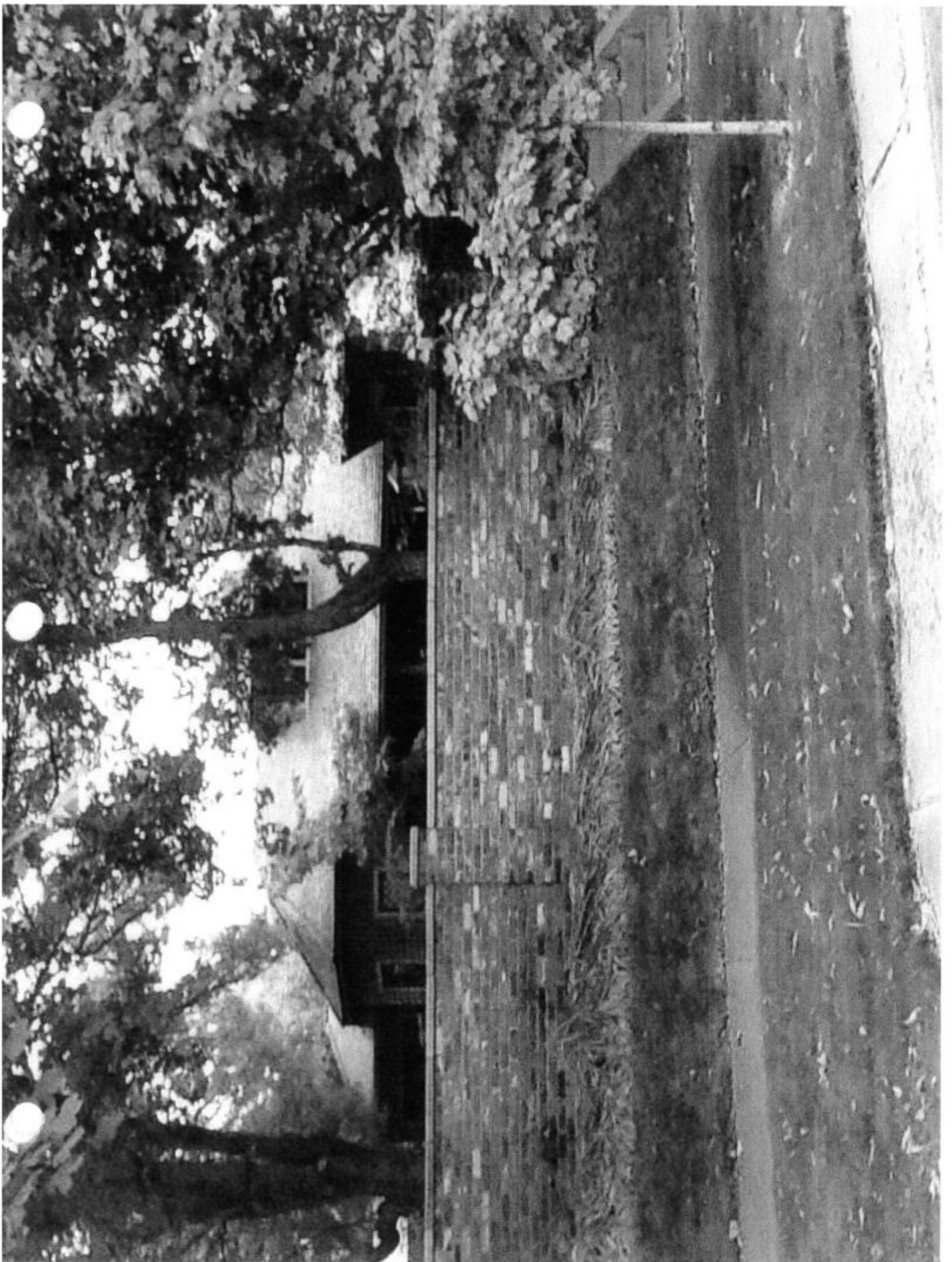
MINIMUM DENSITY IN THE RS ZONE WILL PROHIBIT THESE LOTS AND HOUSES IN FUTURE NEIGHBORHOODS?

ELIMINATE 4/DU ACRE IN THE RS ZONE?

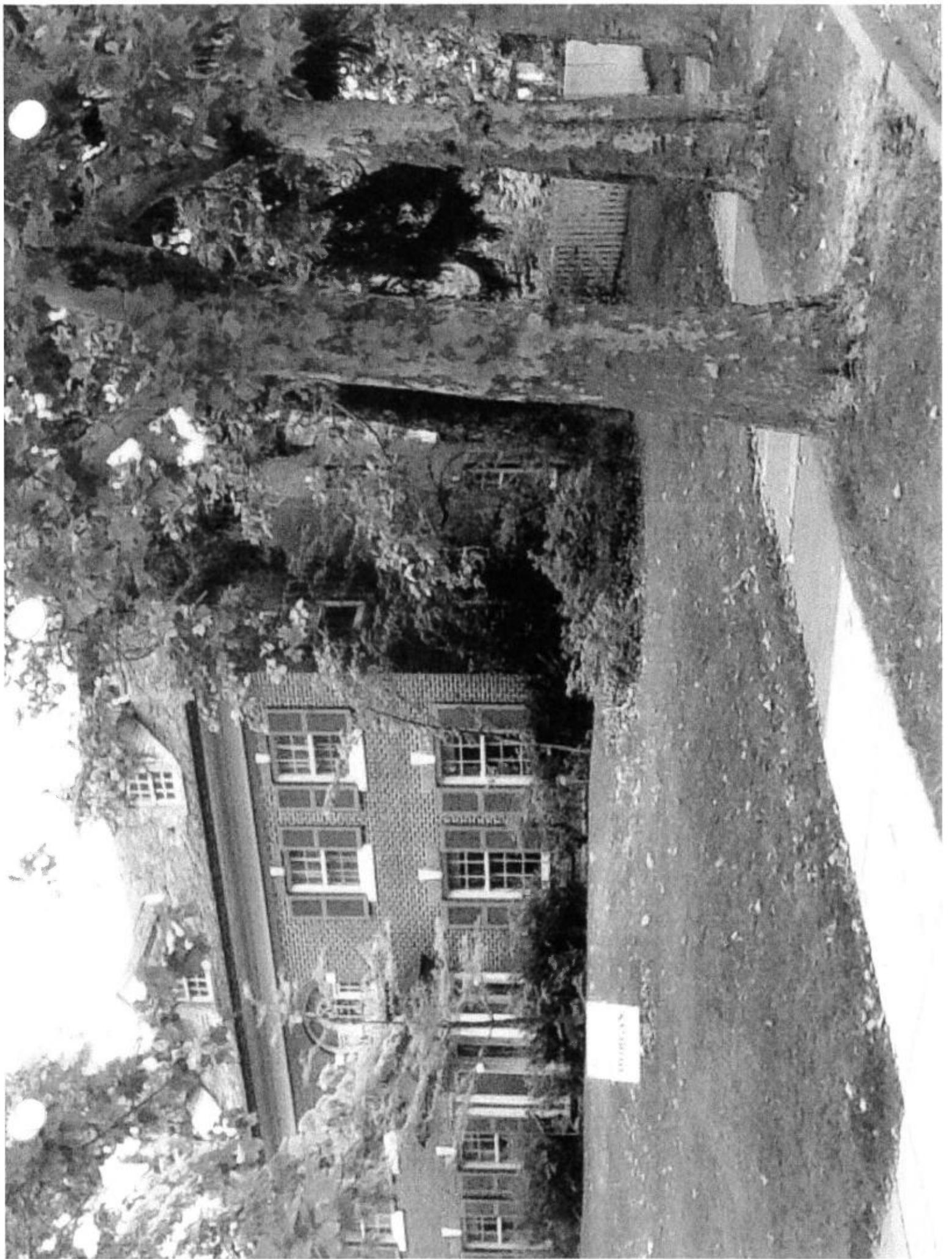
INCLUDED IN THE FOLLOWING PAGES ARE SOME OF ELLENSBURG'S HISTORIC HOUSES THAT WOULD NOT HAVE BEEN BUILT UNDER THE LDC.

DAVE CROSS' HOUSE NOTABLY ONE OF THE FINEST IS ON 2/3 OF AN ACRE, .6 ACRES. ELLENSBURG SHOULD NOT PROHIBIT THE ABILITY OF THE COMMUNITY TO HAVE THESE HOUSES.



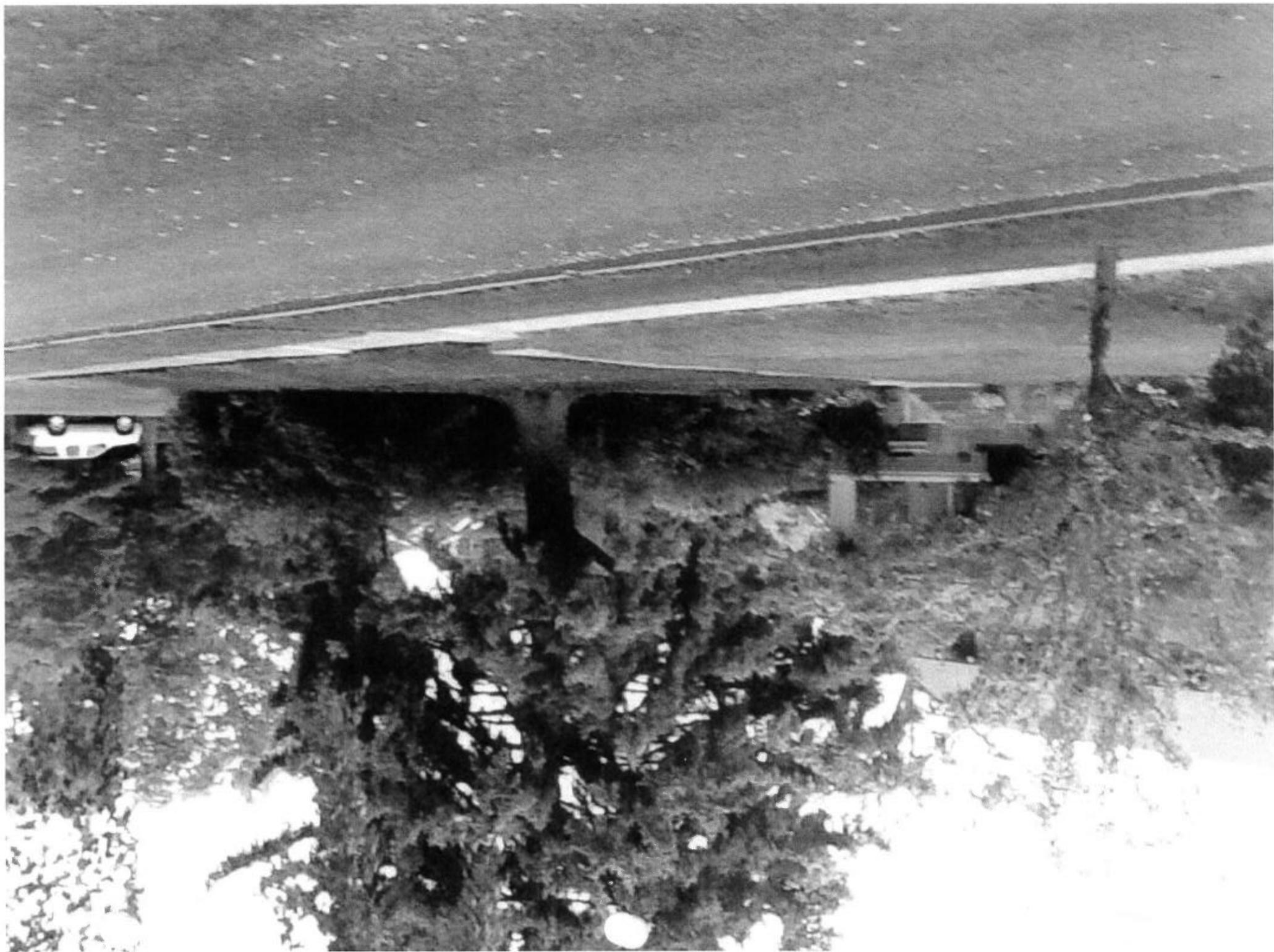












OUTSIDE THE BLOCK & GRID OF OLD  
EULENSBURG NATURAL FEATURES PRESENT  
THIS TOWN PLANNING SCHEME.

CERTAIN URBAN FORMS DO NOT FIT THE  
LANDSCAPE.

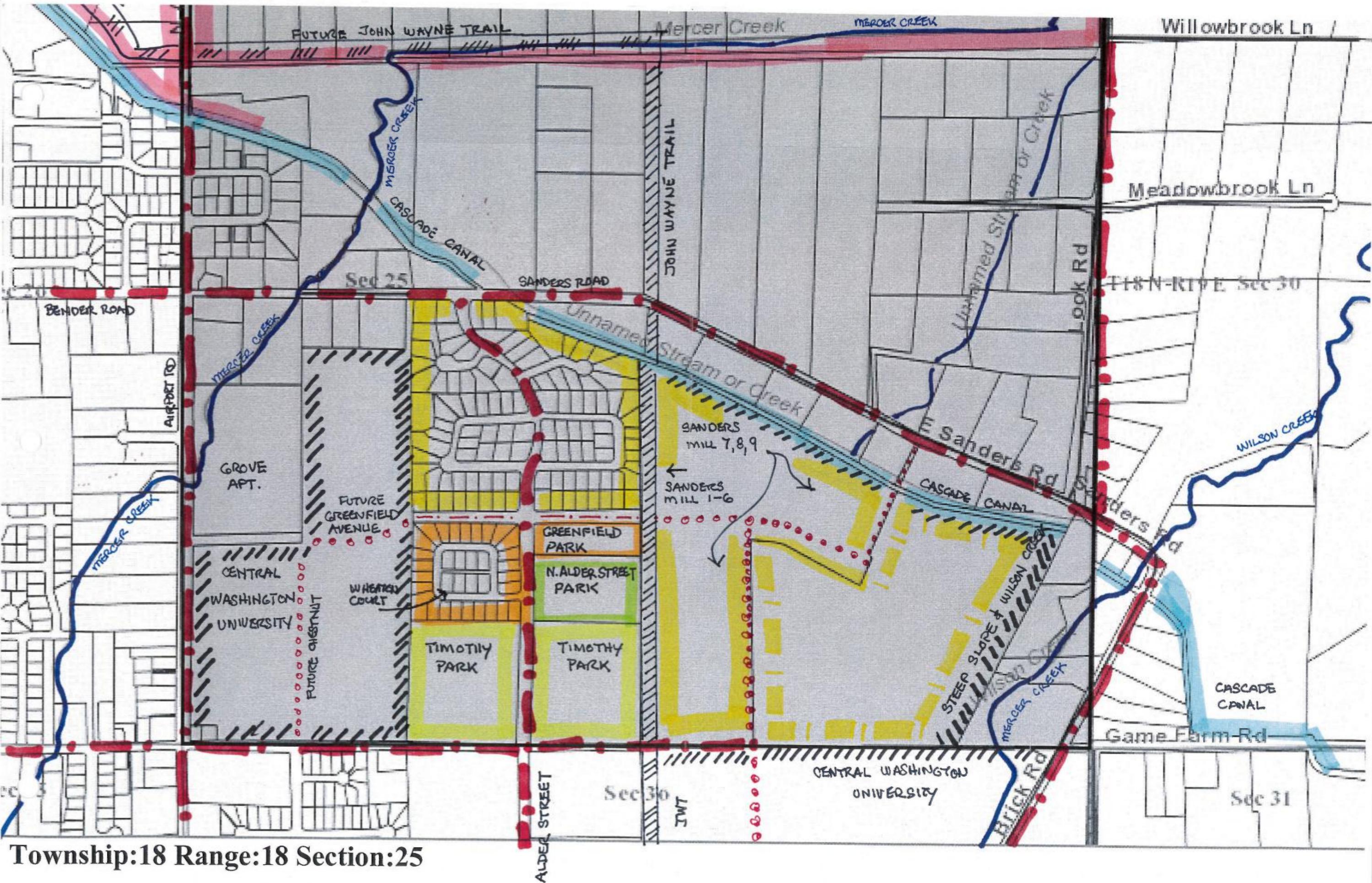
SANDERS MILL FOR EXAMPLE HAS THE  
FOLLOWING BARRIERS:

SEE  
MAP  
NEXT  
PAGE

SANDERS ROAD, ALDER STREET, HELENA  
STREET, JOHN WAYNE TRAIL, CASCADE  
CANAL, CIU LAND OWNERSHIP,  
EXISTING ADJACENT SUBDIVISIONS.

CONSEQUENTLY, CUL DE SACS WITH PRIVATE  
DRIVES, LARGE LOTS, LOOPEO STREETS  
ARE ALL IMPORTANT SUB DIVISION TOOLS.

IN NORTH EULENSBURG YOU HAVE TOPO-  
GRAPHIC BARRIERS, EXISTING  
SUBDIVISIONS, EXISTING STREETS,  
IRRIGATION CANALS, RECLAMATION  
DISTRICTS REQUIRING WATER  
DISTRIBUTION TO SUBDIVISIONS,  
WATER RIGHT CONVEYANCES,  
IRREGULAR SHAPED PARCELS,  
AND MANY CRITICAL AREAS ▽



Township:18 Range:18 Section:25

CERTAIN INFILL LAND PARCELS  
HAVE SURROUNDING CHARACTERISTICS  
THAT REQUIRE CUL DE SACS AND  
PRIVATE DRIVES.

NOTE BARRIERS: SANDERS MILL #3  
NORTH / SANDERS ROAD  
EAST / ALDER STREET  
SOUTH / EXISTING SUBDIVISION  
WEST / CWL PROPERTY

CULDE SAC & PRIVATE DRIVE  
NECESSITATED LARGER LOTS...  
PROHIBITED WITH 4 DU / ACRE  
MINIMUM LOT SIZE

NOTE BARRIERS: SANDERS MILL #4

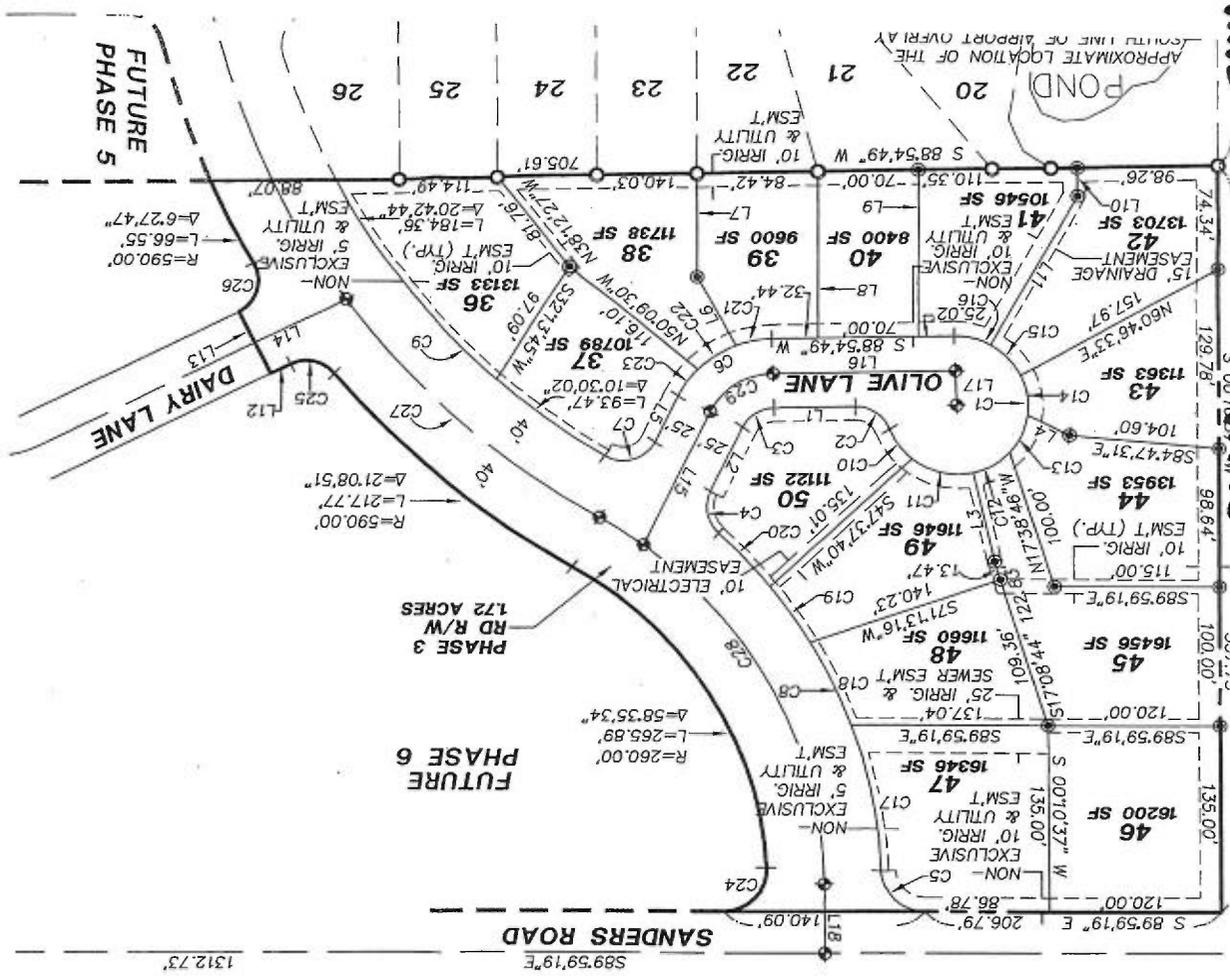
NORTH / CASCADE CANAL & SANDERS  
EAST / JOHN WAYNE TRAIL ROAD  
SOUTH / EXISTING SUBDIVISION  
WEST / ALDER STREET

NECESSITATED LARGER LOTS  
PROHIBITED WITH 4/DU / ACRE MINIMUM

# SANDER'S MILL PLAT - PHASE 3

LOCATED IN THE NE 1/4 OF THE SW 1/4  
SECTION 25, T. 18N., R. 18E., W.M.  
CITY OF ELLENSBURG, WASHINGTON

NOTE:  
INCLUDED IN EACH PHASE OF THIS PLAT ARE TEMPORARY UTILITY,  
DRAINAGE, IRRIGATION AND ROADWAY EASEMENTS EXTENDING INTO  
FUTURE PHASES OF THE PLAT, WHICH WILL BE MADE PERMANENT  
AS EACH PHASE IS CONSTRUCTED. REFER TO THE PROJECT CIVIL  
DRAWINGS ON FILE AT THE CITY OF ELLENSBURG.



LINE TABLE

LINE BEARING	L1	S88°54'49"
L2	S26°26'36"	
L3	S12°51'12"	
L4	S64°03'17"	
L5	S26°26'36"	
L6	N28°30'14"	
L7	S00°10'37"	
L8	S00°10'37"	
L9	S00°10'37"	
L10	S01°05'11"	
L11	S29°20'18"	
L12	S63°50'06"	
L13	N26°09'55"	
L14	N63°50'01"	
L15	S26°26'36"	
L16	S88°54'49"	
L17	N01°05'11"	
L18	N00°10'37"	

NOTE:  
FRONT LOT  
AS AN EXT.  
LEGEND

# SANDER'S MILL PLAT - PHASES 4, 5 & 6

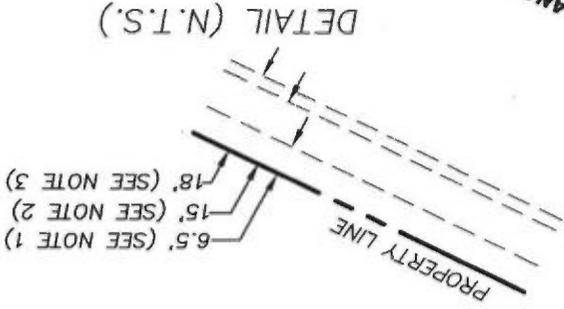
LOCATED IN THE NE 1/4 OF THE SW 1/4  
SECTION 25, T. 18N., R. 18E., W.M.  
CITY OF ELLENSBURG, WASHINGTON

NOTES:

5-FOOT ACCESS EASEMENT SHALL BE GRANTED TO CASCADE IRRIGATION DISTRICT THE NORTH SIDE OF SANDER'S MILL PHASE 6 UPON RECORDING OF THIS PLAT.

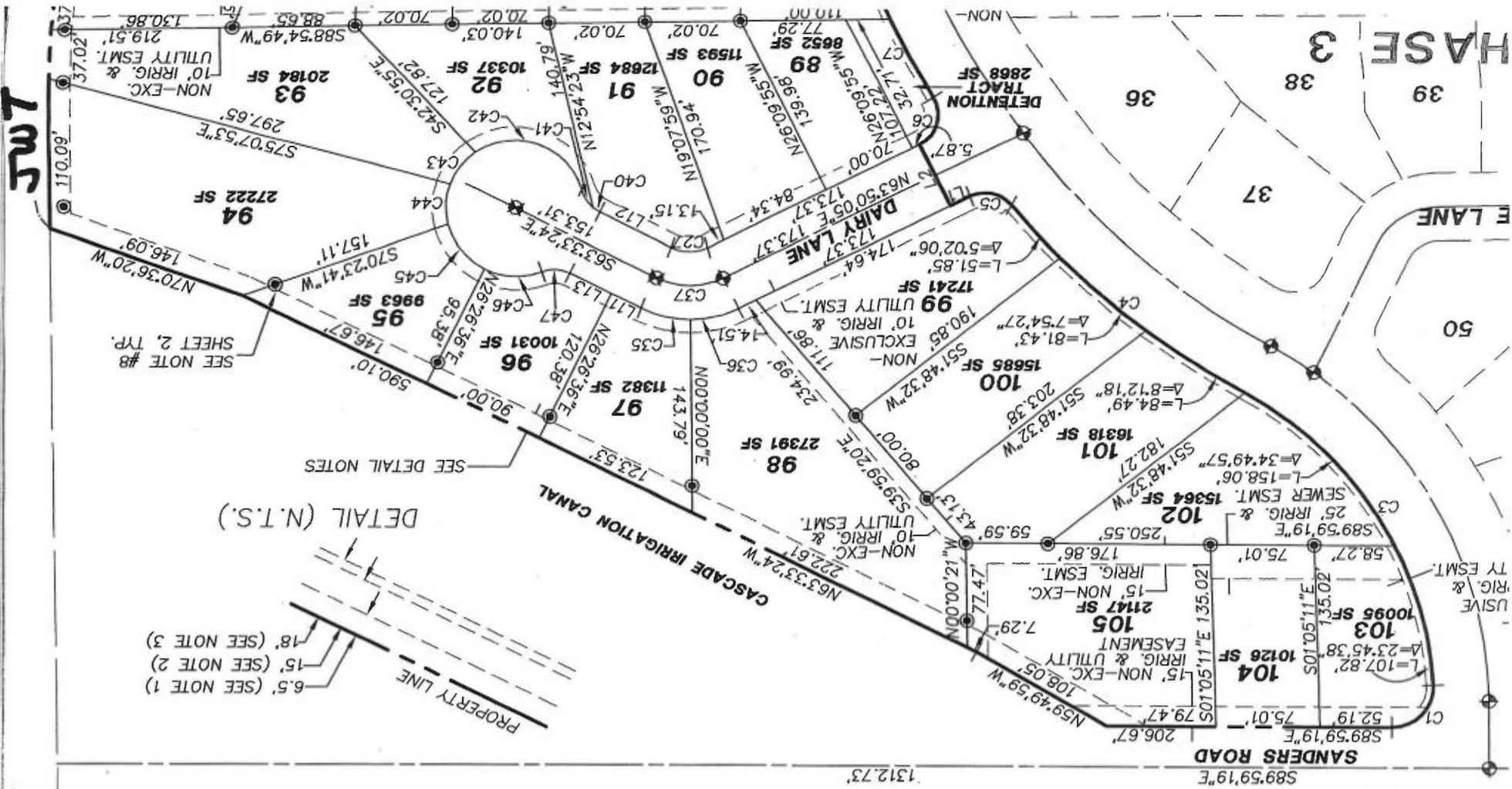
1-FOOT NON-EXCLUSIVE IRRIGATION AND UTILITY EASEMENT EXTENDING SOUTH THE NORTH BOUNDARY.

1-FOOT LANDSCAPE EASEMENT EXTENDING SOUTH ALONG THE NORTH BOUNDARY. REFERRY NOTE #7 ON SHEET 2)



SEE DETAIL NOTES

SEE NOTE #8  
SHEET 2, TYP.



HASE 3

JMS

15.380.010 DEVELOPMENT AGREEMENTS  
AUTHORITY

STRIKE LAST SENTENCE BEGINNING AT  
HOWEVER ... THIS LANGUAGE IS NOT  
IN THE RCW ENABLING LEGISLATION  
THAT AUTHORIZES DEVELOPMENT AGREEMENTS.

THE ADDITION OF THIS LANGUAGE PROVIDES  
THIS IMPORTANT ELEMENT OF THE LDC  
UNUSABLE.

## 15.380 Development Agreements

### 15.380.010 Authority.

The city may enter into a development agreement with a person having ownership or control of real property within the city limits. The city may also enter a development agreement for real property outside of the city limits but within the urban growth area (UGA) as part of a proposed annexation or a service agreement however, as a condition of entering into the development agreement, the annexation proceeding must be completed and the property annexed prior to approval of the development agreement.

\* DELETE  
NOT IN RCW

### 15.380.020 General provisions of development agreements.

- A. A development agreement shall be consistent with the applicable policies and goals of the city of Ellensburg's comprehensive plan and all applicable development regulations adopted by the city pursuant to 36.70A RCW. ~~As applicable, it~~ the development agreement shall specify the following:
  1. ~~Project components which define and detail the permitted uses, residential densities, nonresidential densities and intensities or building sizes elements such as permitted uses, residential densities, and nonresidential densities and intensities or building sizes;~~
  2. The amount and payment of impact fees imposed or agreed to in accordance with any applicable provisions of state law, any reimbursement provisions, other financial contributions by the property owner, inspection fees, or dedications.
  3. Mitigation measures, development conditions and other requirements of Chapter 43.21C RCW (SEPA);
  4. Design standards such as ~~architectural treatment~~, maximum heights, setbacks, landscaping, drainage and water quality requirements, landscaping and other development features;
  5. Provisions for affordable housing, if applicable;
  6. Parks and common open space preservation;
  7. Review procedures and standards for implementing decisions;
  8. Phasing, if applicable;
  9. A build-out or vesting period for applicable standards; and
  10. ~~Any other appropriate development requirement or procedure which is based upon a city policy, rule, regulation or standard.~~
- B. As provided in RCW 36.70B.170, the development agreement shall reserve authority to impose new or different regulations to the extent required by a serious threat to public health and safety.

**Comment [MS4]:** The term "service agreement" is defined by RCW 36.115.010 which establishes a flexible process by which local governments enter into service agreements that will establish which jurisdictions should provide various local government services and facilities within specified geographic areas and how those services and facilities will be financed.

It addresses a situation for instance where a city has entered into a service agreement with a county to provide some services to the unincorporated county properties within the service area.

The term "service agreement" is specifically included in the Development Agreement RCW, but as best as I can tell the City has not entered into any "service agreements" as defined by RCW 36.115.010 except perhaps with the Fire District, though that may have been an interlocal agreement.

However, MRSC explains the term "service agreement" as something akin to the outside utility agreements that the City enters into with property owners in the unincorporated UGA that conditions provision of City utilities (services) on agreement to not protest future annexation of the property. MRSC indicates that a development agreement could be entered into by the city with the property owner as part of a service agreement or as part of an annexation. To date the City has never entered into a development agreement at the same time as a service agreement, but the RCW seems to allow that as an option.

Staff has included the term "service agreement" since it is included in the Development Agreement RCW and at some point in the future the City may choose to enter into both a service agreement and a development agreement at the same time as envisioned by the RCW.

**Comment [MS5]:** Staff is still working with the land use attorney to determine a basis for his recommendation that annexation must be completed prior to approval of the development agreement. That condition is not required by the RCW that allows development agreements.

### 15.380.030 Enforceability.

Unless amended or terminated, a development agreement is enforceable during its term by a party to the agreement. A development agreement and the development standards in the agreement govern during the term of the agreement, or for all or that part of the build-out period specified in the

## 15.380 Development Agreements

### 15.380.010 Authority.

The city may enter into a development agreement with a person having ownership or control of real property within the city limits. The city may also enter a development agreement for real property outside of the city limit but within the urban growth area (UGA) as part of a proposed annexation, however, as a condition of entering into the development agreement, the annexation proceeding must be completed and the property annexed prior to approval of the development agreement.

ADD  
ORA SERVICE  
AGREEMENT  
DELETE

### 15.380.020 General provisions of development agreements.

- A. A development agreement shall be consistent with the applicable policies and goals of the city of Ellensburgs comprehensive plan and all applicable development regulations. As applicable, the development agreement shall specify the following:
1. Project components which define and detail the permitted uses, residential densities, nonresidential densities and intensities or building sizes;
  2. The amount and payment of impact fees imposed or agreed to in accordance with any applicable provisions of state law, any reimbursement provisions, other financial contributions by the property owner, inspection fees, or dedications.
  3. Mitigation measures, development conditions and other requirements of Chapter 43.21C RCW (SEPA);
  4. Design standards such as architectural treatment, maximum heights, setbacks, landscaping, drainage and water quality requirements and other development features;
  5. Provisions for affordable housing, if applicable;
  6. Parks and common open space preservation;
  7. Phasing, if applicable;
  8. A build-out or vesting period for applicable standards; and
  9. Any other appropriate development requirement or procedure which is based upon a city policy, rule, regulation or standard.
- B. As provided in RCW 36.70B.170, the development agreement shall reserve authority to impose new or different regulations to the extent required by a serious threat to public health and safety.

### 15.380.030 Enforceability.

Unless amended or terminated, a development agreement is enforceable during its term by a party to the agreement. A development agreement and the development standards in the agreement govern during the term of the agreement, or for all or that part of the build-out period specified in the agreement. The agreement may not be subject to an amendment to a zoning ordinance or development standard or a new zoning ordinance or development standard or regulation

## RCW 36.70B.170

## Development agreements — Authorized.

(1) A local government may enter into a development agreement with a person having ownership or control of real property within its jurisdiction. A city may enter into a development agreement for real property outside its boundaries as part of a proposed annexation or a service agreement. A development agreement must set forth the development standards and other provisions that shall apply to and govern and vest the development, use, and mitigation of the development of the real property for the duration specified in the agreement. A development agreement shall be consistent with applicable development regulations adopted by a local government planning under chapter 36.70A RCW.

(2) RCW 36.70B.170 through 36.70B.190 and section 501, chapter 347, Laws of 1995 do not affect the validity of a contract rezone, concomitant agreement, annexation agreement, or other agreement in existence on July 23, 1995, or adopted under separate authority, that includes some or all of the development standards provided in subsection (3) of this section.

(3) For the purposes of this section, "development standards" includes, but is not limited to:

(a) Project elements such as permitted uses, residential densities, and nonresidential densities and intensities or building sizes;

(b) The amount and payment of impact fees imposed or agreed to in accordance with any applicable provisions of state law, any reimbursement provisions, other financial contributions by the property owner, inspection fees, or dedications;

(c) Mitigation measures, development conditions, and other requirements under chapter 43.21C RCW;

(d) Design standards such as maximum heights, setbacks, drainage and water quality requirements, landscaping, and other development features;

(e) Affordable housing;

(f) Parks and open space preservation;

(g) Phasing;

(h) Review procedures and standards for implementing decisions;

(i) A build-out or vesting period for applicable standards; and

(j) Any other appropriate development requirement or procedure.

(4) The execution of a development agreement is a proper exercise of county and city police power and contract authority. A development agreement may obligate a party to fund or provide services, infrastructure, or other facilities. A development agreement shall reserve authority to impose new or different regulations to the extent required by a serious threat to public health and safety.

[1995 c 347 § 502.]

## Notes:

**Findings -- Intent -- 1995 c 347 §§ 502-506:** "The legislature finds that the lack of certainty in the approval of development projects can result in a waste of public and private resources, escalate housing costs for consumers and discourage the commitment to comprehensive planning which would make maximum efficient use of resources at the least economic cost to the public. Assurance to a development project applicant that upon government approval the project may proceed in accordance with existing policies and regulations, and subject to conditions of approval, all as set forth in a development agreement, will strengthen the public planning process, encourage private participation and comprehensive planning, and reduce the economic costs of development. Further, the lack of public facilities and services is a serious impediment to development of new housing and commercial uses. Project applicants and local governments may include provisions and agreements whereby applicants are reimbursed over time for financing public facilities. It is the intent of the legislature by RCW 36.70B.170 through 36.70B.210 to allow local governments and owners and developers of real property to enter into development agreements." [1995 c 347 § 501.]

|| NOTE C OF SUBS BURE LANGUAGES HAVE DOES NOT EXIST IN THE RCW

## 15.410.010 STREETSCAPE DESIGN

### PURPOSE

ADD EXCEPTIONS NOTES ON THE FOLLOWING PAGES

THE OLD ELLENBURG TOWN PLAN COMMENCED DECADES AGO WHEN THE COST OF LAND, INFRASTRUCTURE LABOR & MATERIAL WERE MUCH CHEAPER. ALL UTILITIES INCLUDING POWER, TELEPHONE, CABLE WERE LOCATED IN ALLEYS AND NOT LOCATED UNDERGROUND AS THEY ARE TODAY. THE BLOCK GRID SYSTEM WAS Laid OVER RELATIVELY FLAT LAND WITHOUT REGARD TO CRITICAL AREAS OR CRITICAL AREA SETBACKS.

OLD ELLENBURG IS LOCATED WITHIN WALKING DISTANCE OR BIKING DISTANCE OF THE DOWNTOWN CORE, SCHOOLS, PARKS, CHURCHES AND OTHER DESTINATIONS. THE BALANCE OF THE URBAN GROWTH AREA IS NOT LOCATED WITHIN WALKING OR BIKING DISTANCE OF ANY OF THE DESTINATIONS CITED ABOVE. IT IS AUTOMOBILE DRIVEN AND HAS MANY NATURAL BARRIERS THAT DEFINE ITS LAND USE PATTERNS AND SUBDIVISION.

**ARE WE MANDATING A STREETSCAPE DESIGN FOR THE URBAN GROWTH AREA THAT DOES NOT EXIST IN 80% OF OLD ELLENBURG THAT IS MORE EXPENSIVE AND DOES NOT FIT THE NEEDS FOR INFILL IN THE URBAN GROWTH AREA?**

## 15.410 Streetscape Design

### 15.410.010 Purpose.

Streetscapes are typically defined as the areas between buildings that are occupied by the public street right-of-way and related street, sidewalk, and landscaping improvements, and any setback and yard areas on private property. Ellensburg's streetscapes are among the most important urban design features of the community, because their appearance, character and the impressions they evoke, create the public image of the city. Streetscape design also impacts the ability of residents and visitors to move from place to place. A high priority for the city is to create a multi-modal network of streets, where roads are shared by a combination of pedestrians, bicyclists, motorists, and transit users. To accomplish this goal, streets need to be both safe and attractive to these users.

This chapter provides a summary of street design provisions for the full range of street classifications. For the detailed design provisions, see Section 3 (Street Standards) of the city's public works development standards ([ADD DIRECT LINK](#)). Standards and guidelines for the privately-owned portions of the streetscape (setbacks/yards, landscaping and buildings) are addressed via Site Orientation Standards in Chapter 15.510 of this Title.

#### EXCEPTIONS:

- A. PHASED PLANNED DEVELOPMENTS EXISTING AND APPROVED PRIOR TO THE ADOPTION OF THE LDC THAT ALSO HAVE ELEMENTS OF THE DESIGN CRITERION NOTED IN 15.410.020 ARTERIAL STREET DESIGN, MINOR ARTERIAL STREET DESIGN; 15.410.030 COLLECTOR STREET DESIGN, AND 15.410.040 LOCAL ACCESS STREET DESIGN INCLUDING BUT NOT LIMITED TO STREET TREES ON ALL STREETS, IRRIGATION FOR STREET TREES, HOME OWNERS ASSOCIATION FOR STREET SCAPE MAINTENANCE INCLUDING SNOW REMOVAL FROM SIDEWALKS ALL SUCH ELEMENTS CONFIGURED DIFFERENTLY BUT MEETING THE INTENT OF THE LDC WOULD BE ALLOWED TO CONTINUE DEVELOPMENT ACCORDING TO THE PUBLIC WORKS DEVELOPMENT STANDARDS EXISTING PRIOR TO THE ADOPTION OF THE LDC. IN PARTICULAR THIS WOULD EXPRESSLY ALLOW CONTIGUOUS CURB AND SIDEWALK ON ALL STREETS AND ROLLED CURB ON LOCAL ACCESS STREETS.
- B. INFILL PLATS MAY AT THE DISCRETION OF THE DIRECTOR OF PUBLIC WORKS BE ALLOWED TO DESIGN TO THE DEVELOPMENT STANDARDS EXISTING PRIOR TO THE ADOPTION OF THE LDC IF SUCH DESIGN WOULD BE THE MOST SUITABLE DESIGN FOR ASSURING COMPATIBILITY WITH EXISTING PUBLIC IMPROVEMENTS.

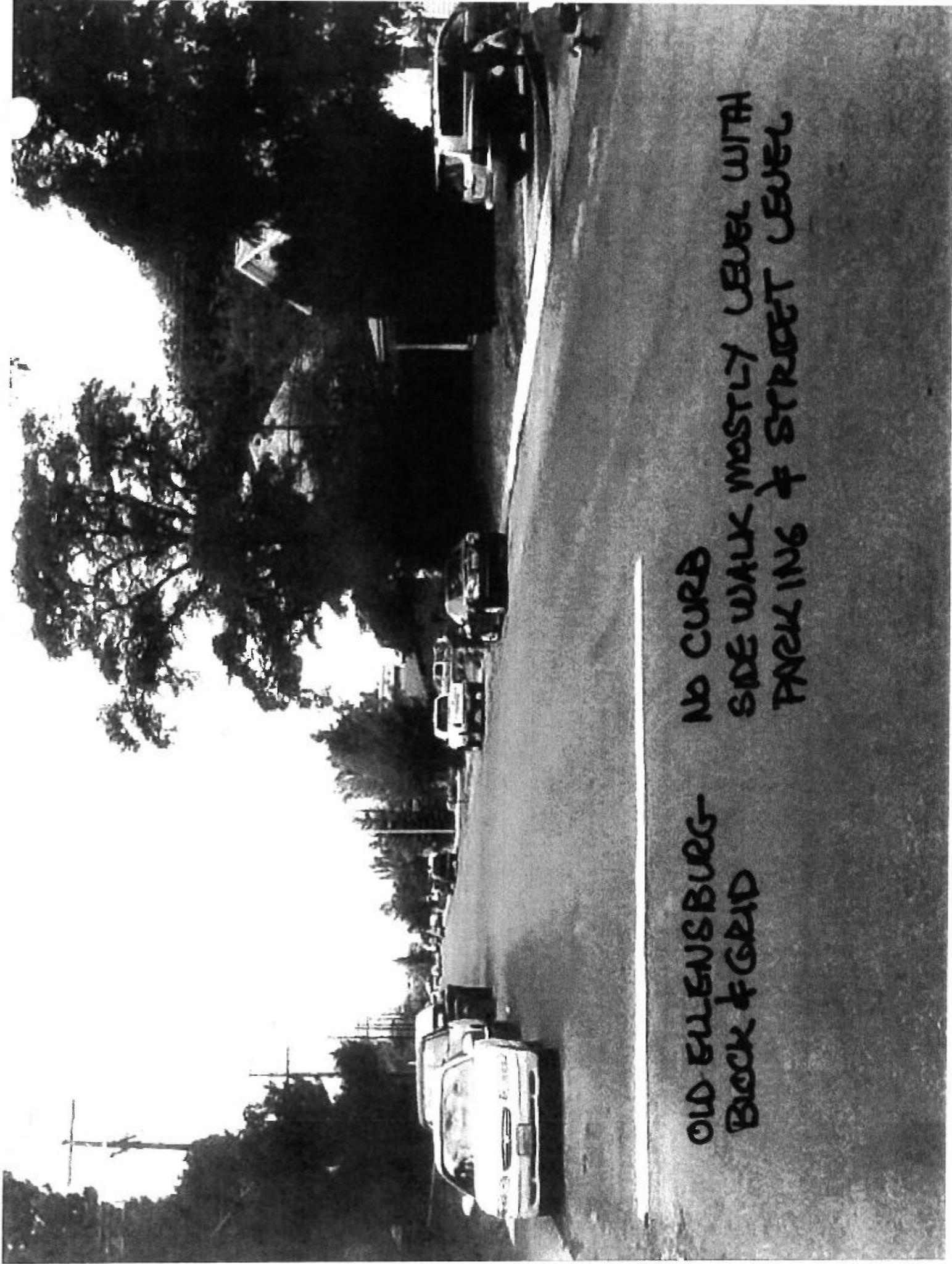
THE MAJORITY OF STREETSCAPES  
IN THE OLD EULENSBURG BLOCK  
& GRID HAVE CONTIGUOUS  
CURB AND SIDEWALK BUT  
OF THOSE MOST HAVING MISSING  
PIECES, IE NO CURB, NO  
SIDEWALK, NEITHER.

ONLY A SMALL MINORITY  
HAS LANDSCAPE STRIP AND OF  
THOSE NOT ALL HAVE TREES OR  
ARE MAINTAINED.

PLEASE  
DO NOT PARK  
HERE

TRUCKS TO BE REMOVED

OLD ELLIOTTSBURG  
BLOCK & GRAD  
NO CURB, NO SIDEWALK, NO TREES



NO CURB

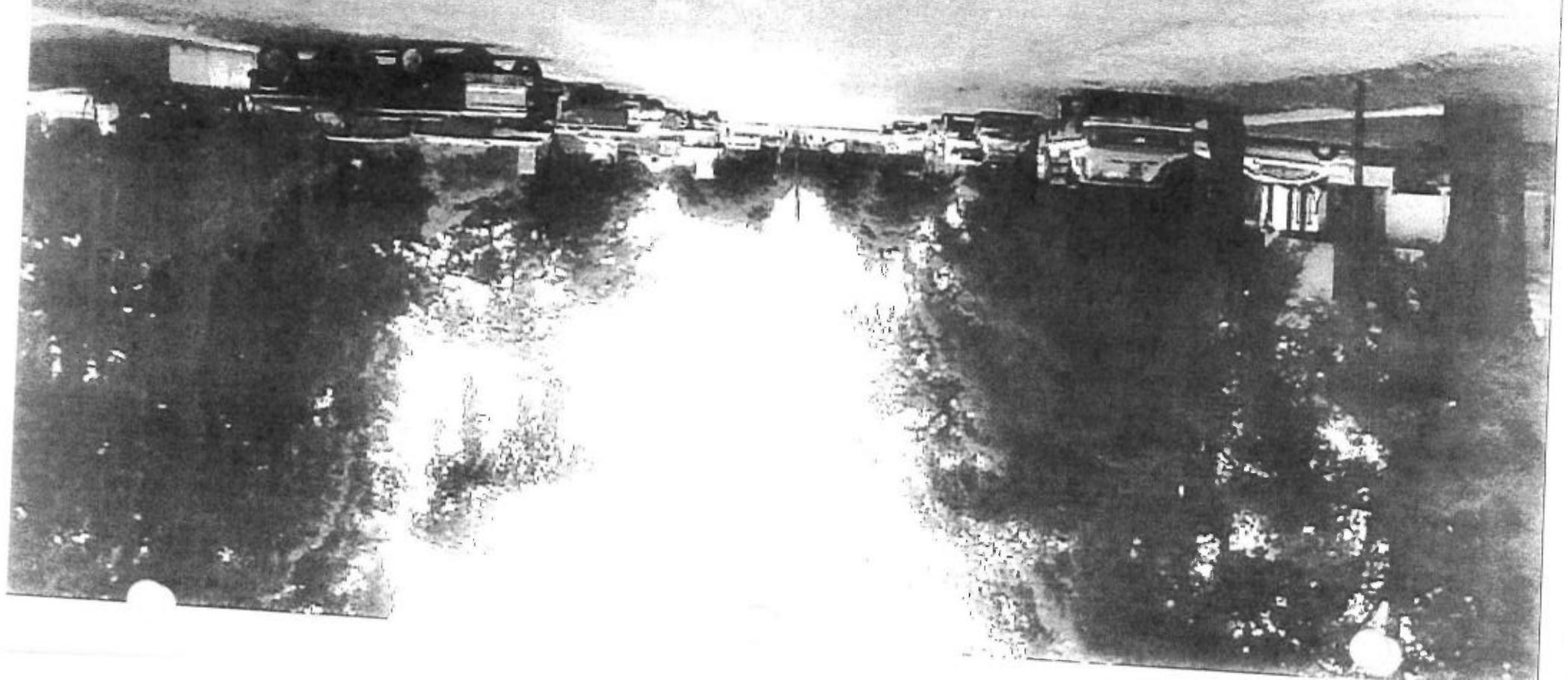
SIDE WALK MOSTLY LEVEL WITH  
PARKING & STREET LEVEL

OLD EULESSBURG-

BLOCK & GRID

NO CURB  
ALLOWS ANGLE PARKING  
IN MARELLO OF 80' ROW

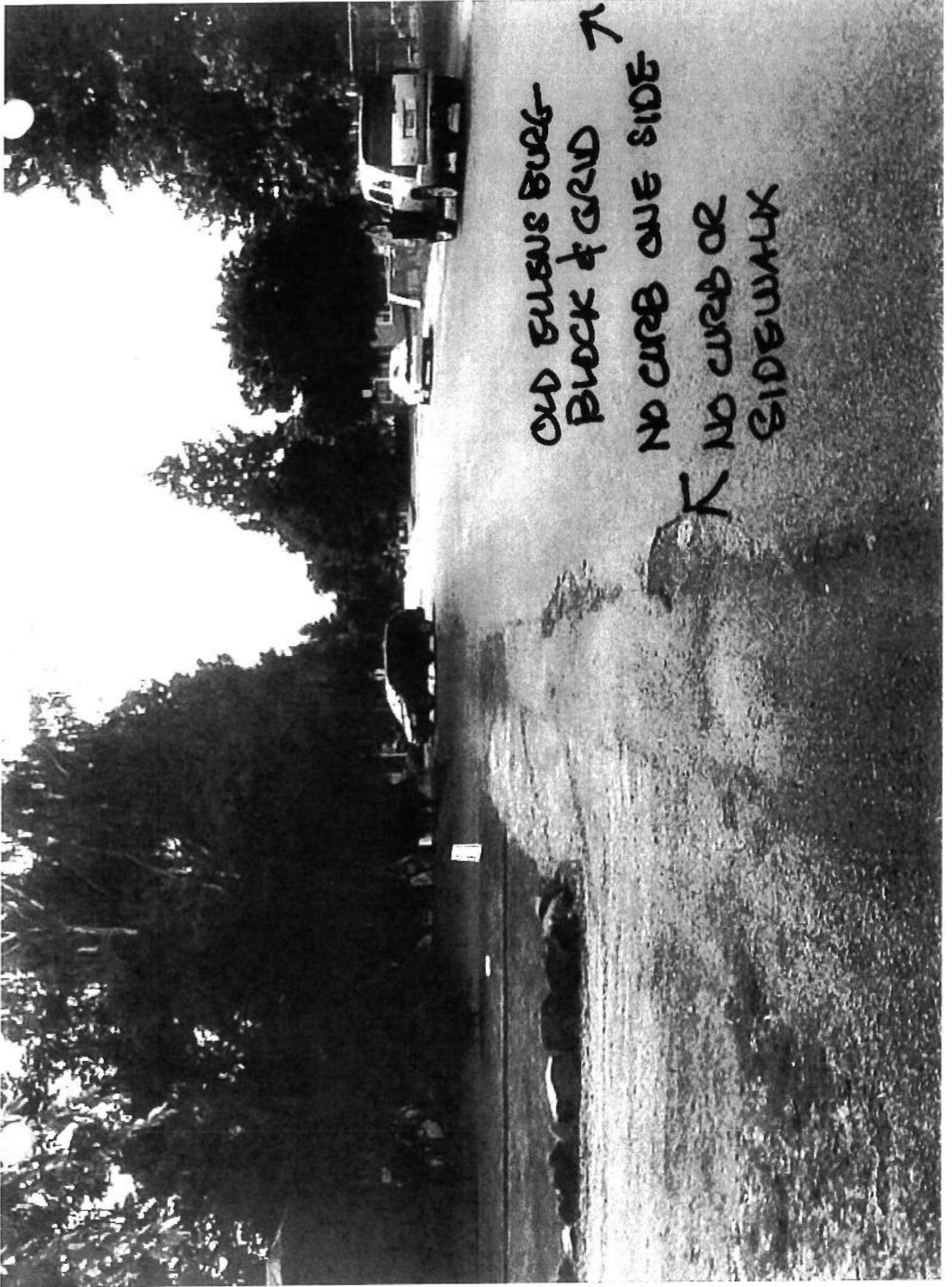
OLD BUS STOPS  
BLOCK & LOAD



OLD BUSBUS BUSES  
BLOCK & GRID ↗

NO CURB ONE SIDE  
NO CURB OR  
SIDEWALK

K





OLD BULWERSBERG  
BLOCK # 640D

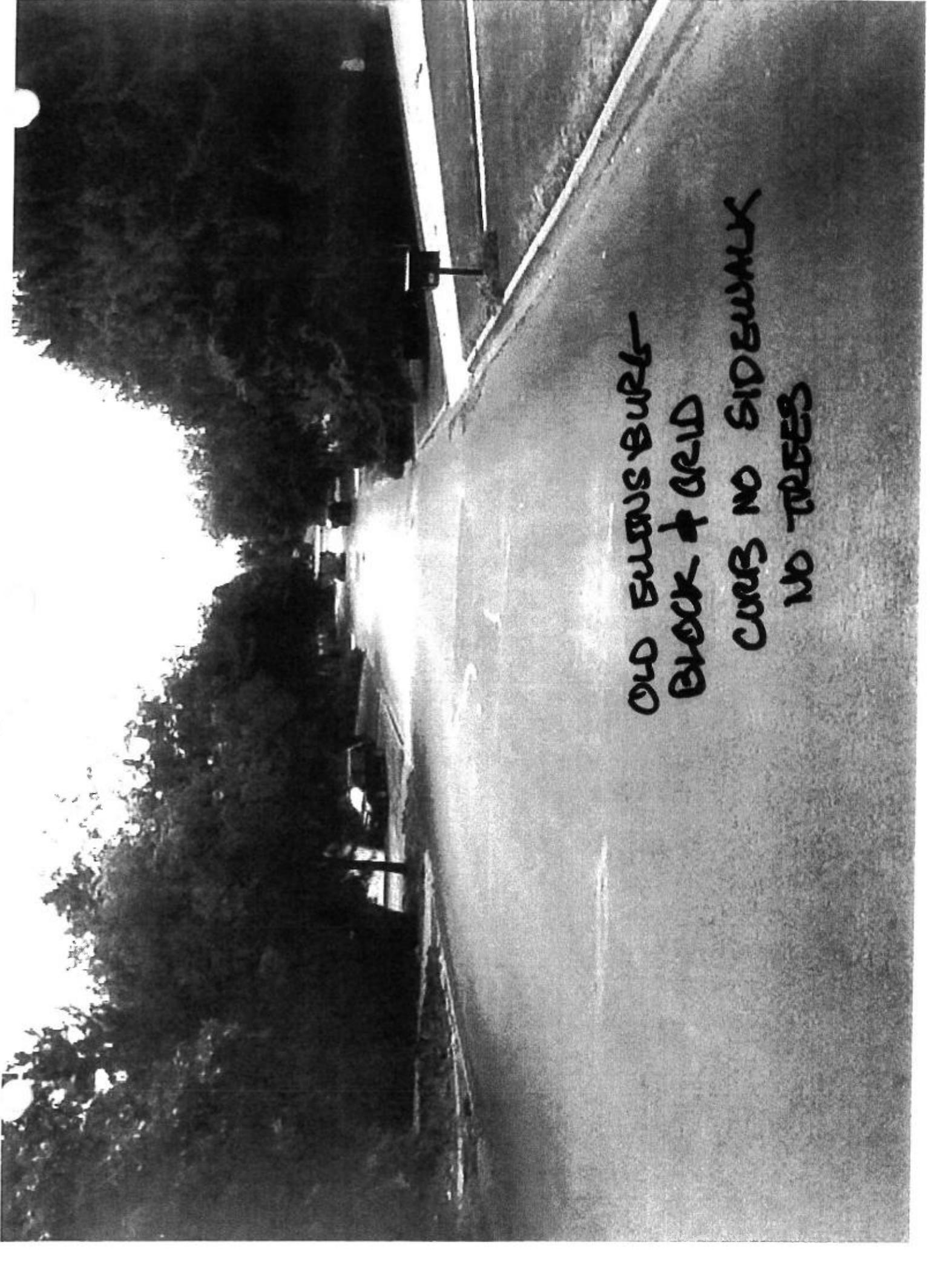
NO CURB

NO SIDEWALK



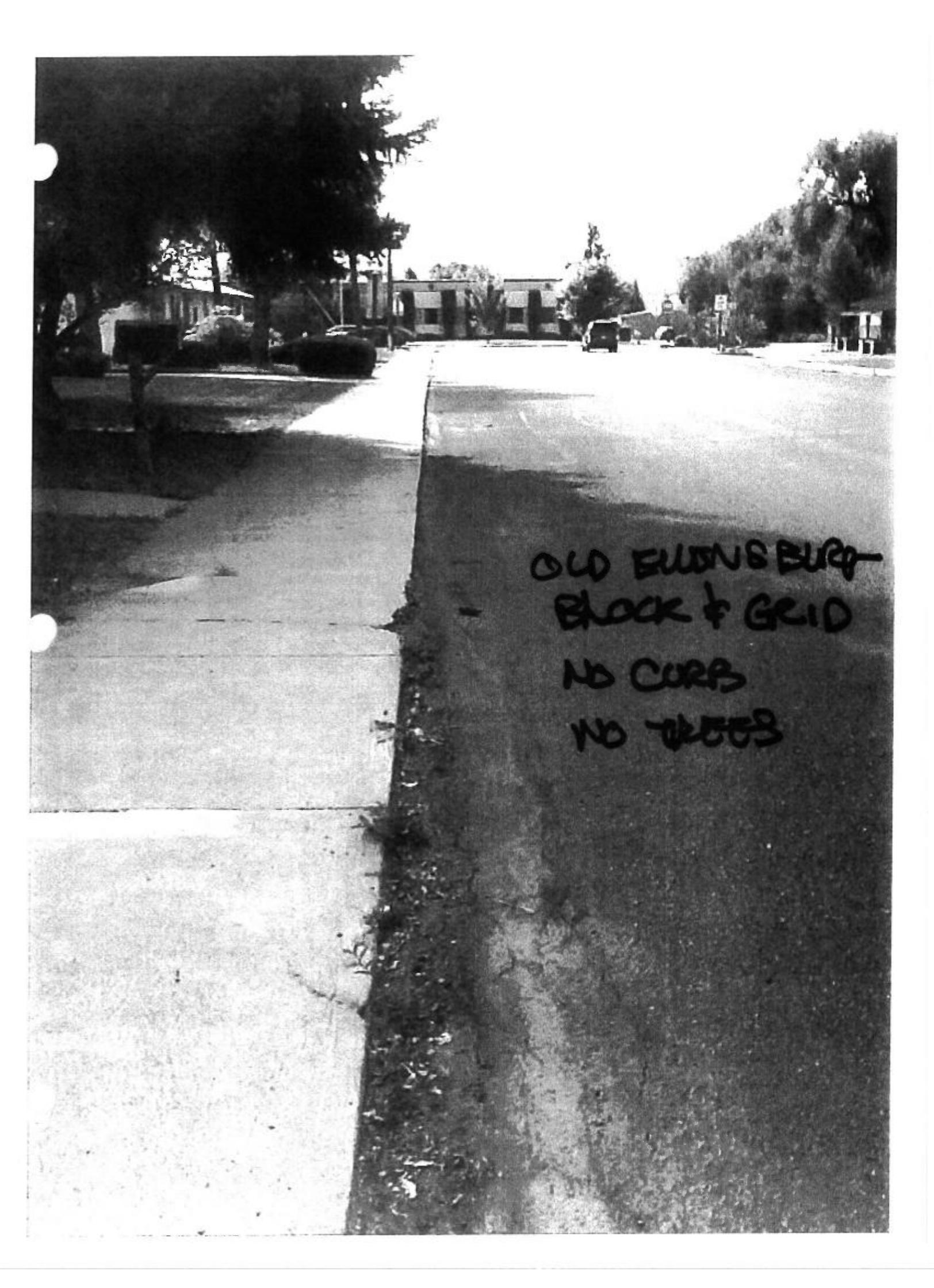
OLD FULTONS BURG  
BLOCK & GRAD

CURB, NO SIDEWALK  
NO TREES



OLD BUSBUS BURL  
BLOCK + GRID

CURBS NO SIDEWALK  
NO TREES

A black and white photograph showing a street scene. In the foreground, a concrete curb runs across the frame. On the right side of the curb, there is handwritten text in black marker. The text reads: "OLD ELDONSBURG -", "BLOCK & GRID", "NO CURBS", and "NO TREES". The background shows a street with a few cars, trees, and buildings under a bright sky. The image has a grainy, high-contrast quality.

OLD ELDONSBURG -  
BLOCK & GRID  
NO CURBS  
NO TREES

OLD BUSSENGER

NO CURB

NO TREES

PARTIAL

SIDEWALK

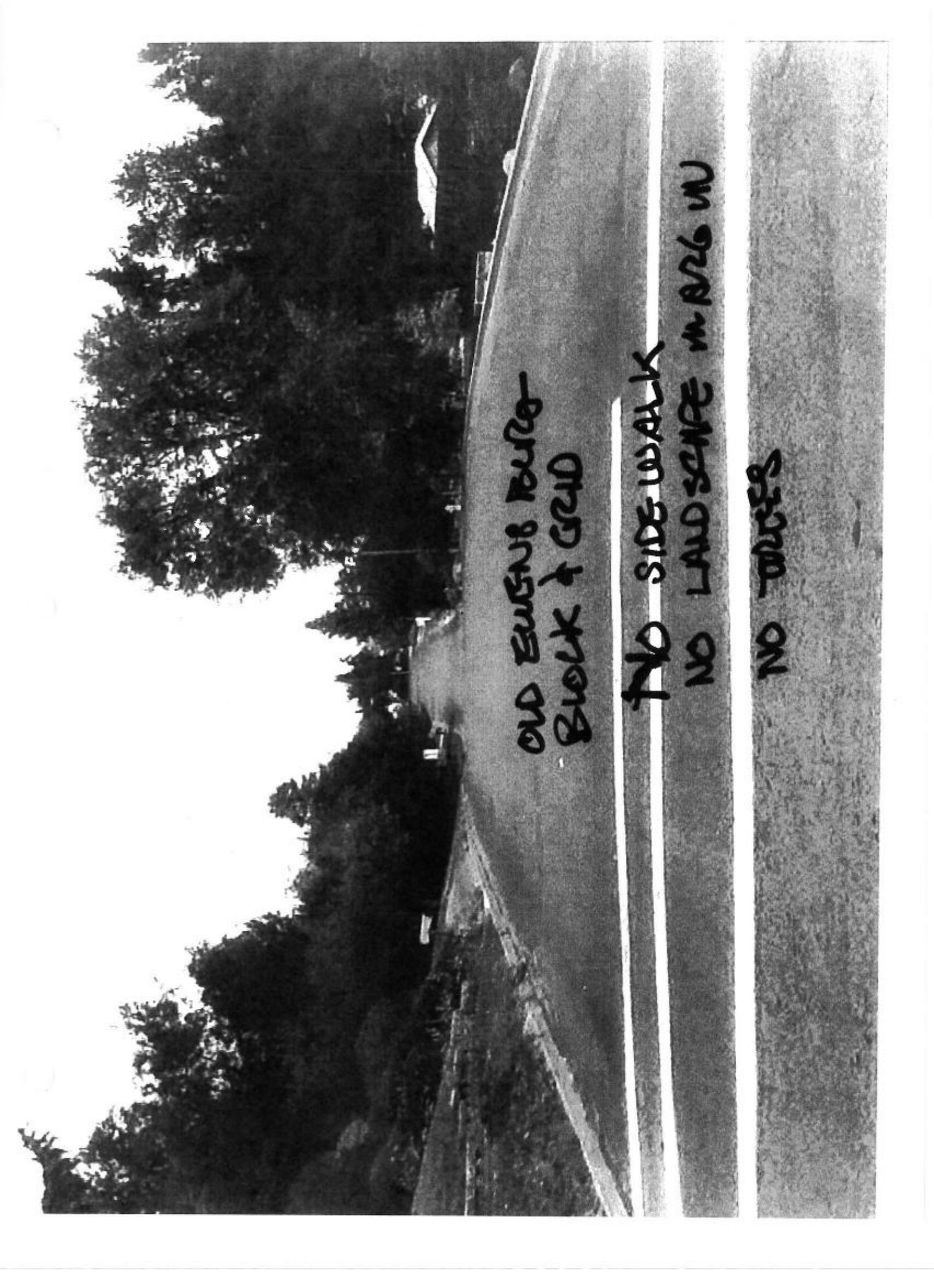




OLD EUNSBURG  
BLOCK 4 GRID

NO CURB

NO LANDSCAPE MARGIN

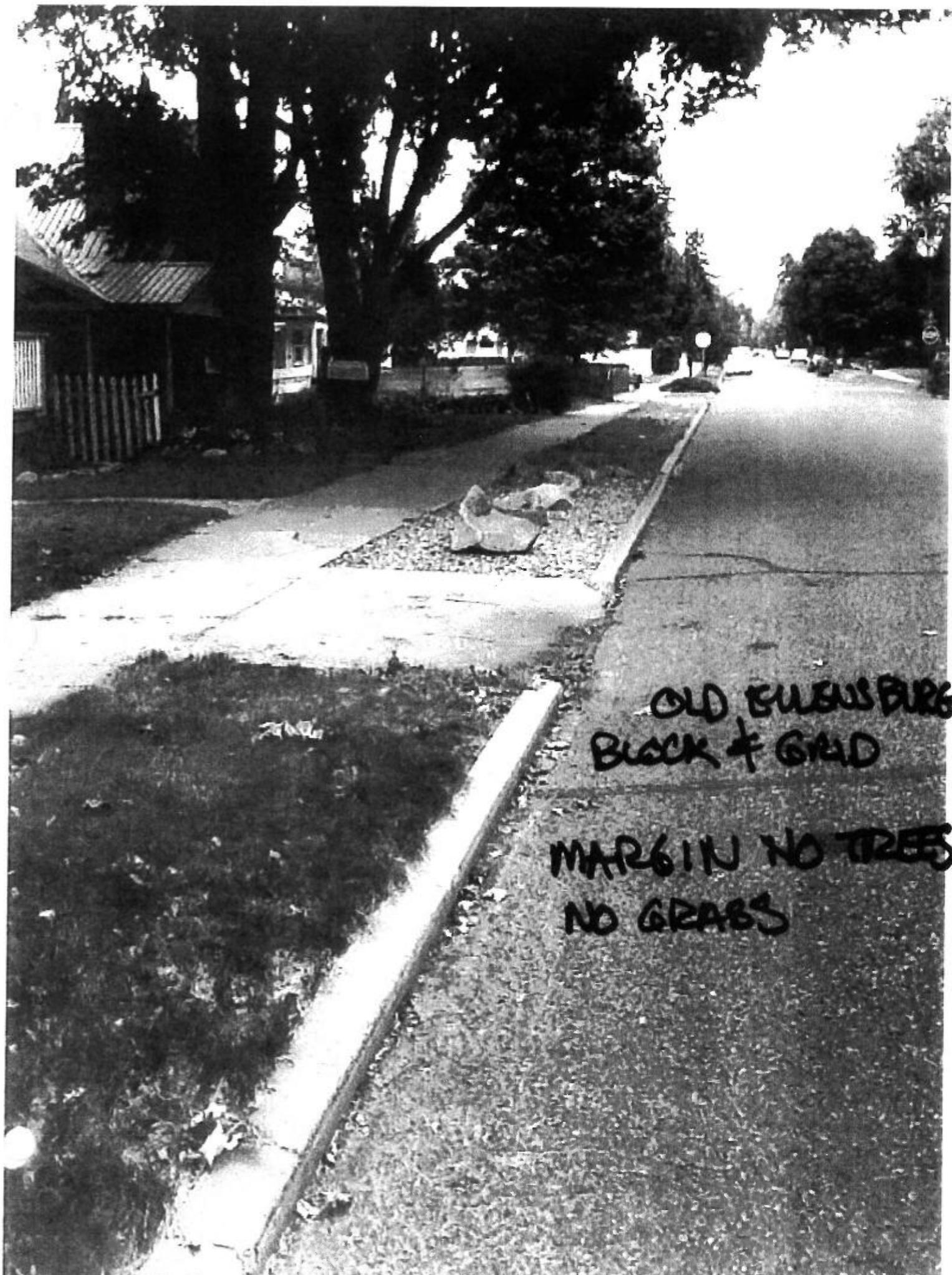


OLD EMBANK ROAD  
BLOCK & GRID

NO SIDEWALK

NO LANDSCAPE MARGIN

NO TREES



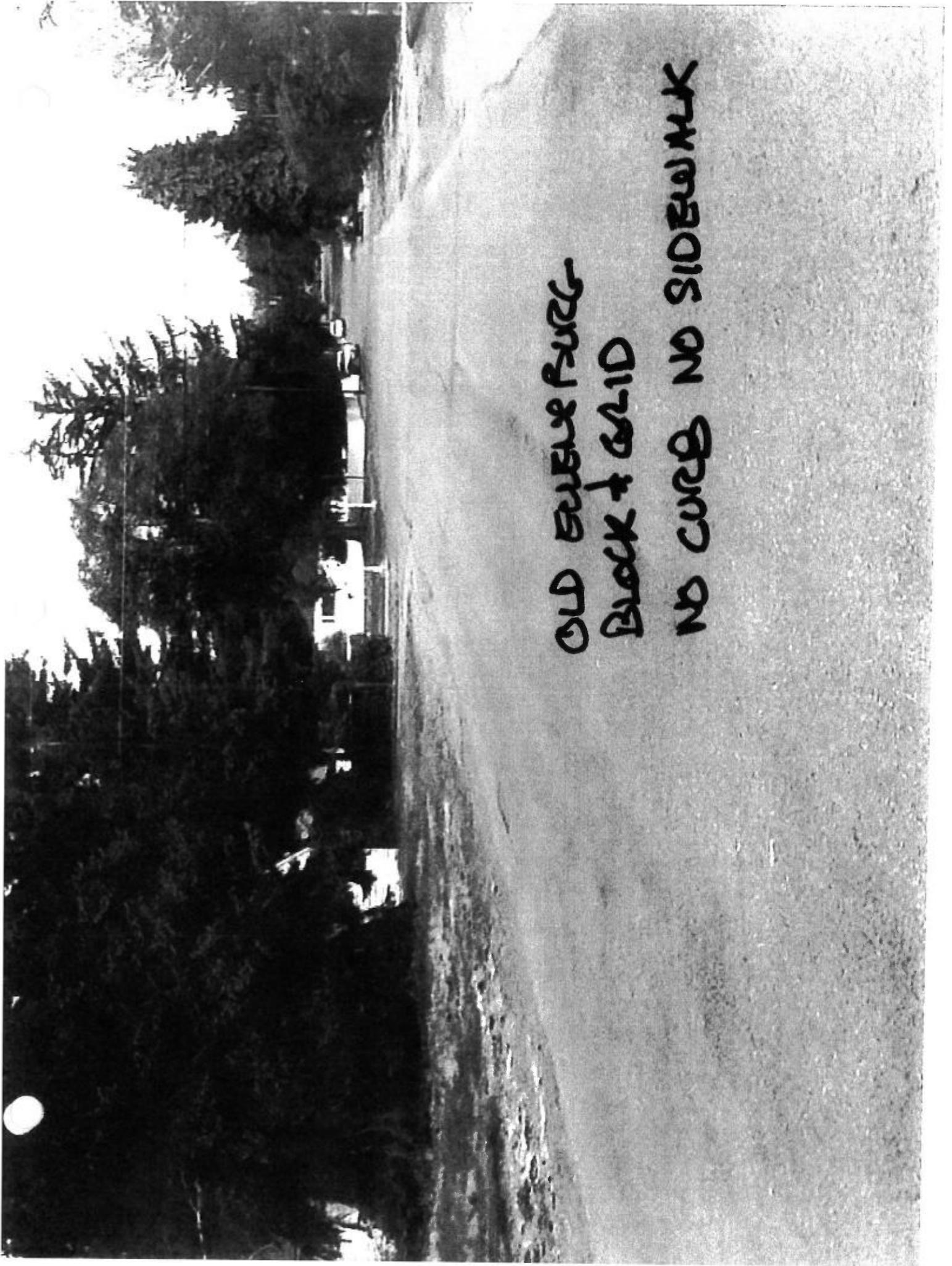
OLD EULESBURG  
BLOCK # 6140

MARGIN NO TREES  
NO GRASS

OLD EUREKA FURG

Block + GRID

NO CURB NO SIDEWALK



OLD ELLIOTTSBURG  
BLOCK & GRID

CURB, NO SIDEWALK

NO STREET TREES



BLOCK + GRID  
OLD ELLensburg  
CURB NO SIDEWALK  
NO TREES  
NO LANDSCAPE MARGIN



OLD BULWY'S BURG-

Block of GRID

NO CURB

NO SIDEWALK

NO LANDSCAPE

MARGIN



OLD ENGBURG  
BLOCK & GRID

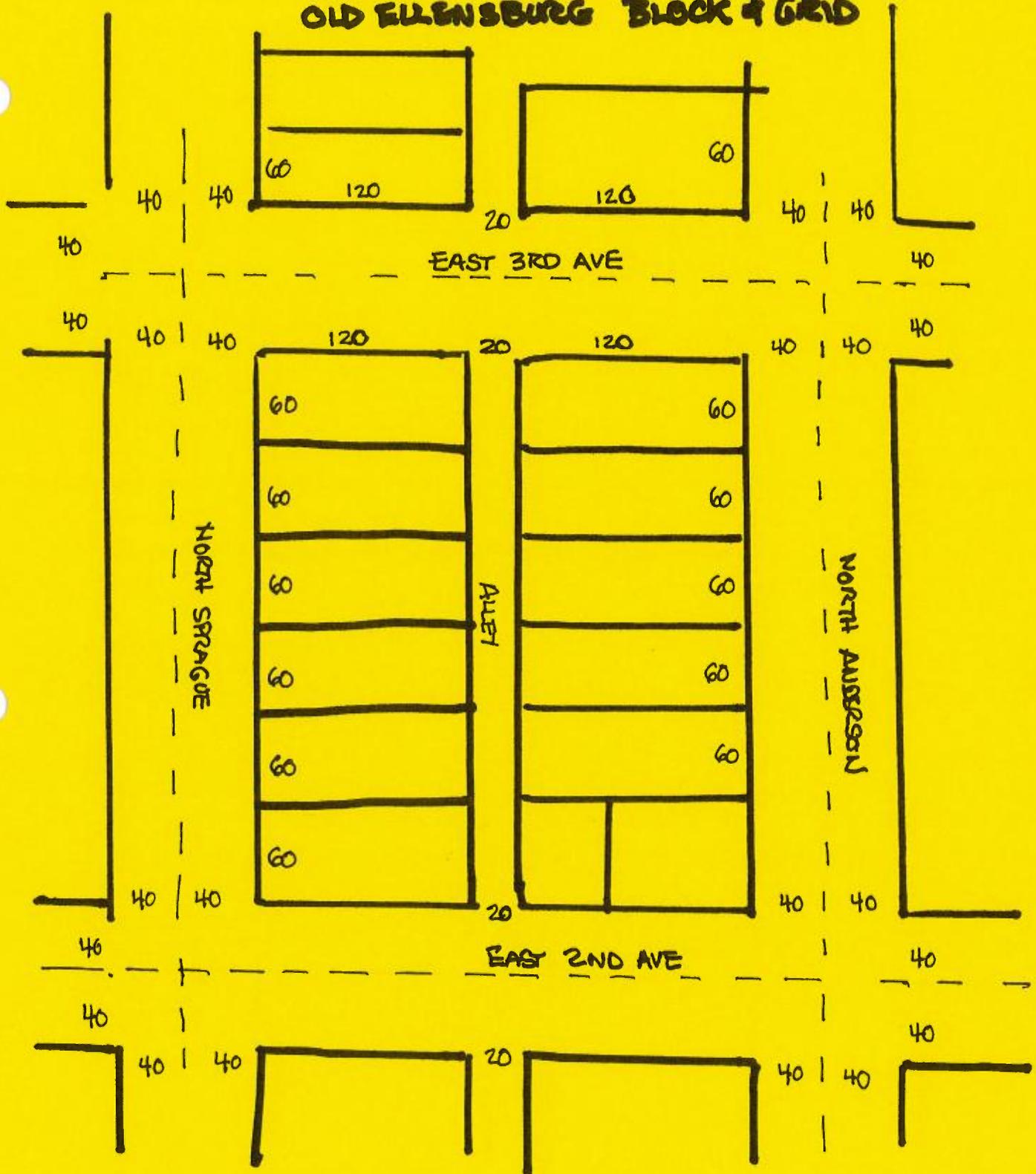
NO CURB

NO SIDEWALK

NO LANDSCAPE MARGIN

NO TREES

# SHOUDYS FIRST ADDITION OLD ELENBURG BLOCK & GRID

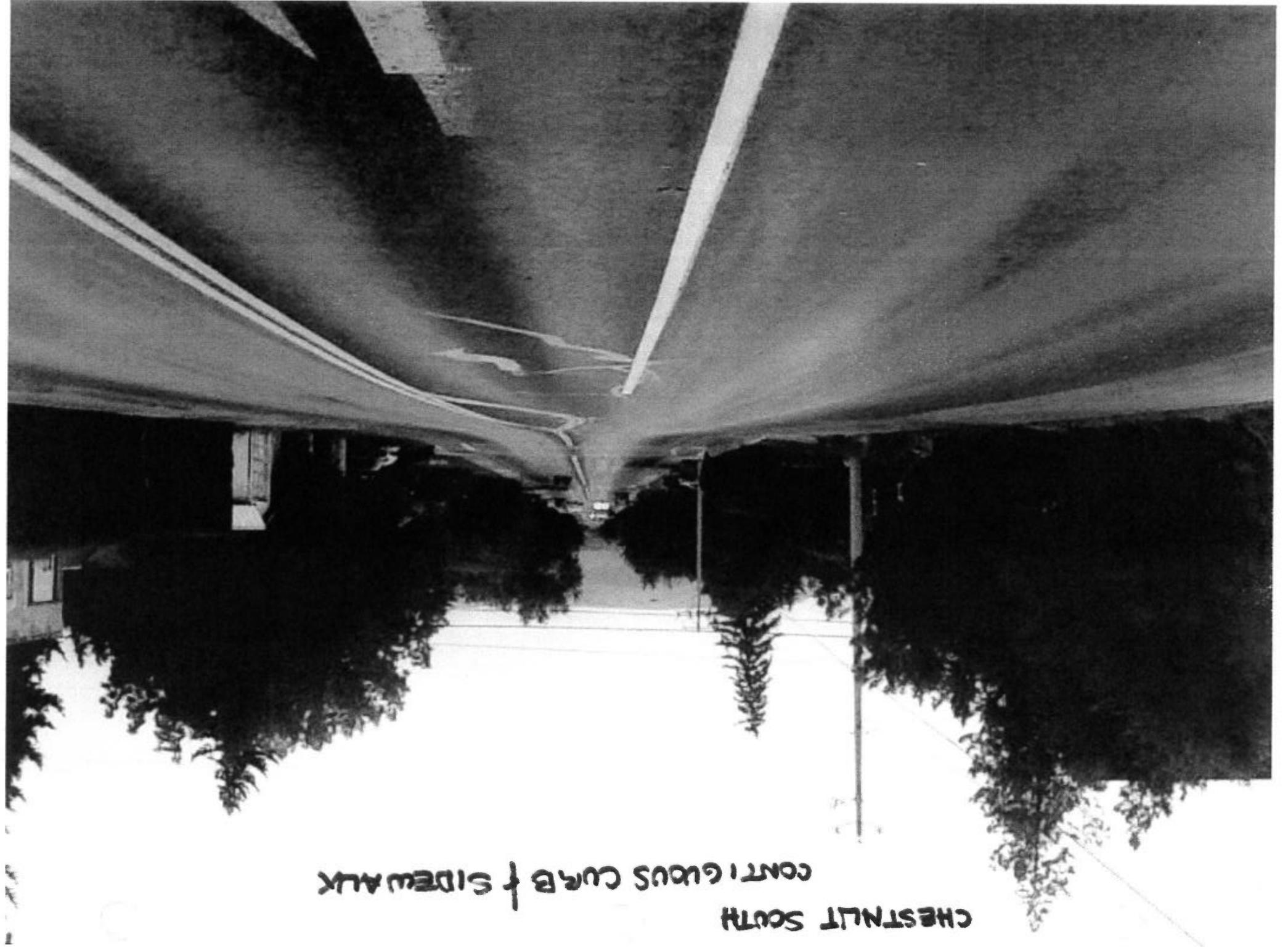


40  
120  
20  
100  
40  
340 FT  
WIDE

- STREET RIGHT OF 100 FEET (40+20+40 PLUS CLOSE INTERVAL CROSS STREET) LOTS OF LAND AND CAPITAL DEVOTED TO INFRASTRUCTURE
- 11 HOUSES ON 3.43 ACRES OR 3.20 DU/ACRE (HOUSES BUILT ON DOUBLE LOTS) DOES NOT MEET MINIMUM DENSITY OF 4 DU/ACRE ... SHORT THREE HOUSES
- ALL CONTIGUOUS CURB & SIDEWALK

SANDERS MILL HAS 50' ROW V. 100' ROW

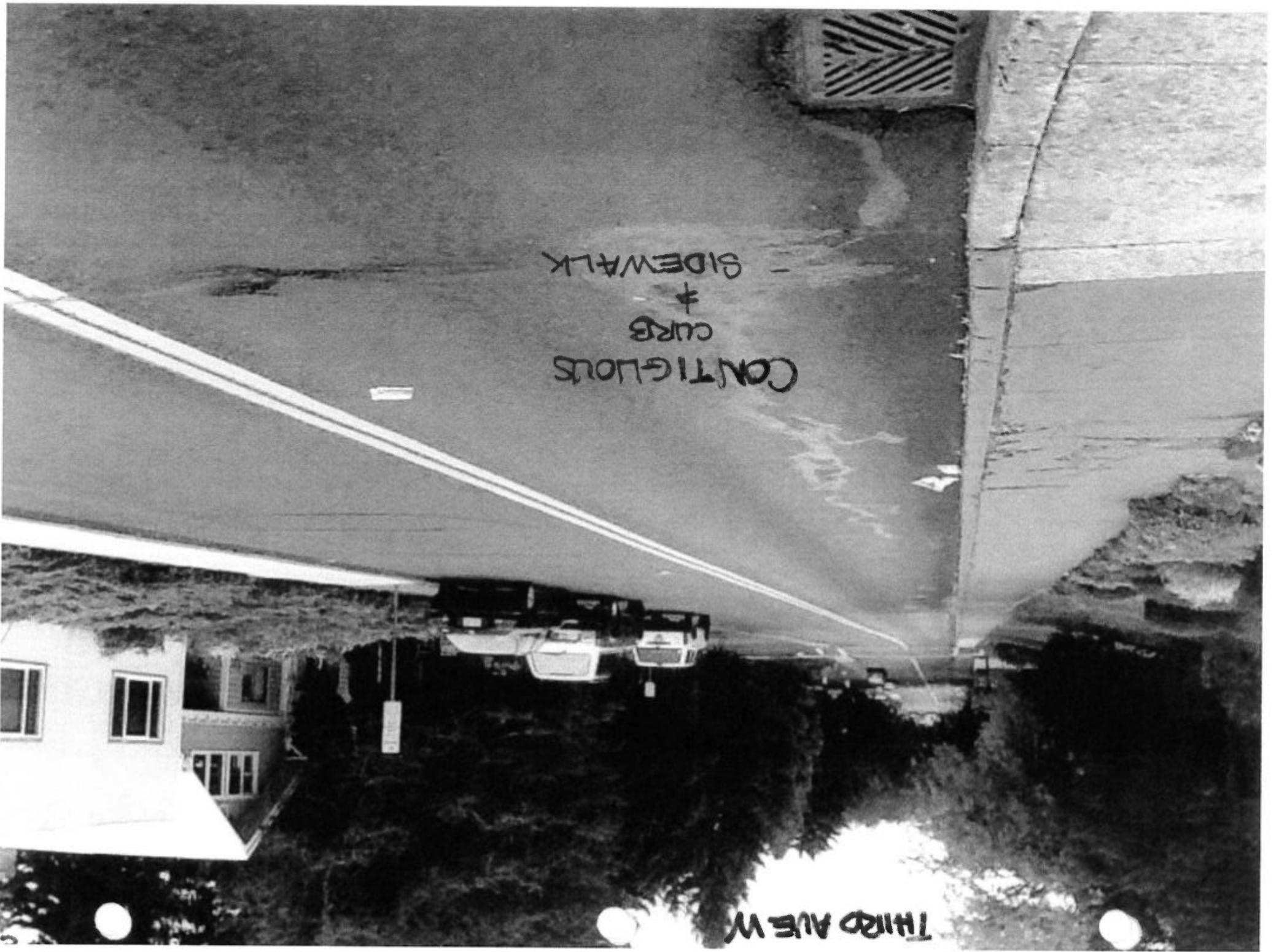
THE MAJORITY OF STREETS  
IN OLD ELMSBURG BLOCK  
& GRID HAVE CONTIGUOUS  
CURB & SIDEWALK !



CHESTNUT SOUTH  
CONTIGUOUS CURB & SIDEWALK



CHESTNUT NORTH  
CONTIGUOUS CURB & SIDEWALK



CONTRIGUOUS  
CURB  
+  
SIDEWALK

THIRD AVE W

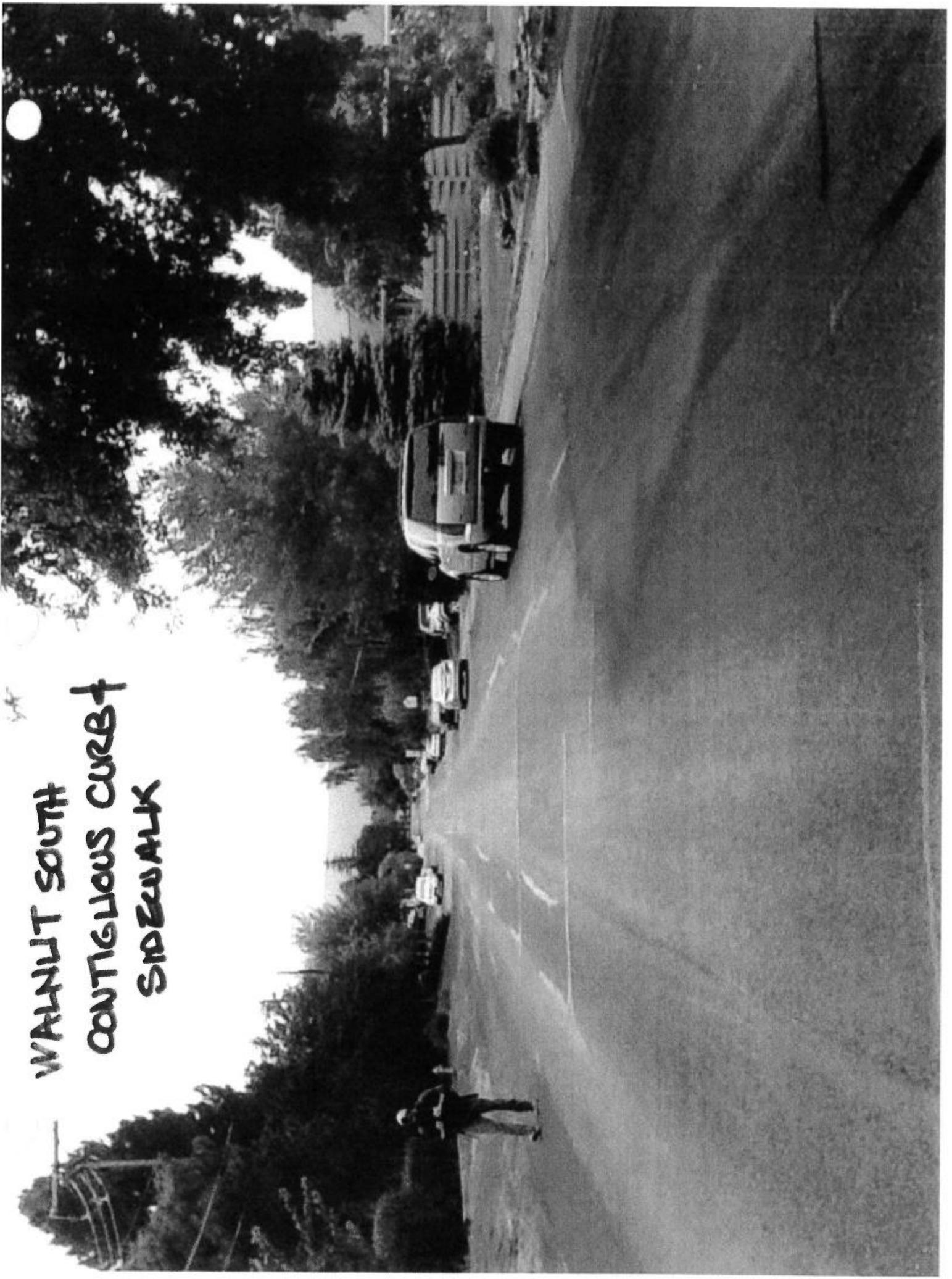
THIRD AVE EAST  
CONTIGUOUS CURB  
SIDEWALK



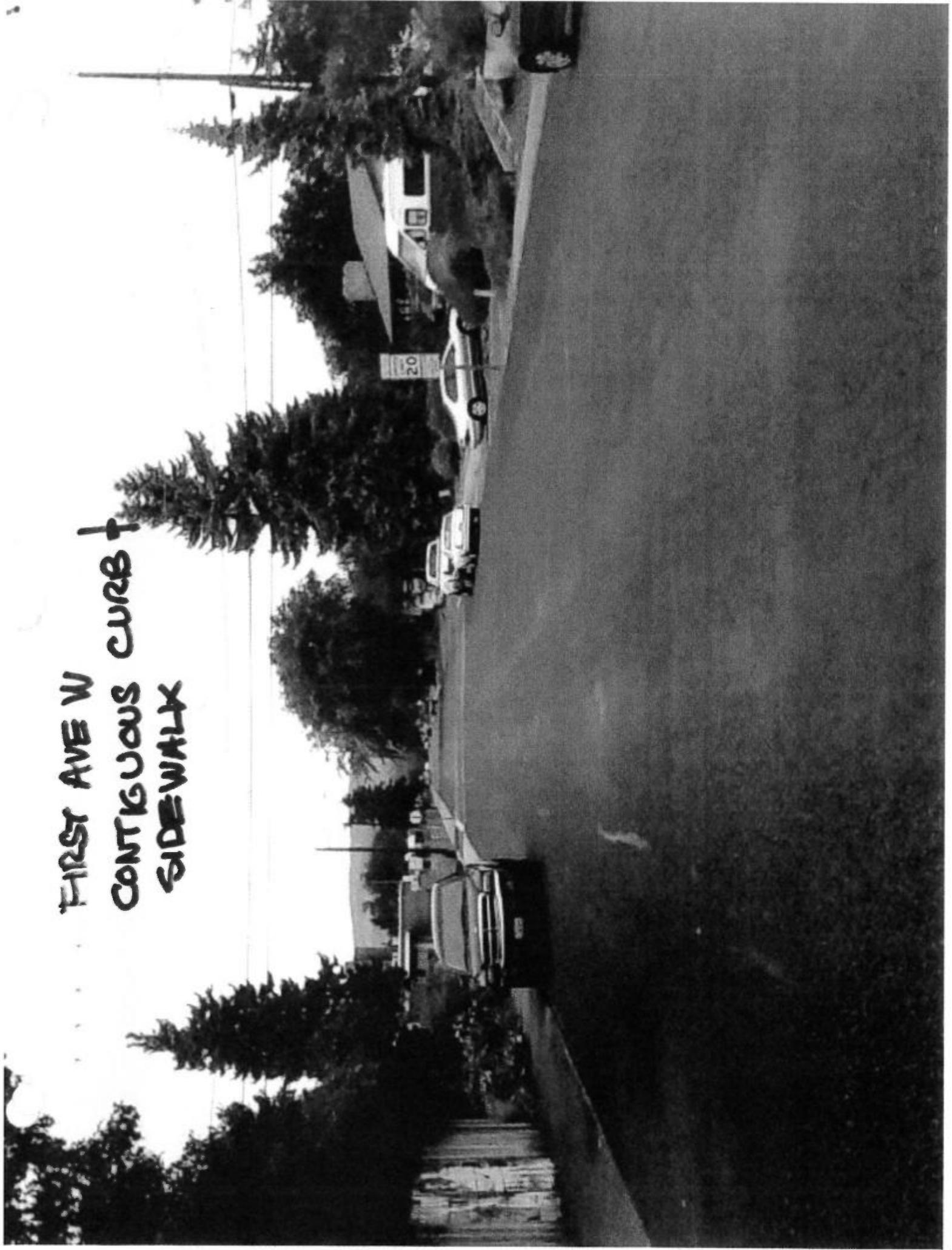


WALNUT NORTH  
CAUTIOUS CURB  
& SIDEWALK

WALNUT SOUTH  
CONTIGUOUS CURB +  
SIDEWALK



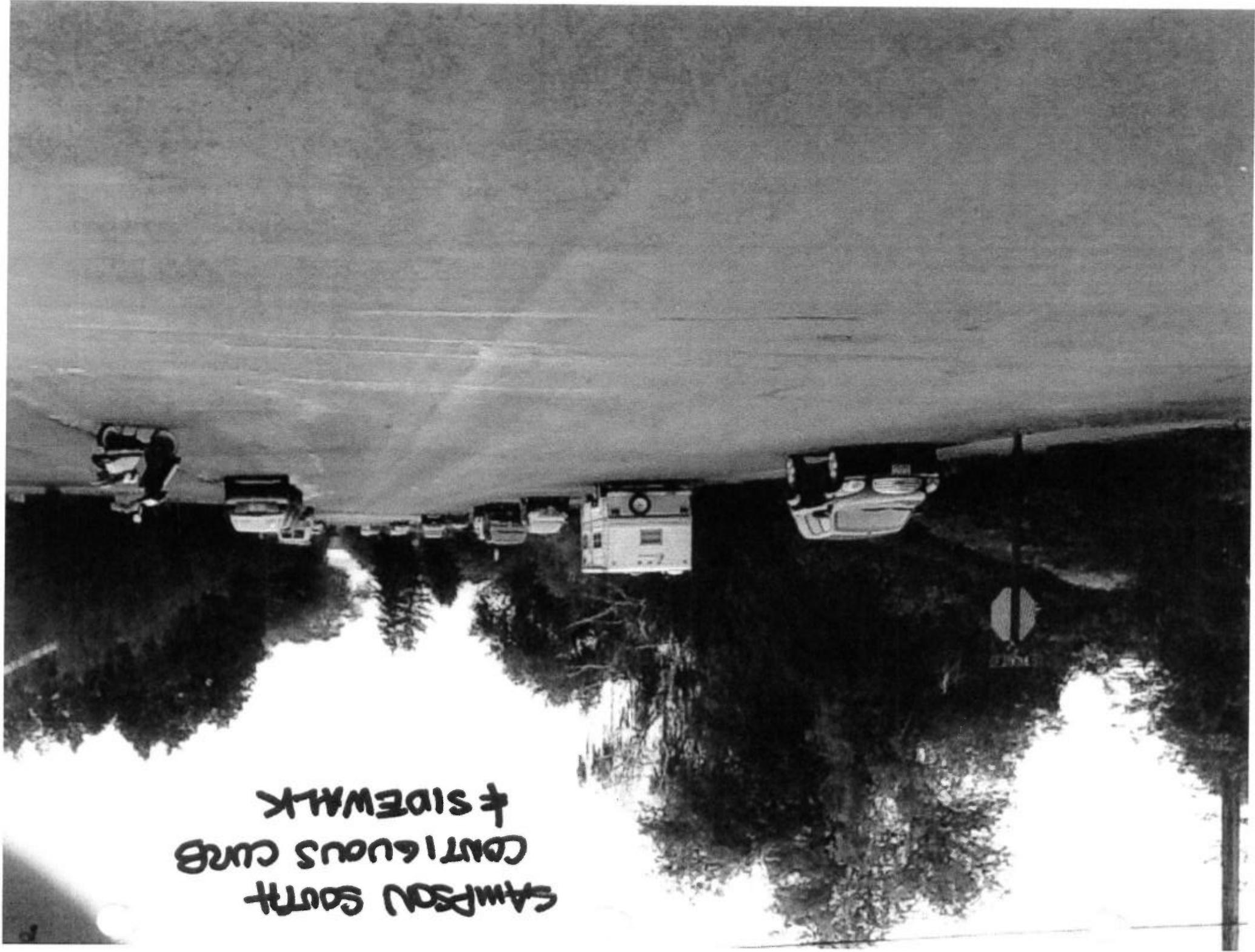
FIRST AVE W  
CONTIGUOUS CURB +  
SIDEWALK



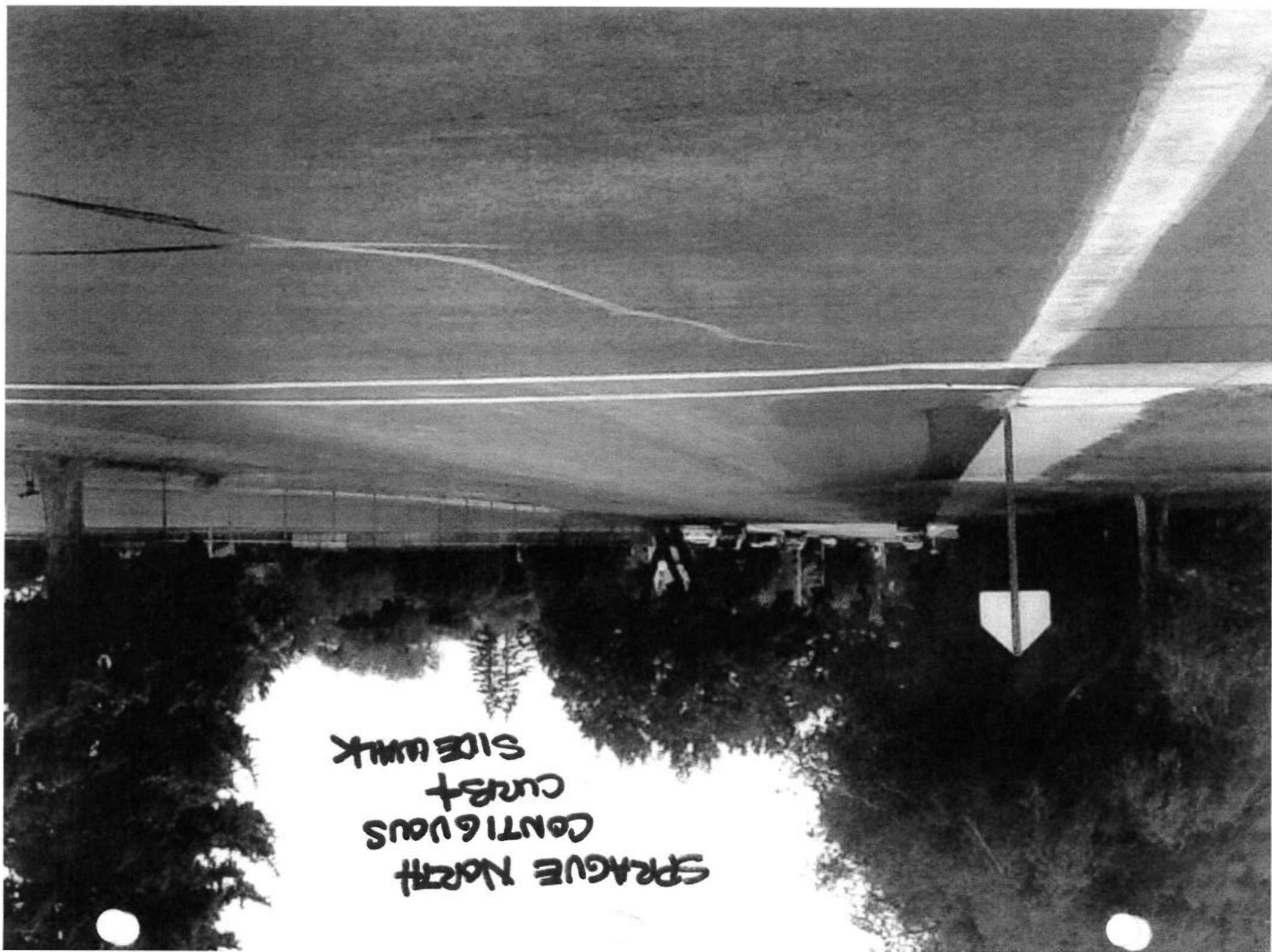
FIRST AVE EAST  
CONTIGUOUS CURB  
+ SIDE WALK



SAMPSON SOUTH  
CONTIGUOUS CURB  
& SIDEWALK



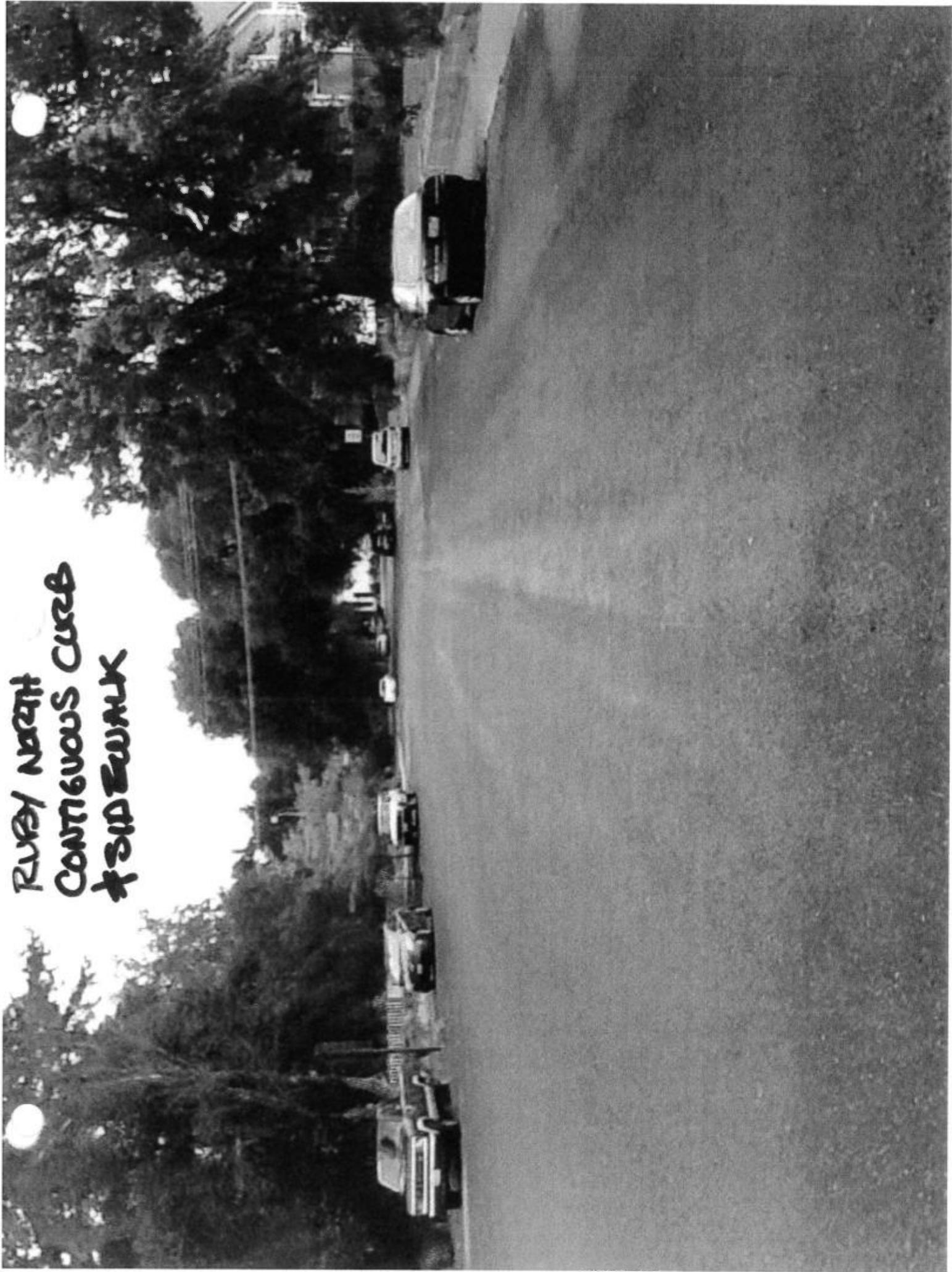
SPRAGUE NORTH  
CONTIGUOUS  
CURBST  
SIDEWALK



**SPRAGUE NORTH  
CONTIGUOUS CURB-  
SIDEWALK**



RUBY NORTH  
CONTIGUOUS CURB  
& SIDEWALK





PUBY SOUTH  
CONTIGUOUS CURB  
& SIDEWALK



CONTROLLED  
CURB &  
SIDEWALK

PINE SOUTH

PEARL NORTH  
CONTIGUOUS  
CURB  
+ SIDEWALK





PEARL SOUTH  
CONTIGUOUS CURB & SIDEWALK

WASHINGTON  
WEST  
CONTIGUOUS  
CORP & BLOWMAK



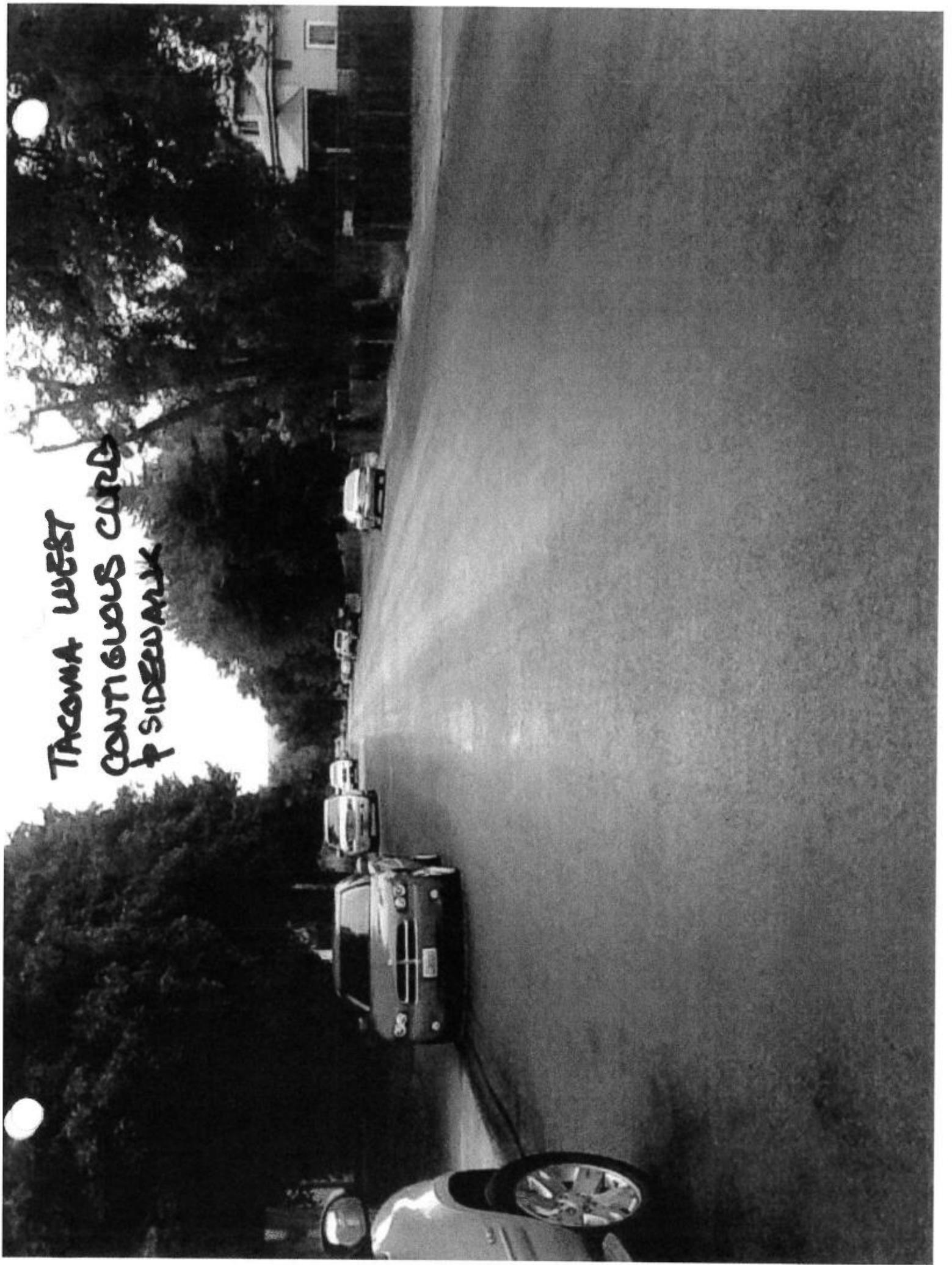


STOP

CAPITOL

WASHINGTON EAST  
CONTIGUOUS  
CURB  
SIDEWALK

TACOMA WEST  
CONTIGUOUS CURB  
& SIDEWALK



TRCOMA EAST  
COURTIGUOUS CURB  
& SIDEWALK

THE INVENTORY OF BLOCK & GRID  
STREETS IN OLD ELLIUSBURG  
IS TOO NUMEROUS TO LIST ALL  
BUT INCLUDES:

MANITOBA EAST & WEST  
SPOKANE EAST  
PARK SOUTH  
HOBERT EAST  
SEATTLE EAST  
MAPLE NORTH  
CAPITOL EAST & WEST

A MINORITY OF STREETS IN THE  
BLOCK & GRID SYSTEM HAVE  
SEPARATED CURB & SIDEWALK.  
OF THIS  $\frac{1}{3}$  OF THE LANDSCAPE  
STRIP HAVE NO TREES & ARE  
NOT MAINTAINED 

80% OF ALL STREETS  
IN THE OLD ELLENSBURG  
BLOCK & GRID SYSTEM  
HAVE CONTIGUOUS CURB  
& SIDEWALK ∇  
○

THEY ALSO USE UP 100 FEET OF RIGHT OF WAY  
80 FOOT STREET RIGHT OF WAY PLUS ALLEY OF 20 FEET  
ALL HAVE ALLEYS

ALL HAVE OVERHEAD POWER & UTILITIES IN THE ALLEYS

NOTE: MANY STREETS HAVE NO CURB OR NO SIDEWALK  
WHICH CAUSES CARS TO PARK IN RANDOM WAYS

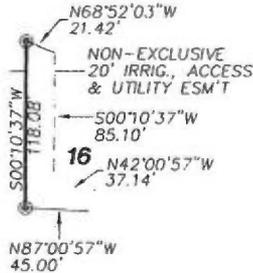
LAND & INFRASTRUCTURE COSTS ARE  
TOO EXPENSIVE TO CONTINUE THIS 100 FT ROW

## SANDERS WILL PLAT PHASE 2

- 50 FOOT RIGHT OF WAY, ROLLED CURB & GUTTER WHICH PERMITS GARAGE RIGHT OR LEFT (IN OLD EULESSBURG / ALL ALLEY CURB CUTS ARE NOT A CONSIDERATION).
- POWER CONDUIT, POWER VANLTS, POWER PODESTALS TELEPHONE & CABLE PODESTALS BEHIND SIDEWALK WHICH CONTIGUOUS TO CURB .... SUGGESTION OF CONDUIT UNDER SIDEWALK BAD IDEA FOR TRENCH SETTLEMENT & REPAIR. UNDER SIDEWALK DOES NOTHING FOR CABLE & TELEPHONE
- STREET TREE IN IRRIGATED LAWN WITH CERTAIN MAINTENANCE
- MORE COST EFFECTIVE
- 3/4 OF OLD EULESSBURG HAS CONTIGUOUS CURB & SIDEWALK... SNOW STORAGE IS NOT AN ISSUE & ONLY FOR TWO WEEKS & ALL SIDEWALK ARE SHOVELLED BY HOME OWNER OR HOME OWNER ASSOCIATION.
- MORE COST EFFECTIVE & BETTER STREET TREE ENVIRONMENT. TREES DO NOT HEAVE CURB GUTTER, OR SIDEWALK & TREES LEAVES DO NOT ACCUMULATE IN STORM DRAINS & GUTTER FLOW LINES.

# SANDER'S MILL PLAT - PHASE 2

LOCATED IN THE NE 1/4 OF THE SW 1/4  
SECTION 25, T. 18N., R. 18E., W.M.  
CITY OF ELLENSBURG, WASHINGTON



DETAIL C

NOTE:  
INCLUDED IN EACH PHASE OF THIS PLAT ARE TEMPORARY UTILITY, DRAINAGE, IRRIGATION AND ROADWAY EASEMENTS EXTENDING INTO FUTURE PHASES OF THE PLAT, WHICH WILL BE MADE PERMANENT AS EACH PHASE IS CONSTRUCTED. REFER TO THE PROJECT CIVIL DRAWINGS ON FILE AT THE CITY OF ELLENSBURG.

FUTURE PHASE 6

R=25.00'  
L=18.32'  
Δ=41°59'52"

C27

N00°03'25\"/>

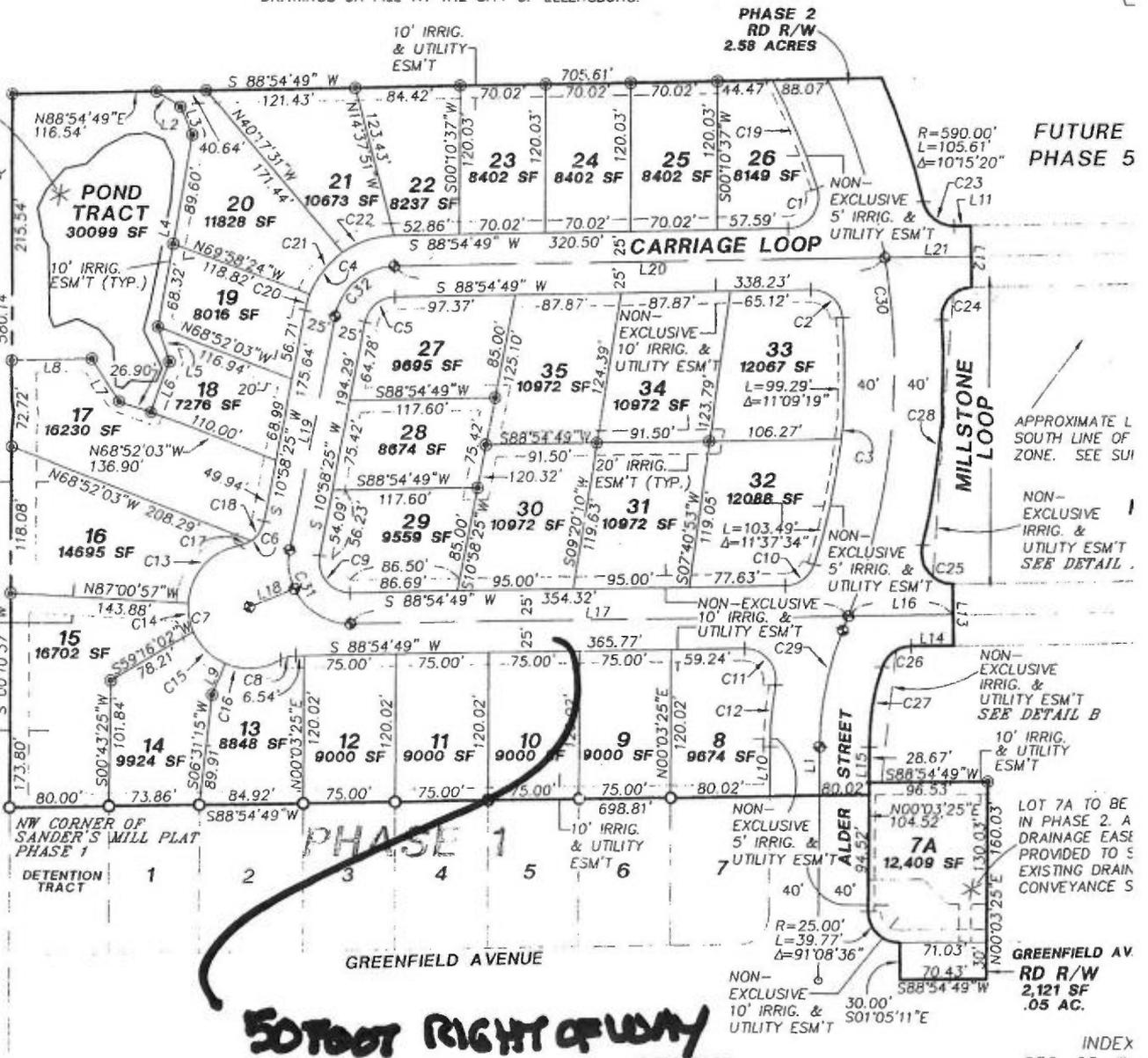
2ND TRACT SHALL EASEMENTS FOR TIES & ACCESS 5' STORM, IRRIGATION RICAL.

THE LOCATION OF THE OF AIRPORT OVERLAY SURVEY NOTE #4.

NON-EXCLUSIVE 20' IRRIG., ACCESS & UTILITY ESM'T SEE DETAIL C

15' ACCESS, UTILITY & DRAINAGE ESM'T

15' UTILITY & DRAINAGE ESM'T



PHASE 2 RD R/W 2.58 ACRES

FUTURE PHASE 5

R=590.00'  
L=105.61'  
Δ=10°15'20"

APPROXIMATE L SOUTH LINE OF ZONE. SEE SURVEY

NON-EXCLUSIVE IRRIG. & UTILITY ESM'T SEE DETAIL

NON-EXCLUSIVE IRRIG. & UTILITY ESM'T SEE DETAIL B

LOT 7A TO BE IN PHASE 2. A DRAINAGE EASE PROVIDED TO S EXISTING DRAIN CONVEYANCE S

GREENFIELD AV RD R/W 2,121 SF .05 AC.

**50 FOOT RIGHT OF WAY**

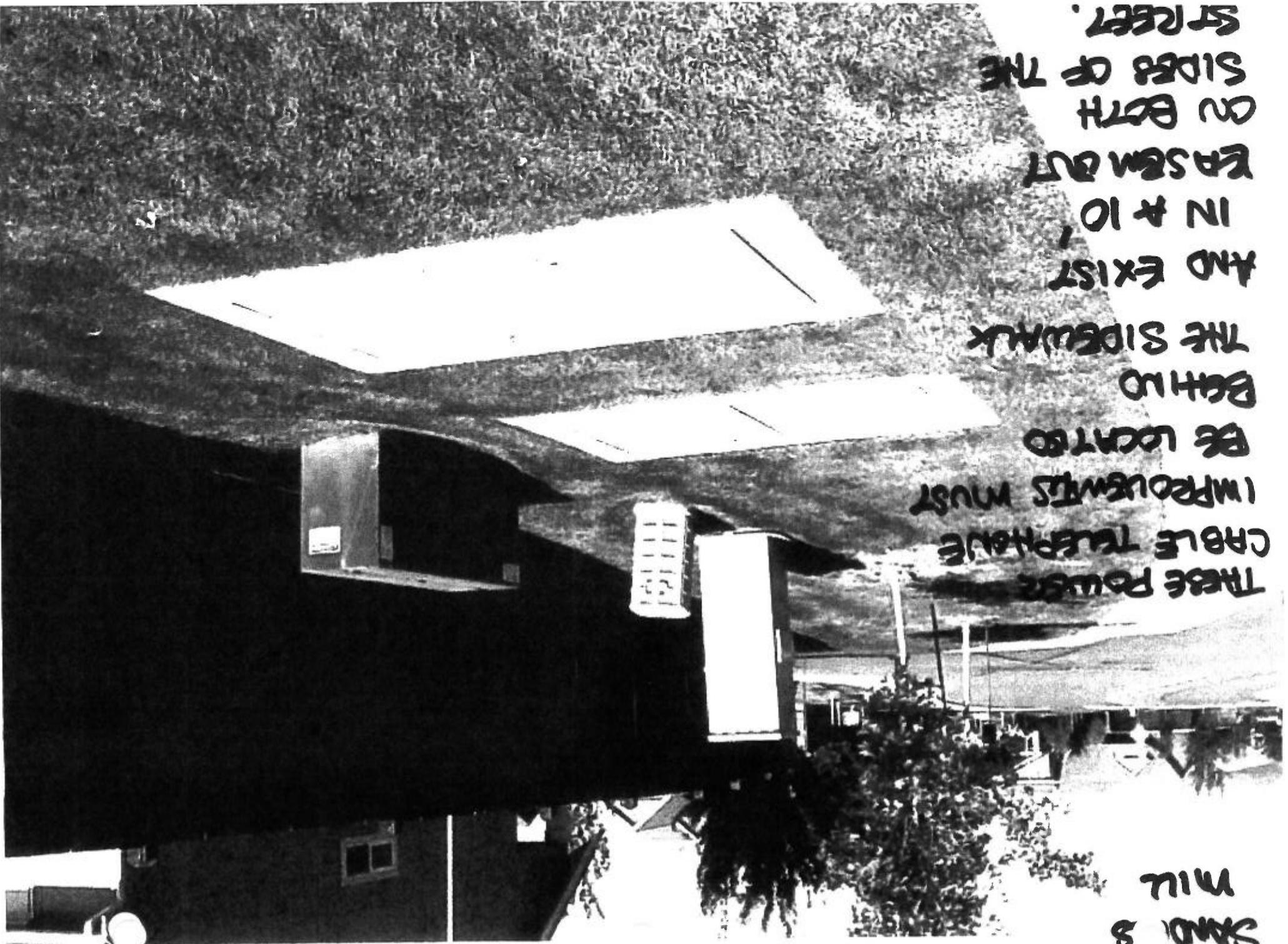
NOTE:  
THIS SUBDIVISION IS BEING RERECORDED TO REPLACE, IN ITS ENTIRETY, THE MAP

LEGEND

- A FND REBAR W/CAP
- ⊙ A SET REBAR W/CAP

INDEX  
SEC. 25, T.





THESE POWER  
CABLE TRAYS HAVE  
IMPROVEMENTS MUST  
BE LOCATED  
BEHIND  
THE SIDEWALK  
AND EXIST  
IN # 10,  
EASSEM OUT  
ON BOTH  
SIDES OF THE  
STREET.

SANDI S  
MILL



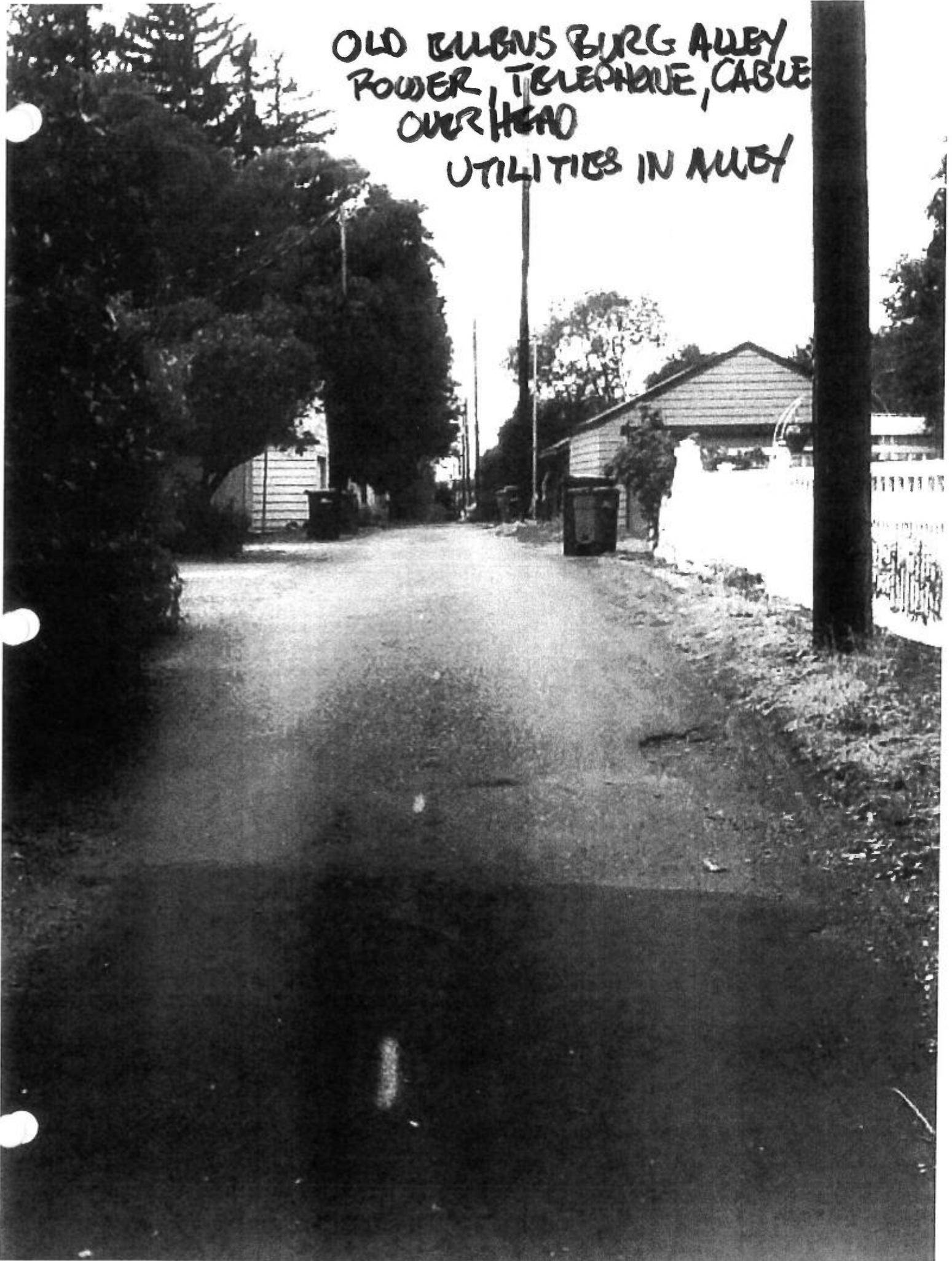
BEHIND THE  
SIDEWALK

CURB & SIDEWALK  
AND UTILITIES

WE NEED CONTIGUOUS

TIM  
SANDERS

OLD BULBNS BURG ALEY  
POWER, TELEPHONE, CABLE  
OVERHEAD  
UTILITIES IN ALEY



THE FOLLOWING EDITS ARE  
REQUIRED TO

15.320 FORM & INTENSITY STANDARDS

15.320.030 TABLE

15.420.050 LOT DESIGN

15.420.060 ACCESS

IN ORDER TO MAKE ACCESS WORK  
IN SMALL LOT AND ALTERNATIVE  
PUD CONCEPTS THESE EDITS MUST  
BE MADE.

THESE TOOLS WILL REPLACE THE  
PUD ORDINANCE AND WITHOUT  
PROPER ACCESS TOOLS THESE  
CONCEPTS WILL NOT BE USED.

## 15.320 Form and Intensity Standards

### 15.320.010 Purpose.

- A. To promote forms of development that reinforce and/or enhance the desired character of Ellensburg neighborhoods;
- B. To promote compatibility between developments; and
- C. To minimize environmental impacts of development.

### 15.320.020 Interpretation of tables.

- A. The form and intensity standards tables address the form and intensity of development specific to individual zoning districts. The zoning district is located on the vertical column and the form/intensity topic being addressed is located on the horizontal row of these tables.
- B. Where an ECC reference/link appears after the form and intensity topic, then the use is subject to standards set forth in that section or chapter.
- C. If a number appears in the box at the intersection of the column and the row, refer to the development condition with the corresponding number immediately following the table. If there are multiple numbers, then all development conditions apply.
- D. ECC 15.320.050-140 provide clarification and exceptions to the form and intensity standards herein.

### 15.320.030 Form and intensity standards table – Residential zones.

Table 15.320.030 Form and intensity standards table – Residential zones.

Topic	R-S	R-L	R-M	R-H	R-O
<b>DEVELOPMENT INTENSITY AND CONFIGURATION</b>					
Minimum lot area	None <sup>1</sup>	None <sup>1</sup>	None <sup>1</sup>	None <sup>1</sup>	None <sup>1</sup>
Minimum frontage	None <sup>1,2</sup>	None <sup>1,2</sup>	None <sup>1,2</sup>	None <sup>1,2</sup>	None <sup>1,2</sup>
Density, minimum (ECC 15.320.050)	4 <del>6</del> /du/acre <sup>3</sup>	6/du/acre <sup>3</sup>	8/du/acre <sup>3</sup>	15 du/acre	8/du/acre <sup>3</sup>
Density, maximum (base) <sup>10</sup> (ECC 15.320.050)	6 du/acre	8 du/acre	No limit	No limit	No limit
Density, maximum with bonus (see ECC Chapter 15.330)	12 du/acre <sup>4</sup>	16 du/acre <sup>4</sup>	No limit	No limit	No limit
Maximum floor area ratio (FAR) (ECC 15.320.050)	0.5 <sup>5</sup>	0.5 <sup>5</sup>	1.0 <sup>6</sup>	1.5 <sup>5</sup>	1.0 <sup>6</sup>

" Note 2 on next page is derived from this minimum frontages note " NONE 1.2 "

15.320.030

City of Ellensburg  
Land Development Code Update

Topic	R-S	R-L	R-M	R-H	R-O
Maximum impervious area	Variable—see ECC 15.320.070				
Maximum building height	35 ft	35 ft	35 ft <sup>7</sup>	45 ft <sup>7</sup>	35 ft <sup>7</sup>
<b>BUILDING PLACEMENT (see ECC 15.320.070-130)</b>					
Minimum front yard <sup>8,9</sup>	15 ft	15 ft	15 ft	15 ft	15 ft
Garage front yard setback	<del>25-22</del> ft	<del>25-22</del> ft	<del>25-22</del> ft	<del>25-22</del> ft	<del>25-22</del> ft
Minimum rear yard	20ft	20ft	20ft	20ft	20ft
Minimum rear yard, accessory structures (including garages) and detached accessory dwelling units	5 ft <sup>12</sup>	5 ft <sup>12</sup>	5 ft <sup>12</sup>	5 ft <sup>12</sup>	5 ft <sup>12</sup>
Minimum side yard <sup>11</sup>	5 ft/10 ft <sup>13</sup>	5 ft/10 ft <sup>13</sup>	5 ft/10 ft <sup>13</sup>	5 ft/10 ft <sup>13</sup>	5 ft/10 ft <sup>13</sup>
Minimum side yard (corner)	5 ft	5 ft	5 ft	5 ft	5 ft

Development conditions:

1. Lot sizes may be variable provided they are sized and shaped sufficient to accommodate permitted uses and conform to applicable design and density standards.
2. New lots shall have ~~direct~~ <sup>LEGAL</sup> access to a public right-of-way or may obtain access ~~from a courtyard~~ <sup>AS PROVIDED IN</sup> access consistent with ECC 15.420.050(C). **NOTE: NOT LIMITED TO C.**
3. The density minimum shall apply only to new subdivisions greater than one acre in size.
4. Exception: Projects complying with Net Zero Energy provisions may exceed the maximum density limits as set forth in ECC 15.330.020(A).
5. townhouses and multifamily uses, where permitted through density bonus provisions, are exempt from maximum FAR standards.
6. See ECC 15.330.030 for FAR bonus provisions.
7. For buildings, or portions thereof, with pitched roofs, the maximum height may be increased by 5 feet. Applicable roof slopes must be at least 4:12 to qualify for this additional height.
8. Porches and covered entries may project up to 6 feet into the front yard.
9. No front yard is required for buildings adjacent to designated "Storefront Streets".10. Base maximum density refers to the maximum density allowed without utilizing density bonuses.
11. Townhouses and zero lot line homes are exempt from side yard standards internal to a development. However, such uses shall meet applicable side yard standards for adjacent lots outside of the development.

- D. Provides for uses/activities that appropriately serve the anticipated residents and users of the development. For example, common open space that serves a variety of functions will attract greater usage. When designing open spaces, project applicants should consider a broad range of age groups, from small children, to teens, parents, and seniors.
- E. Must be well maintained. ~~Parks and~~ Open space shall be maintained by the land owner(s) unless the city or other public authority accepts and offer of dedication.

**15.420.050 Lot design.**

Lots within subdivisions shall be designed to allow placement of homes to address functional design issues. Lots shall be designed to contain a usable building area. If the building area would be difficult to develop, the lot shall be redesigned or eliminated, unless special conditions can be imposed that will ensure the lot is developed consistent with the standards of this code and does not create nonconforming structures, uses or lots.

The placement and orientation of lots and homes should consider privacy, solar orientation, access, location and access to open space and other factors that can contribute to the overall livability of the home and its relationship to the surrounding environment. Flexibility shall be encouraged in spatial orientation of homes on lots to address these issues and create interesting and attractive streetscapes with homes having a high functional value that might not otherwise occur with a less flexible approach.

To maximize site efficiency and usable open space, small lot developments (generally less than 5,000 square feet in area and less than 50 feet wide) are encouraged to utilize zero-lot line ~~and~~ courtyard access configurations as described below:

*CONCEPTUAL ILLUSTRATIONS ARE INCLUDED BUT NOT LIMITED TO THE SCHEMES SHOWN BELOW:  
/A OR OTHER DETACHED DWELLING UNIT SCHEME, TOGETHER WITH ACCESS CONFIGURATIONS THAT MEET THE PUBLIC WORKS DEVELOPMENT STANDARDS FOR PRIVATE SHARED DRIVEWAYS, PUBLIC ALLEYS, AND/OR PUBLIC STREETS.*

15.420.060 Access, services and utilities. **LEGAL**

A. Each lot in a residential subdivision shall have ~~direct~~ **ACCESS** access to a public right-of-way, ~~except~~  
~~for:~~

1. Alternative lot designs as described in EEC 15.420.050 in this chapter. Driveways shall be constructed per public works development standards (ADD LINK) and ECC Title 4, Public Works Construction. **ACCESS WITHIN THESE SUBDIVISIONS MAY INCLUDE SHARED DRIVEWAYS,**
2. Shared driveways may access up to 5 lots provided they are at least 15 feet wide and a maximum of 400 feet long. Provisions shall be made to keep the driveways clear of snow, vehicles ("no parking" signs), and vegetation. **PUBLIC ALLEYS, PUBLIC STREETS, OR A COMBINATION OF THESE;**

B. Each lot in a residential subdivision shall be provided with adequate provisions for water supplies and sanitary wastewater facilities consistent with the requirements of the public works development standards (ADD LINK) and ECC Title 9, Utilities; and

C. Approval of subdivisions may be conditioned upon dedications to the city of drainage ways, other public ways, water supplies, sanitary wastewater facilities, parks, playgrounds, and sites for schools per RCW 58.17.110 and subject to the provisions of RCW 82.02.020.

C. Courtyard access lots. This includes a series of lots clustered around a private internal roadway. Standards:

1. Maximum number of lots served by a courtyard access: 5 (this includes lots fronting the street on either side of the courtyard access).
  2. Maximum length of a courtyard access: 100 feet (or deeper if approved by the Fire Department). The length may be increased to 150 feet if all structures beyond 100 feet of the street are equipped with automatic fire sprinkler systems.
  3. Surface width of courtyard access: 12-15 feet minimum, to provide access for ambulances. Provisions shall be made to keep the access clear of snow, vehicles ("no parking" signs), and vegetation. Due to the limited length, wider drives are unnecessary (safety and function) and undesirable (aesthetics).
  4. An easement of 20 feet in width shall be secured over the applicable parcels to allow lots legal access to the public street. A maintenance agreement shall be required for all applicable lots and must be recorded on the plat.
- Buildings accessed from a courtyard access are limited to 2 stories in height, due to aerial apparatus access limitations.

← THIS WAS LIMIT FOR PRIVATE DRIVE

NOTE: SHOULD BE NO DIFFERENCE THAN PRIVATE DRIVEWAY STANDARD

← COULD BE PRIVATE DRIVE OR PUBLIC ROAD

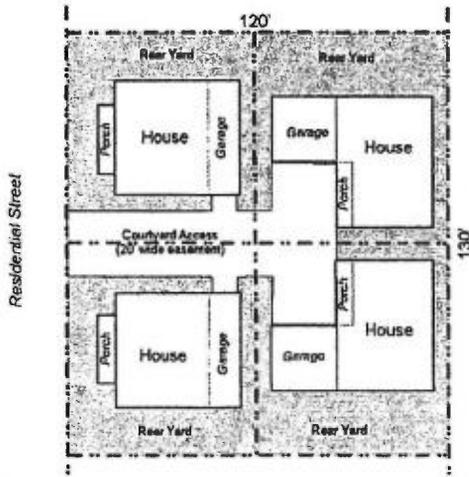
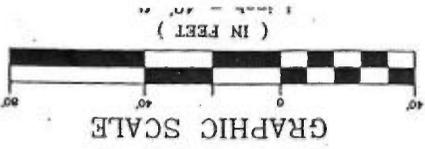


Figure 15.420.050(C). Examples of courtyard access lots.

ACCESS EDITS AS PREVIOUSLY  
OUTLINED ARE NECESSARY  
TO PERMIT DEVELOPMENTS  
LIKE GREEN FIELD PARK  
ADULT COMMUNITY AND  
A COURTYARD PLAN I  
SUBMITTED IN 2004 BUT  
COULD NOT BE PROCESSED  
FOR NOT MEETING MINIMUM  
FRONTAGE ON A PUBLIC ROAD.

NOTE: THE EXISTING UTILITIES AS SHOWN ARE ONLY APPROXIMATE. OTHER EXISTING UTILITIES MAY EXIST ALONG THIS PROPOSED ALIGNMENT. IT SHALL BE THE CONTRACTOR AND/OR OWNERS RESPONSIBILITY TO VERIFY THE SIZE, TYPE, LOCATION AND DEPTH OF ALL EXISTING UTILITIES PRIOR TO STARTING CONSTRUCTION. AND INFORM THE DESIGN ENGINEER.



LINE	LENGTH	BEARING
L1	3.74'	S00°02'52"W
L2	19.00'	S00°53'55"E
L3	31.81'	S60°47'17"E
L4	38.95'	S41°07'55"E

CURVE	LENGTH	RADIUS	DELTA
C1	37.94'	45.00'	48°18'42"
C2	13.66'	45.00'	17°23'13"
C3	18.34'	45.00'	23°21'15"
C4	39.35'	25.00'	90°11'16"
C5	39.19'	25.00'	89°48'44"
C6	38.86'	25.00'	89°03'14"

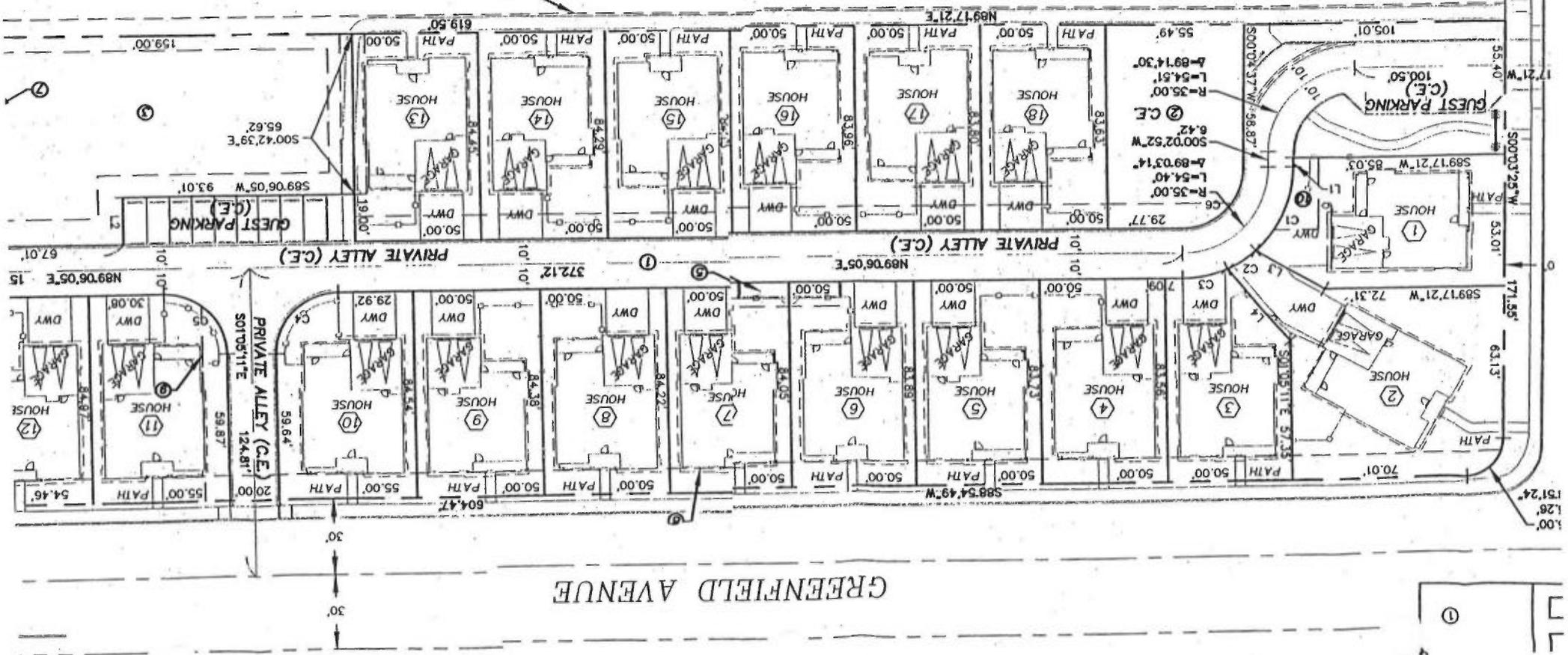
UNIT SQUARE FOOTAGE TABLE:

UNIT NUMBER	COMMON ELEMENT	AREA (SQ. FT.)
1	4,680 SQ. FT.	
2	7,142 SQ. FT.	
3	3,915 SQ. FT.	
4	4,182 SQ. FT.	
5	4,190 SQ. FT.	
6	4,199 SQ. FT.	
7	4,207 SQ. FT.	
8	4,215 SQ. FT.	
9	4,223 SQ. FT.	
10	4,520 SQ. FT.	
11	4,535 SQ. FT.	
12	4,567 SQ. FT.	
13	4,227 SQ. FT.	
14	4,219 SQ. FT.	
15	4,210 SQ. FT.	
16	4,202 SQ. FT.	
17	4,194 SQ. FT.	
18	4,186 SQ. FT.	

LEGEND:

- SECTION 1/4 CORNER
- C.E. COMMON ELEMENT
- UNIT NUMBER
- PROPOSED FENCE LINE
- DWY DRIVEWAY

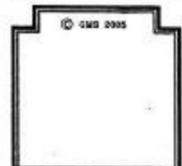
- EASEMENT LEGEND:
- 1 COMMON ACCESS AND UTILITY TRACT B. AFN 200709110034
  - 2 DETENTION TRACT A. AFN 200709110034
  - 3 DETENTION TRACT C FOR SANDER'S MILL PHASES 7, 8 AND 9. AFN 200705220040
  - 4 NON-EXCLUSIVE EASEMENT AFN 200705110006
  - 5 10' MDE, 40' LONG FIRE HYDRANT & FIRE ACCESS EASEMENT, AFN 200709110034
  - 6 7' IRRIGATION RIGHT-OF-WAY RECORDED MARCH 8, 1907 IN BOOK 15 OF DEEDS, PAGE 138.
  - 7 IRRIGATION EASEMENT, AFN 200112030047
  - 8 IRRIGATION EASEMENT, AFN 200112140021
  - 9 10' PUBLIC UTILITY EASEMENT RECORDED SEPTEMBER 11, 2007 IN BOOK 1 OF SHORT PLATS, PAGE 248 AND 249.
  - 10 UTILITY EASEMENT RECORDED SEPTEMBER 11, 2007 IN BOOK 1 OF SHORT PLATS, PAGE 247, 248 AND 249.
  - 11 248 AND 249.





1804 136th Place NE Ste. 1  
 Bellevue Washington 98005  
 (425)844-1408 & Fax 844-1821  
 e-mail: office@gmsearch.com

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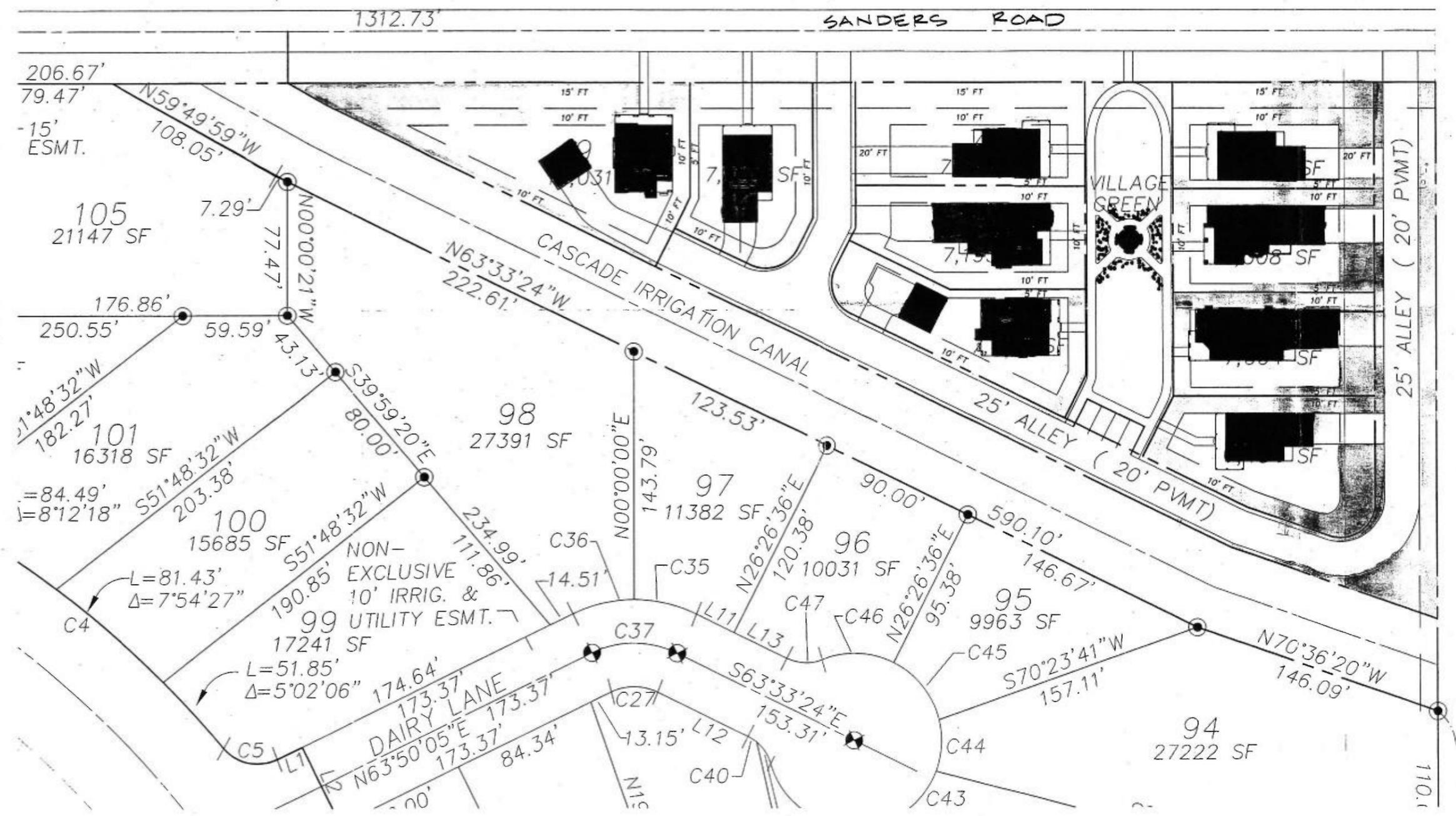


**7-LOT SHORT PLAT**  
 ELLENSBURG, WASHINGTON

**SCHEMATIC SITE PLAN**

Date: 1-21-05  
 Scale: AS SHOWN  
 Drawn: FUM  
 Job #: 0519  
 Revisions:

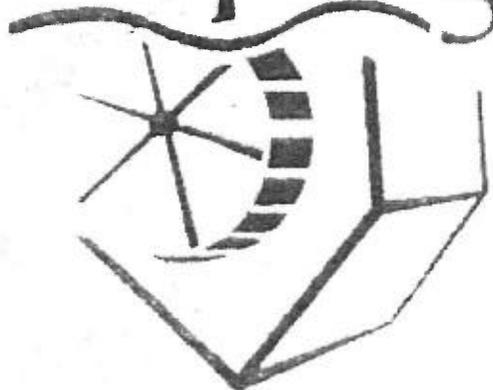
**A**  
**2.1**



SANDERS MILL MASTER PLANNED DEVELOPMENT COMMENCED IN 2000 AND PLANNING TEN YEARS PRIOR. IT HAS MULTIPLE LAND USES INCLUDING TIMOTHY PARK DUPLEX APARTMENTS AND GREENFIELD PARK 55 AND OLDER ADULT HOUSING. IT HAS 16 ACRES OF LAND DESIGNATED IN THE COMP PLAN FOR RH, HIGH DENSITY HOUSING. SANDERS MILL HAS STREET TREES ON ALL STREETS AND A STRONG HOMEOWNERS ASSOCIATION.

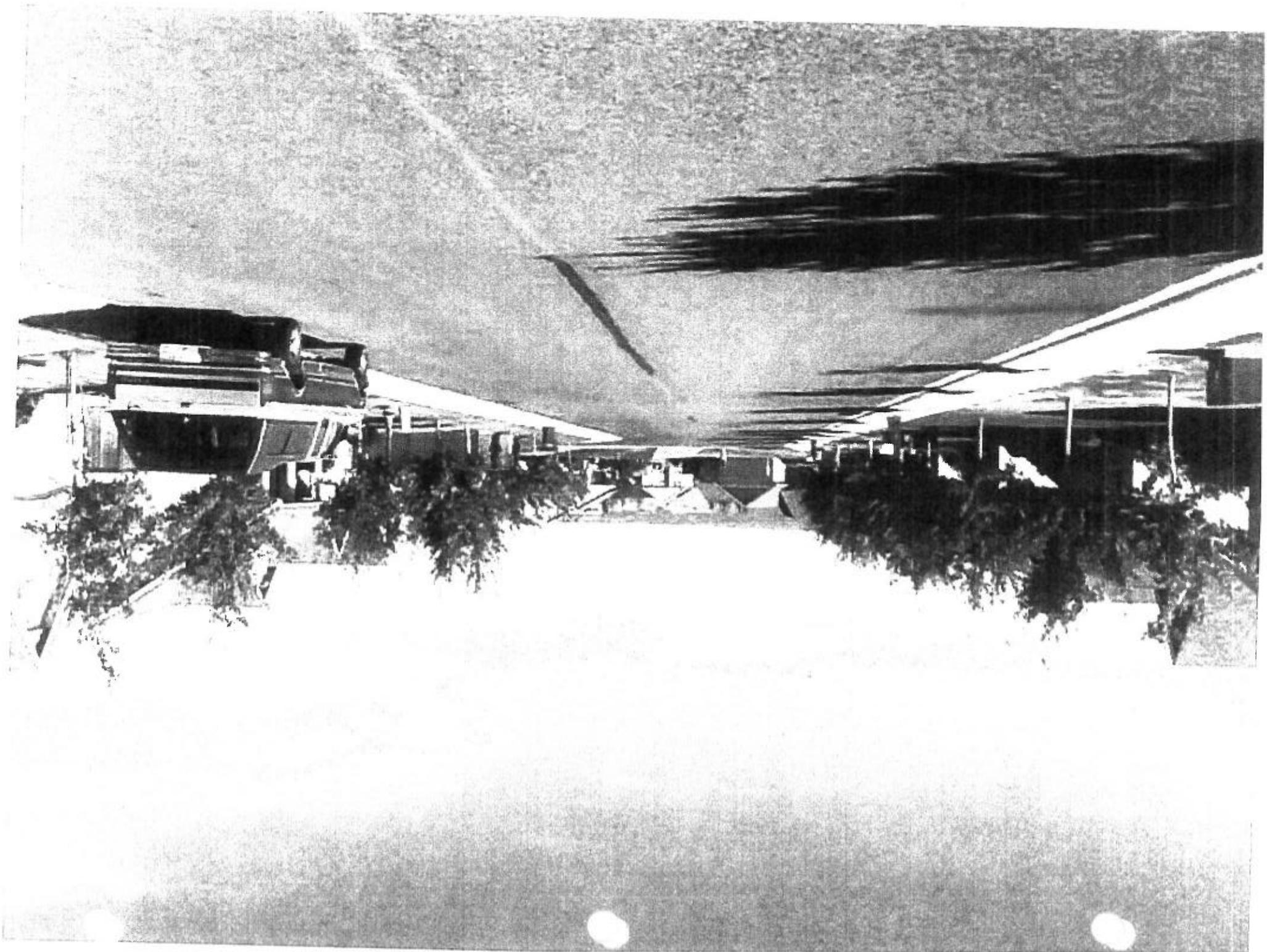
PLEASE GRANT THE EXCEPTION ON STREET SCAPE DESIGN FOR MASTER PLANNED COMMUNITIES STARTED PRIOR TO THE LDC.

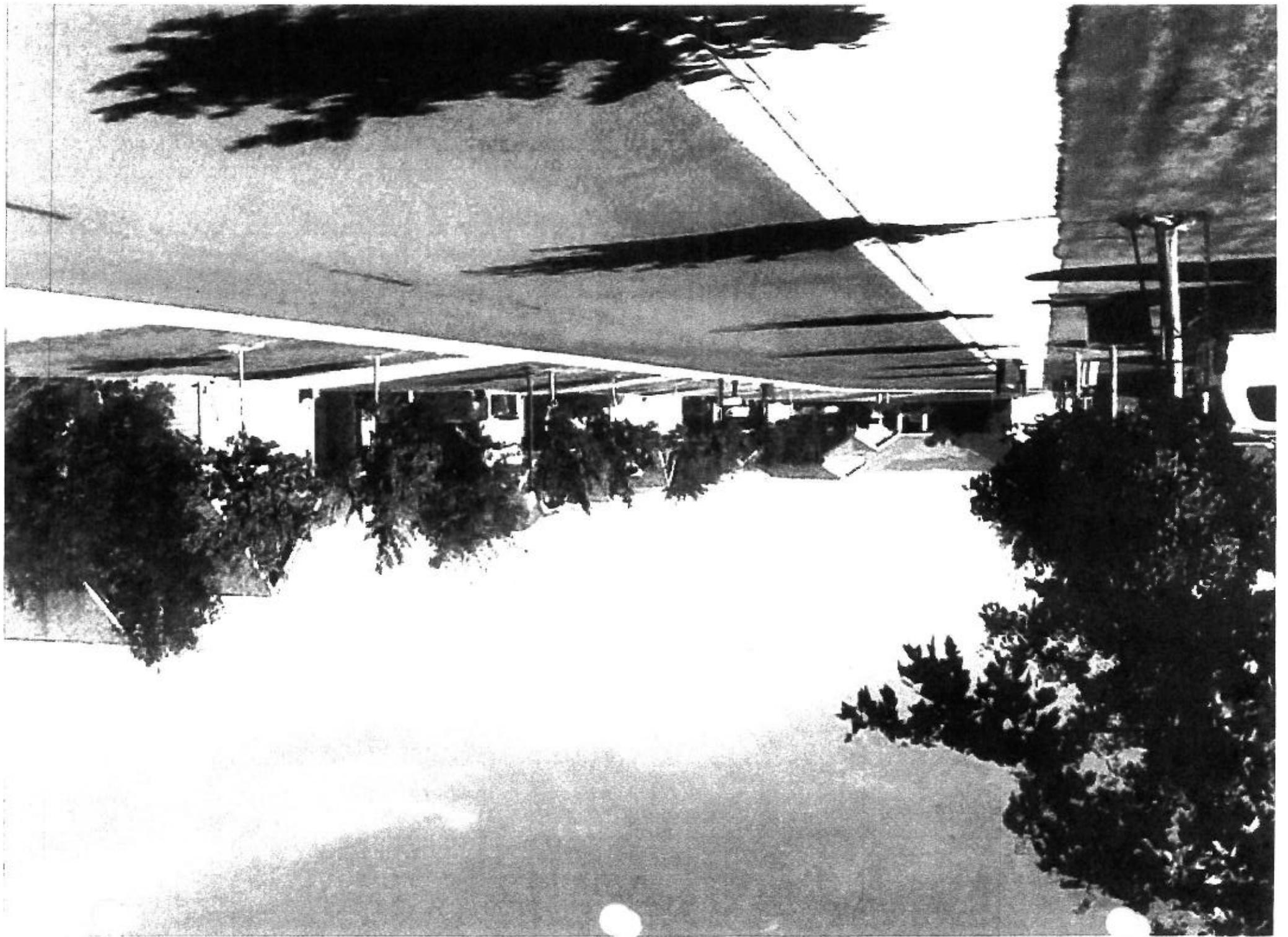
Sanders  
Mill

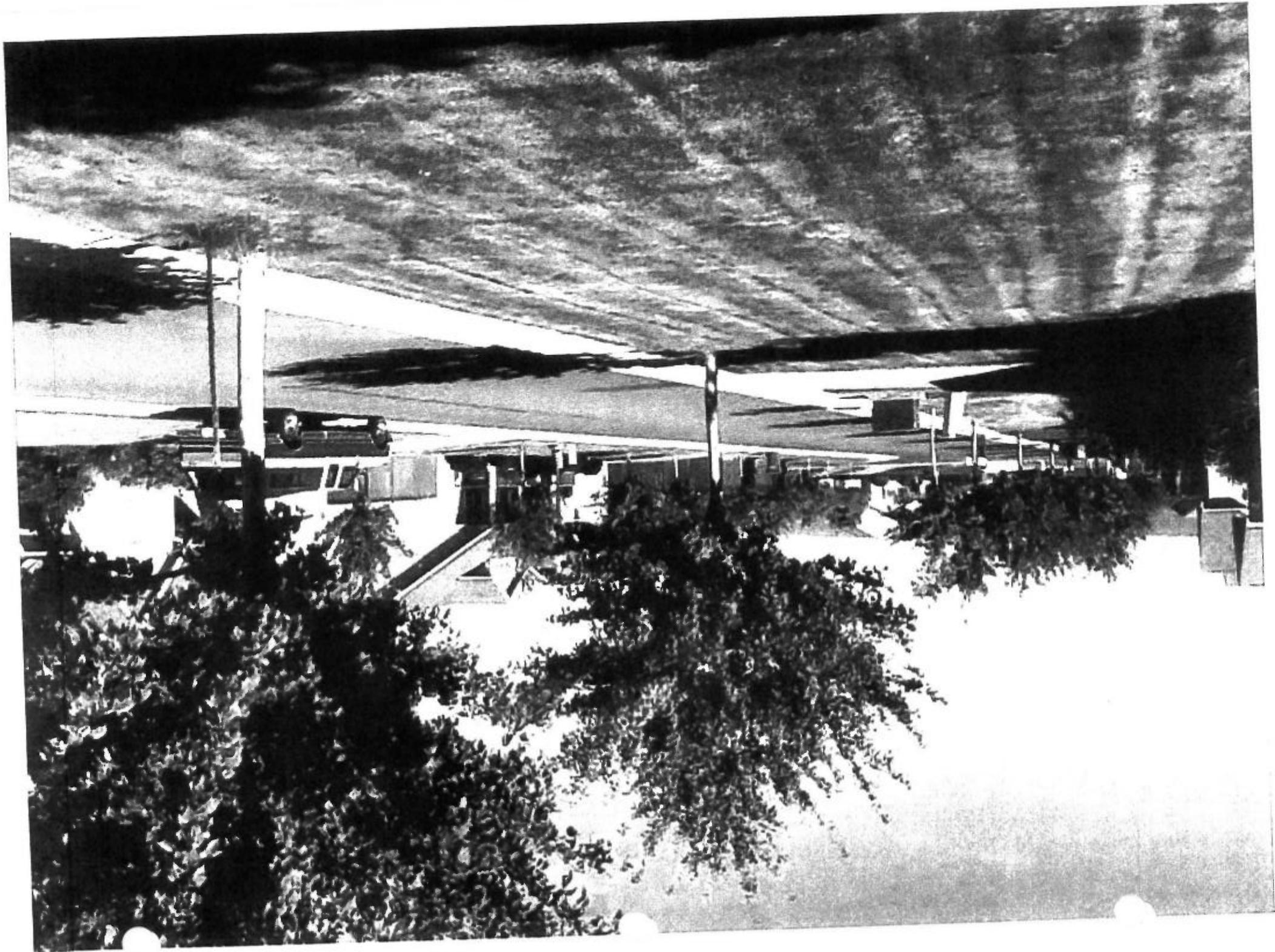


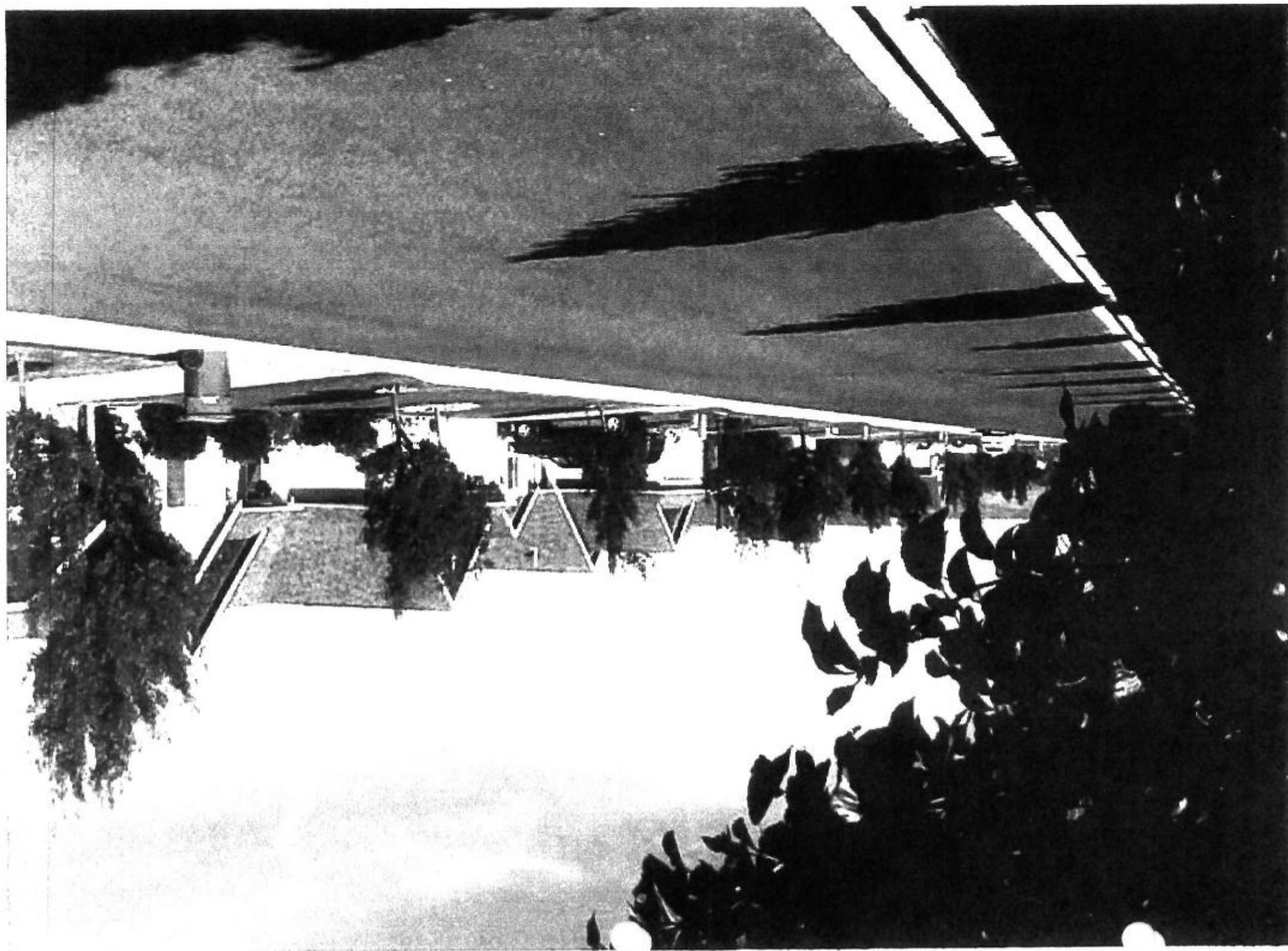


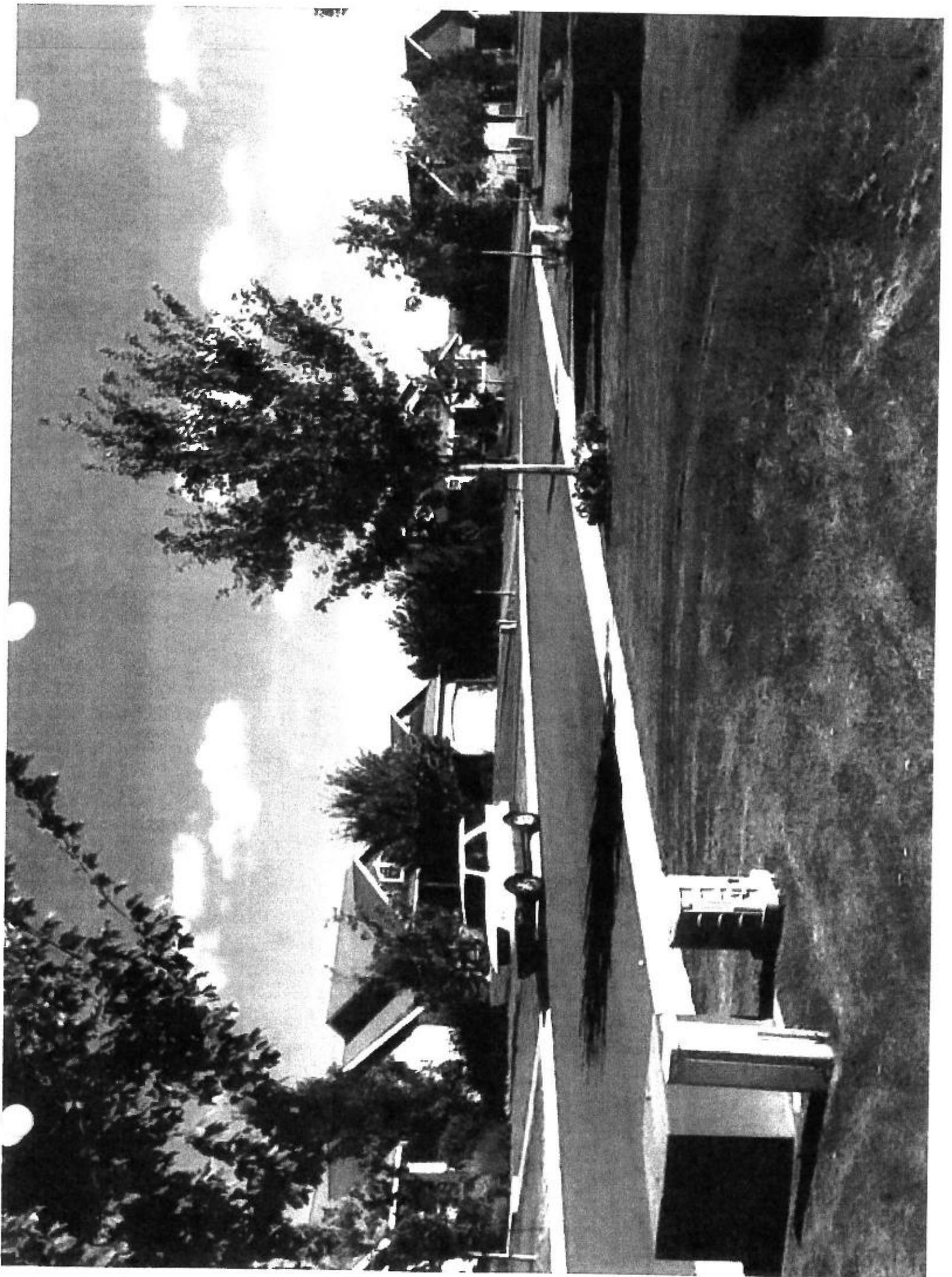


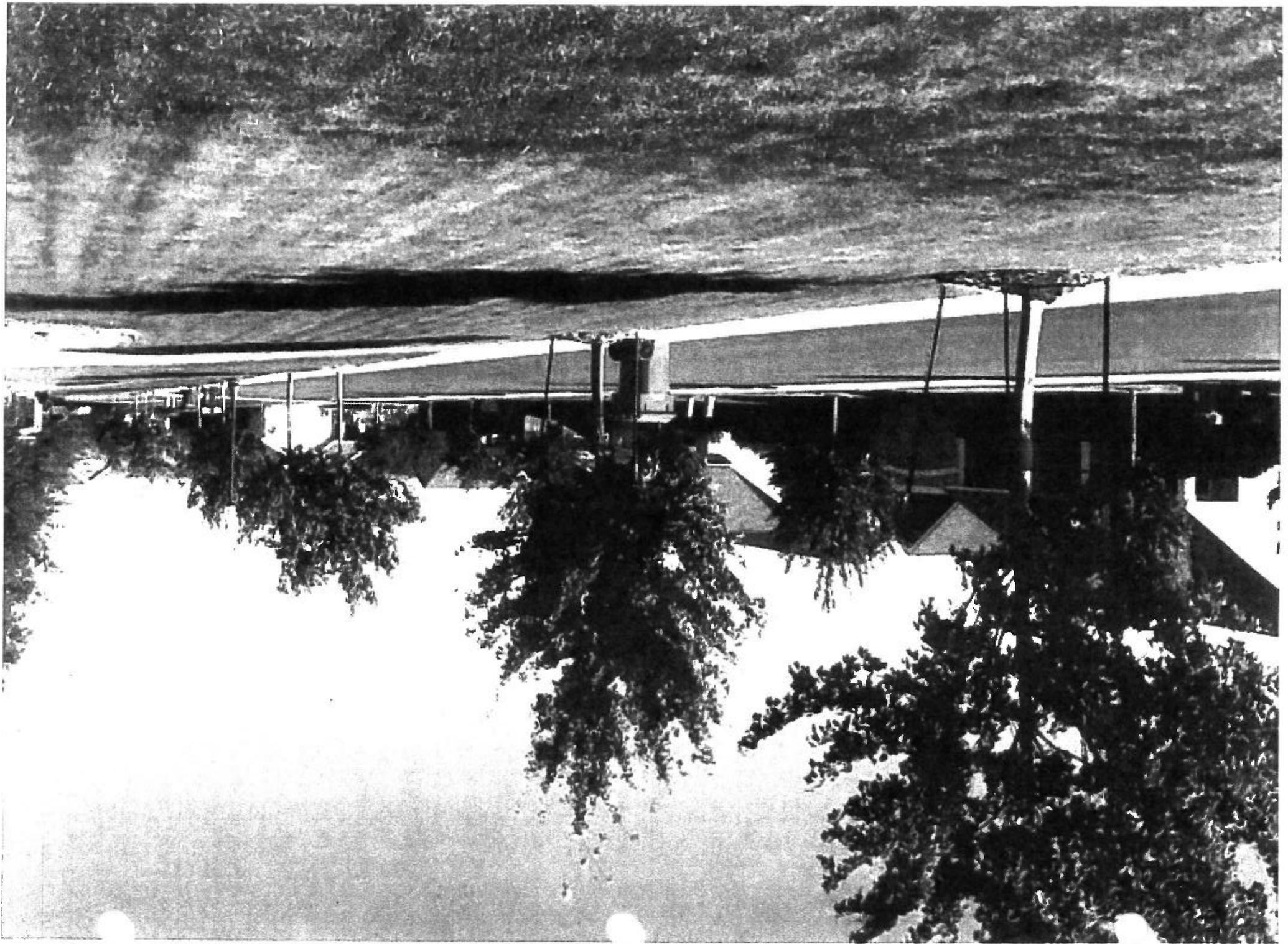












THE URBAN GROWTH AREA IS DIFFERENT THAN OLD ELLENBURG IN MANY WAYS:

① IT IS NOT WALKING DISTANCE TO RETAIL, CHURCH, PARK, OR SCHOOL... IT IS AUTOMOBILE CENTRIC ☹

② IT IS CHARACTERIZED BY DIFFERENT LAND USE PATTERNS AND BARRIERS, IE IRRIGATION CANALS, CRITICAL AREAS, TOPOGRAPHY, ETC

③ IT HAS EXISTING STREET & STREETSCAPES ESTABLISHED WITHIN 50' ROW.

### North Ellensburg plats



Map Center: Township:18 Range:18 Section:26

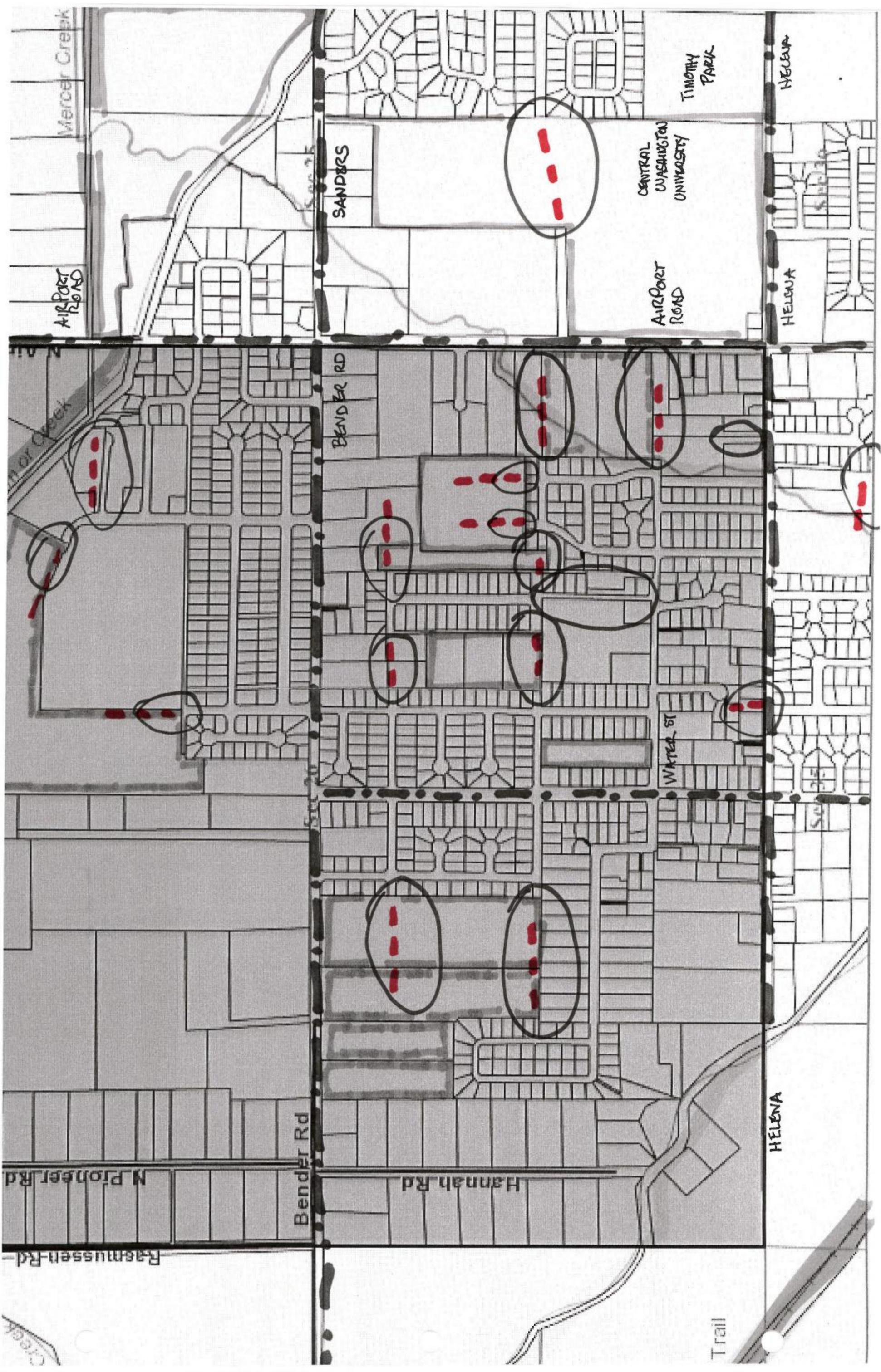
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WOULD IT BE PRUDENT FROM  
A COST AND COMPATIBILITY  
TO EXISTING STREET DESIGNS  
TO ALLOW THE CIRCLED  
CONNECTION TO BE MADE IN  
A MANNER CONSISTENT WITH  
PUBLIC WORKS DEVELOPMENT  
STANDARDS IN EXISTENCE  
PRIOR TO THE LDC?

IF SO MANDATORY STREET TREES  
COULD BE ADDED ON THE  
PLATTED LOT SIDE OF THE  
SIDE WALK.



Mercer Creek

AIRPORT ROAD

SANDERS

CENTRAL WASHINGTON UNIVERSITY

TIMOTHY PARK

HELENA

AIRPORT ROAD

HELENA

BENDER RD

WATER ST

HELENA

Bender Rd

Hannah Rd

N Pioneer Rd

Rasmussen Rd

Trail

EXAMINE THE FOLLOWING  
IN FULL EXAMPLES.

WHEN WAIVER EXISTS FOR  
VEHICLE CONNECTIONS AT  
660' SO SHOULD PEDESTRIAN  
WAIVERS EXISTS. THERE ARE  
NO DESTINATIONS FOR THESE  
PEDESTRIAN IMPROVEMENT IN  
A WAIVER AT 660'.

SEE PROPOSED EDIT.

City of Ellensburg  
Land Development Code Update

- b. Design. Pedestrian accessways shall be constructed to sidewalk standards for Local Access Roads or be designed as a multi-use trail per direction in the Non-Motorized Transportation Plan (ADD LINK). Also see Section 3 (Street Design) of the public works development standards(ADD LINK). Alternative designs may be considered where significant environmental constraints are present;
  - c. Safety. The accessway shall incorporate design treatments that avoid a "tunnel effect" in the corridor and create a potential safety problem. Design solutions could involve the width, length, and/or the alignment of the corridor, height of fences adjacent to the corridor, lighting treatments, and/or the proposed landscaping along the corridor;
  - d. Accessibility. Pedestrian accessways shall conform to applicable ADA requirements, except where not required by applicable ADA rules and regulations;
  - e. The city may require landscaping as part of the required pedestrian accessway improvement to buffer pedestrians from adjacent vehicles and land uses. Plantings shall emphasize drought tolerant and low maintenance materials and shall maintain adequate visibility for safety; and
  - f. Where pedestrian accessways are privately owned, they shall be operated and maintained by the developer until: (1) the declaration and covenants for plat are recorded, and (2) a homeowners organization has been established which shall be legally responsible for the operation and maintenance of the pedestrian accessway.
- B. Residential zones.** New residential developments shall provide an integrated and connected network of streets to help provide a sense of place and orientation and provide multiple travel route options for all users. A street network dominated by long, irregular loop roads and cul-de-sacs is not appropriate. The following standards apply to new development in the residential zones.
- 1. Blocks shall be designed to provide pedestrian and vehicular connections at intervals no greater than 660 feet.
  - 2. DEPARTURES to the standard in paragraph (1) will be considered by the reviewing authority per ECC 15.210.060 provided the alternative design meets the purposes of the standards (see ECC 15.420.010) and meets the following criteria:
    - a. A departure provides the opportunity for a public open space or other public amenity that goes well beyond minimum standards herein. For example, a larger block could allow for the development of a compact village of homes around a centralized open space; and
    - b. Departures meeting criteria set forth in paragraph (a) above allow configurations with vehicular connections at intervals greater than 660 feet, but no greater than 1,000 feet, except when the following conditions are present: Where topography, right-of-way, existing construction or physical conditions, or other geographic conditions prevent compliance or impose an unusual hardship on the applicant, the reviewing authority shall relax the standards provided the proposed design maximizes pedestrian and vehicular connectivity on the site given the constraints where otherwise provided in paragraph (2) above.

PEDESTRIAN AND  
ADD

- b. Design. Pedestrian accessways shall be constructed to sidewalk standards for Local Access Roads or be designed as a multi-use trail per direction in the Non-Motorized Transportation Plan (ADD LINK). Also see Section 3 (Street Design) of the public works development standards(ADD LINK). Alternative designs may be considered where significant environmental constraints are present;
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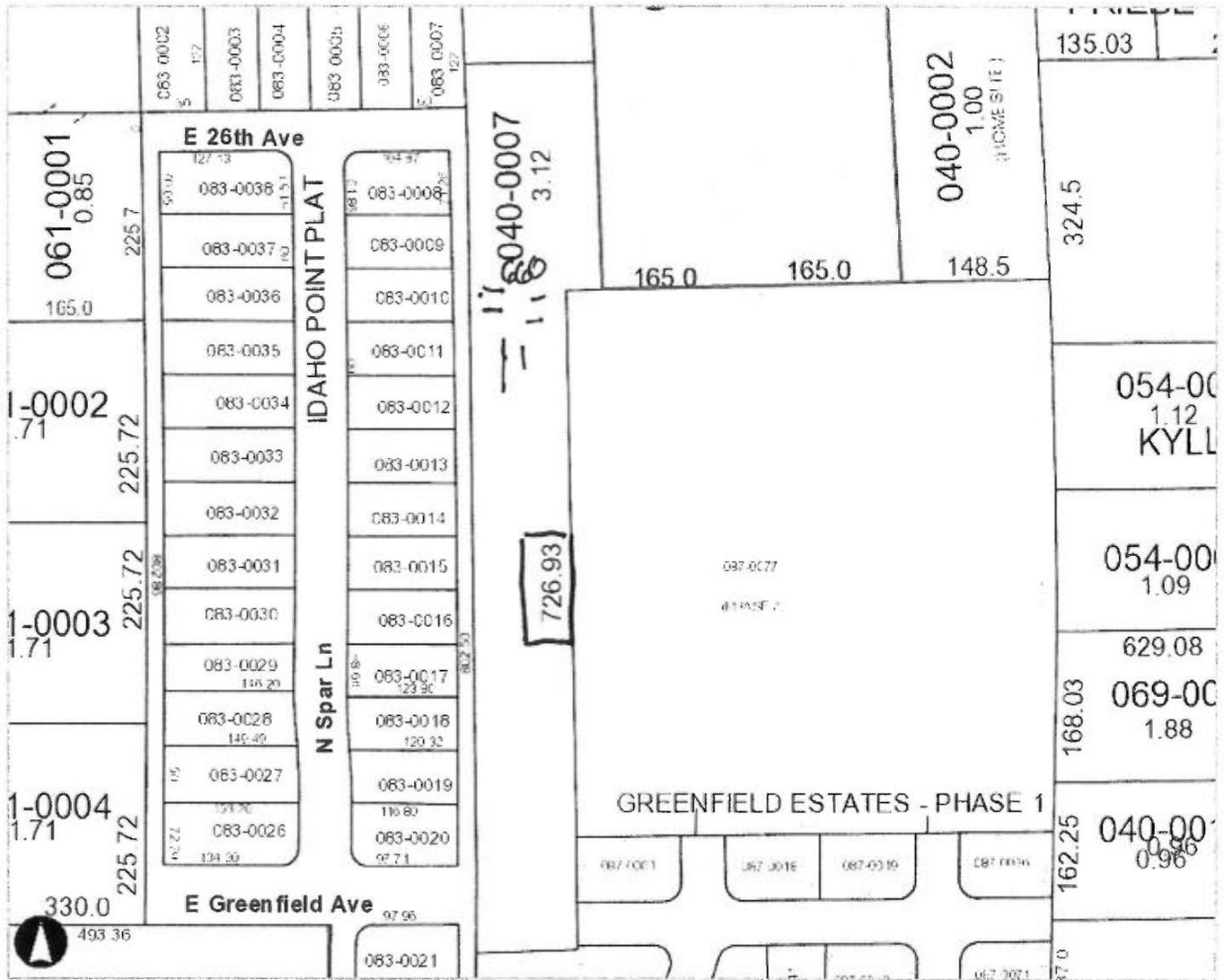
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New  
08.12.13  
→

IN FULL EXAMPLES OF TAX LOTS  
UNPLAYED IN NORTH  
BURNSBURG UGA ... SHOWING  
NO PROFESSIONAL OR VEHICULAR  
OPPORTUNITIES AT GGO!

Enter title here



Map Center: Township:18 Range:18 Section:26

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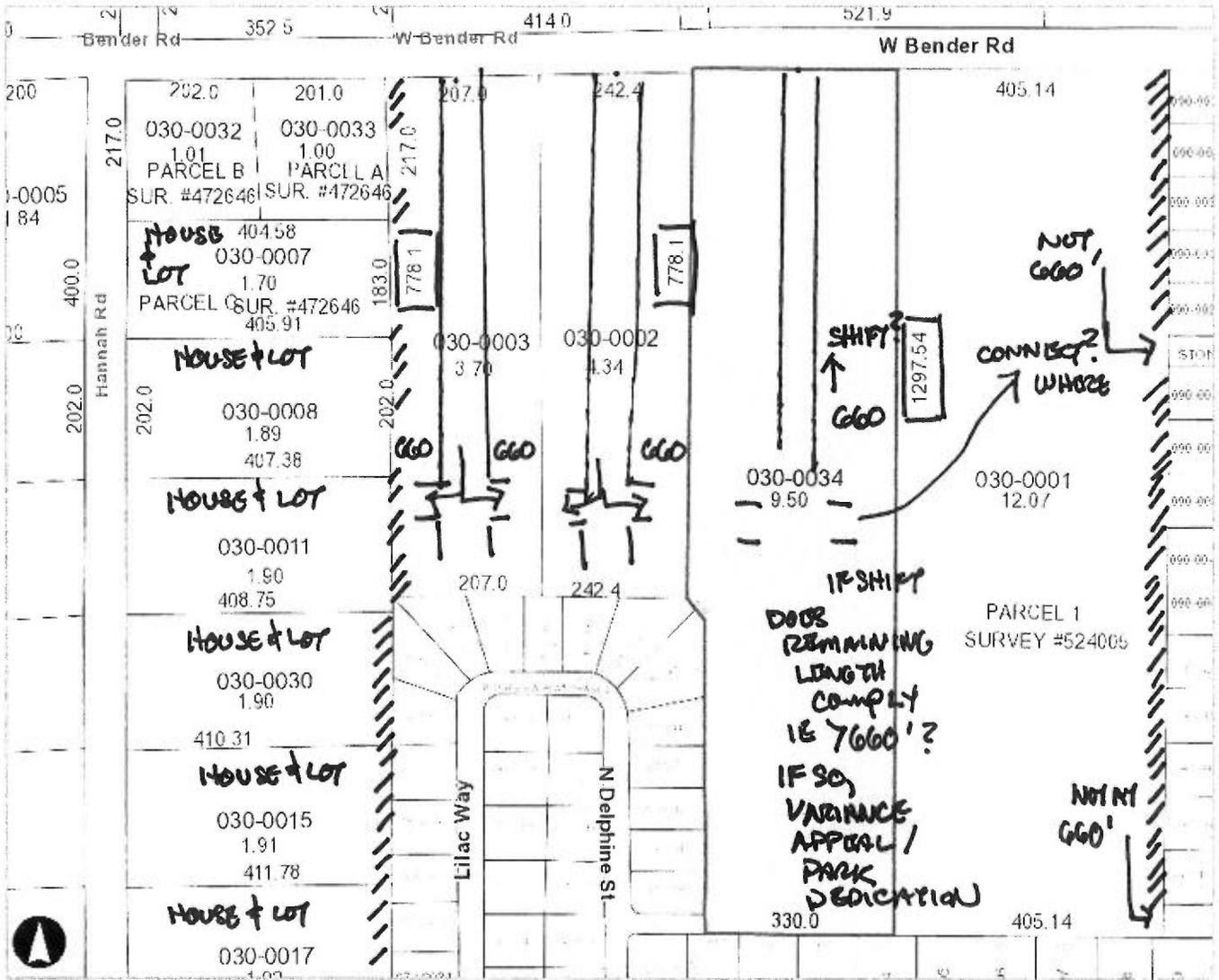


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NO BUILDING PERMIT BECAUSE OF NON COMPLIANCE  
 W/ ZONING .... IE 4 DU/ACRE?  
 PERMITTED BEFORE ADOPTION OF LDC?

Enter title here



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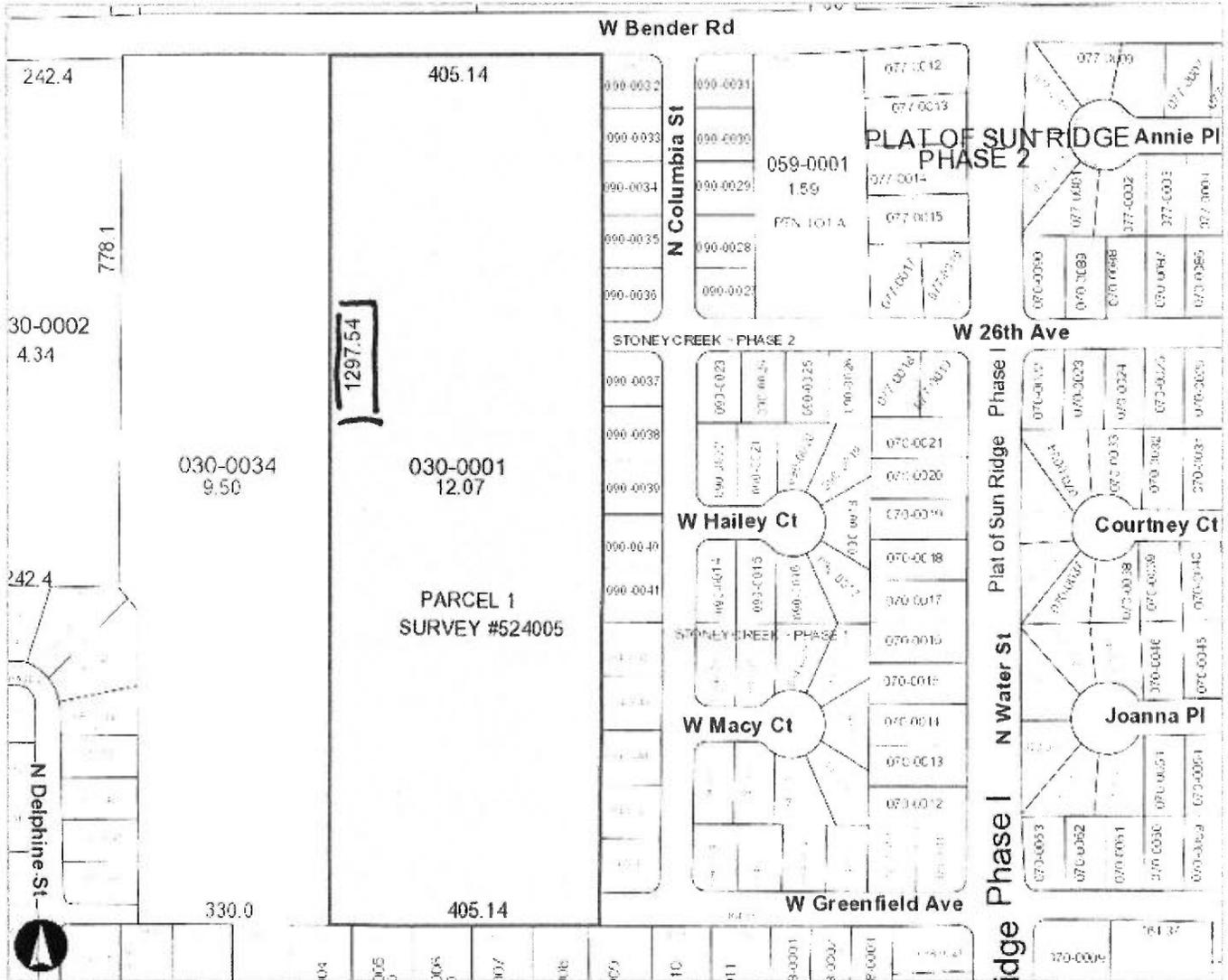
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- PARCEL 030 - 0003 TO THE WEST / NO WHIRE TO GO WITH CROSS STREET. APPLICANT TO HEADINGS EXAMINER, APPEAL TO COUNCIL? DEDICATION OF PARK OR PUBLIC AMOUNTY PER QUANTITY THAN 660' DEPARTURE? PARKS DEPARTMENT TO MAINTAIN?
- PARCEL 030 - 0001 TO EAST / CROSS STREET NOT AT 660. WHAT HAPPENS? HEADINGS EXAMINERS VARIANCE ... APPEAL TO COUNCIL? PARK DEDICATION AND TOP OF PARK IMPACT FEES OR PUBLIC NOT? WHAT SIZE, WHAT AMOUNT? ARBITRARY & CAPRICIOUS?

Enter title here



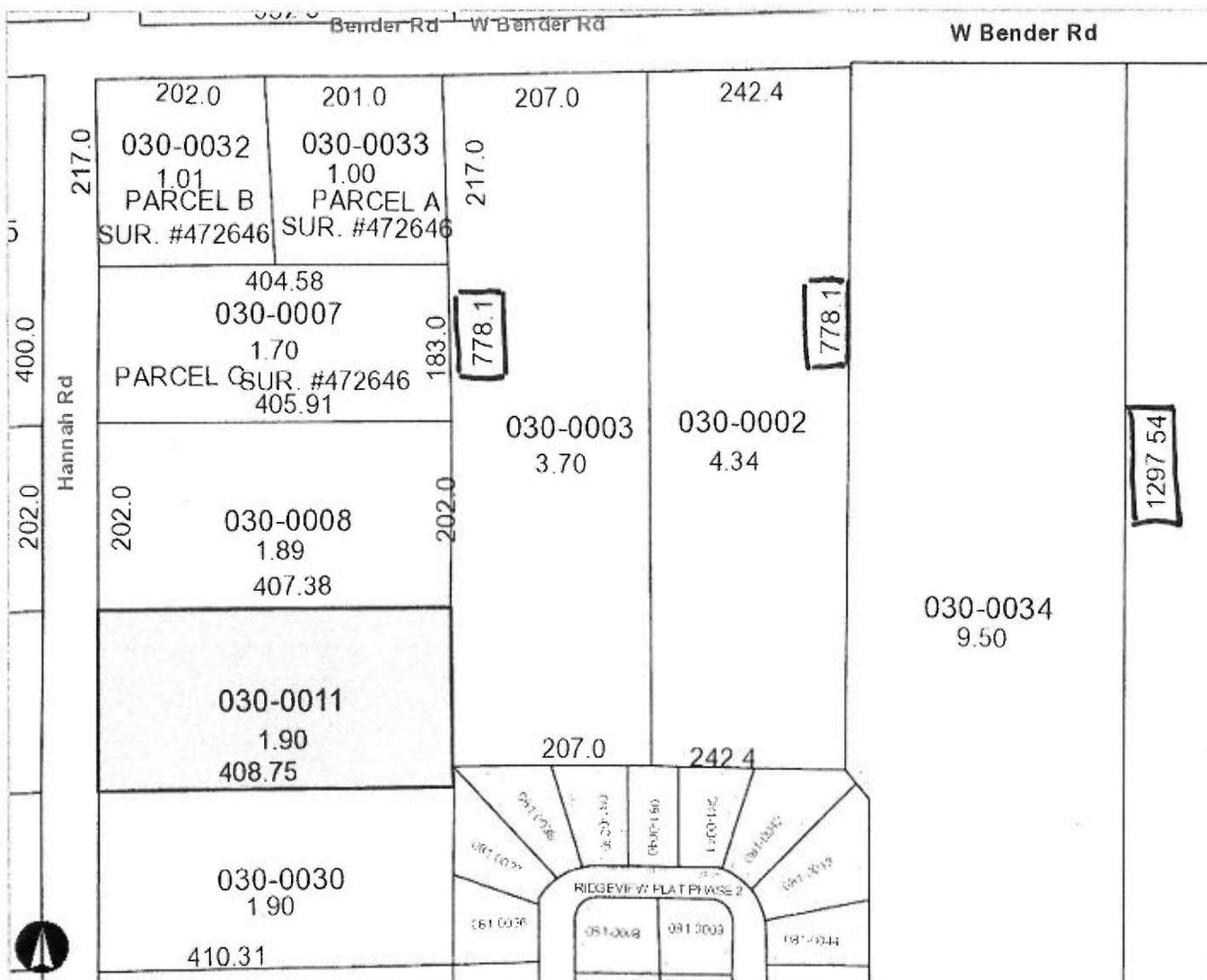
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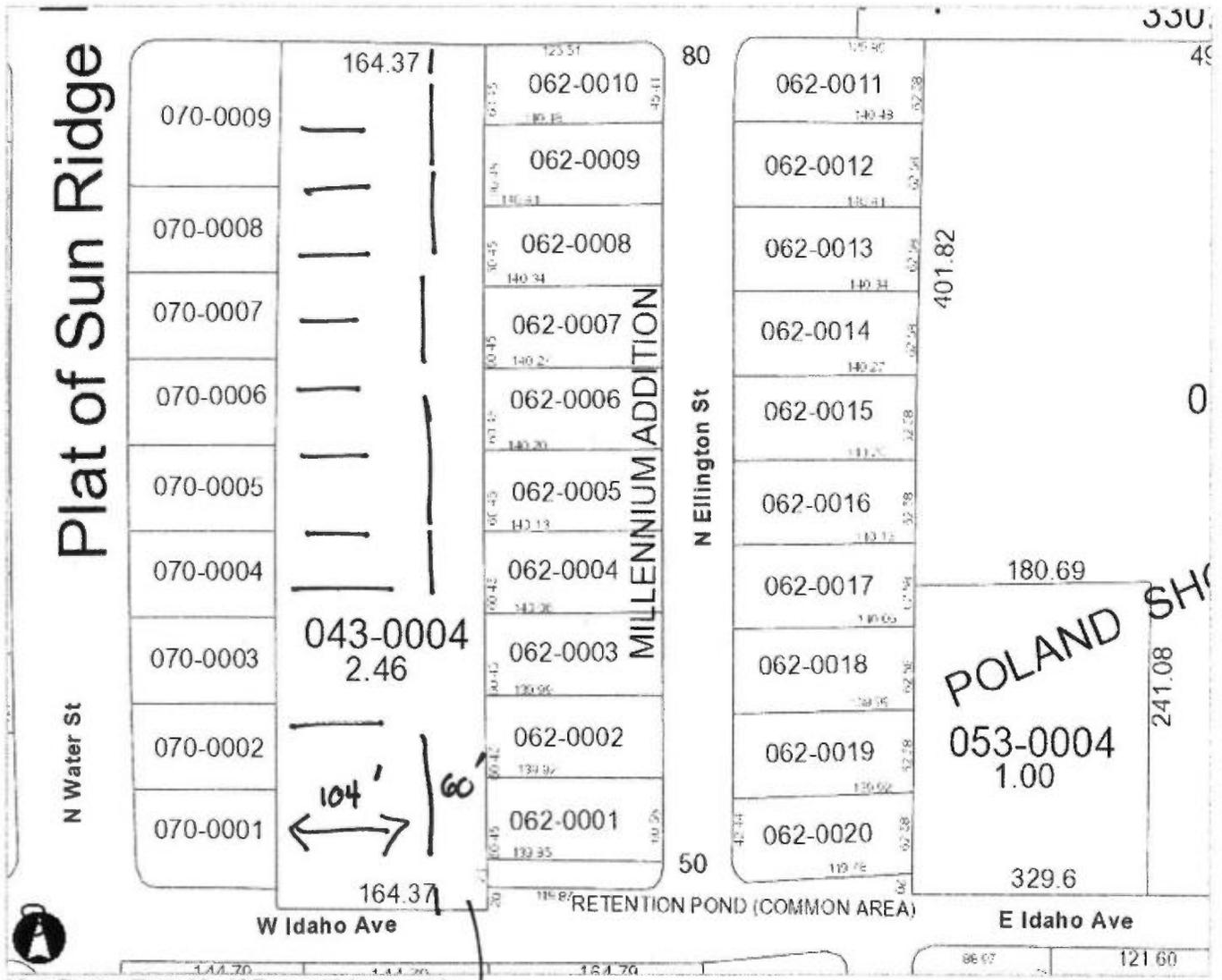
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60 FEET ROW

104 NET LOT 104 ±

WOULD HAVE CREATED DOUBLE FRONTAGE LOTS

WHICH IN ORIGINAL DRAFT WERE PROHIBITED ....

NOW PERHAPS PERMITTED

Enter title here



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**CRITICAL AREAS: AFTER IMPOSITION OF CRITICAL AREA SETBACKS, IS IT REASONABLE TO EITHER DENY A BUILDING PERMIT FOR FAILURE TO HAVE 4FO/M MINIMUM OR IS IT EVEN DESIRABLE TO FORCE A MINIMUM LOT SIZE ON THESE PARCELS**

Enter title here

NO ACCESS OPPORTUNITY



Map Center: Township:18 Range:18 Section:26

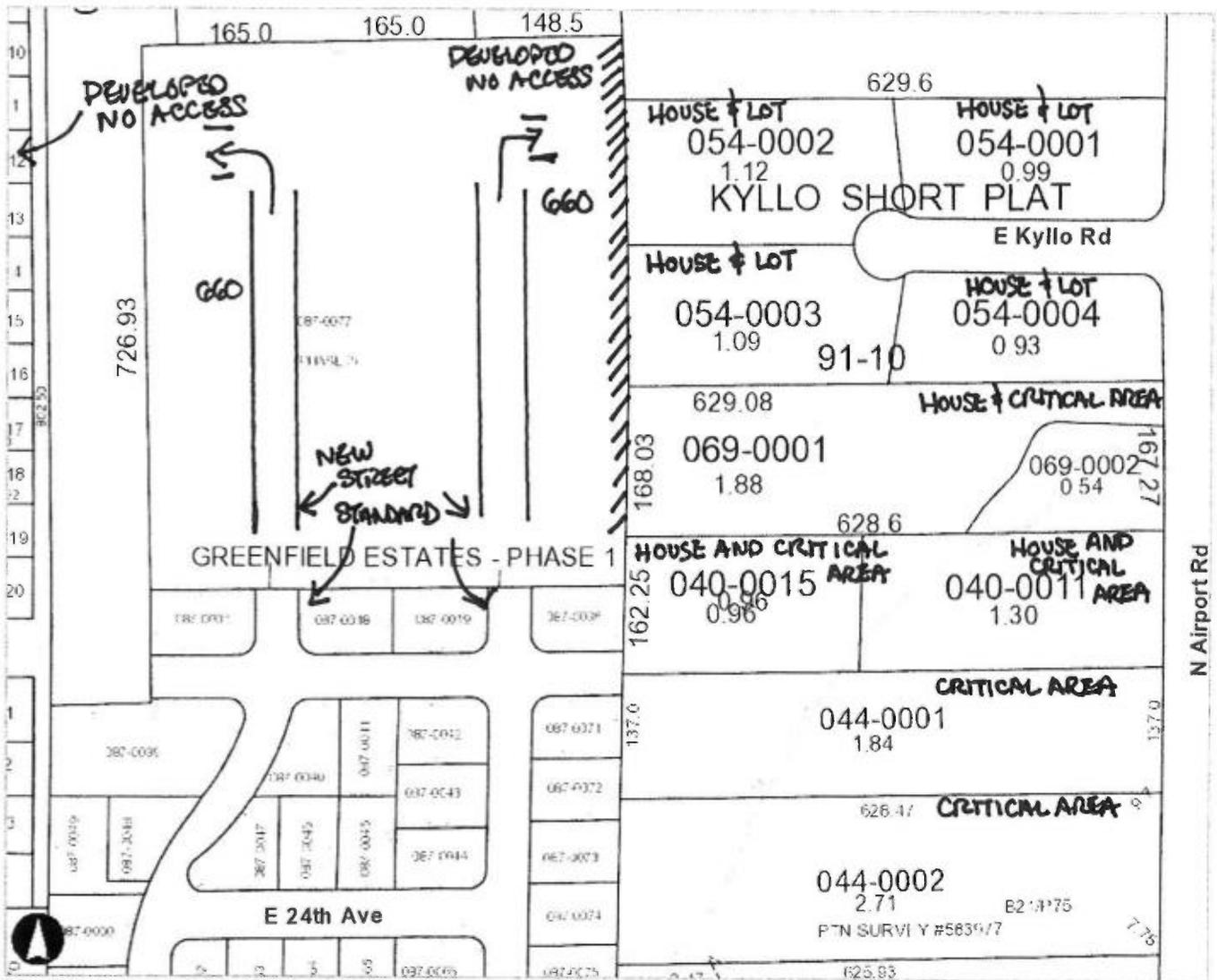
AT 20 FEET?  
FROM 34....

EXISTING HALF STREET. WITH NEW LOC OTHER SIDE OF THE STREET WILL BE DIFFERENT.

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- AT 600 THERE WILL BE A REQ'D CROSS STREET. VARIANCE TO HEARING EXAMINER, APPEAL TO COUNSEL? PARK OR PUBLIC AMENITY DEDICATION, HOW BIG; DOES PARKS DEPARTMENT WANT TO MAINTAIN?
- DO PEOPLE REALLY WANT TWO DIFFERENT STREET SECTIONS ON EITHER SIDE OF THE STREET? DO PROPERTY OWNERS KNOW THAT AFTER THEY BOUGHT PROPERTY BASED ON A SET OF RULES THAT THE INFRASTRUCTURE RULES & COSTS HAVE CHANGED?
- ON EAST GREENFIELD NOW FOR 180 FEET THE ROAD SECTION WILL EITHER BE THE SAME OR MUCH NARROWER ... LIKE 20 FEET FROM 34 FEET CURB TO CURB?

Enter title here



Map Center: Township:18 Range:18 Section:26

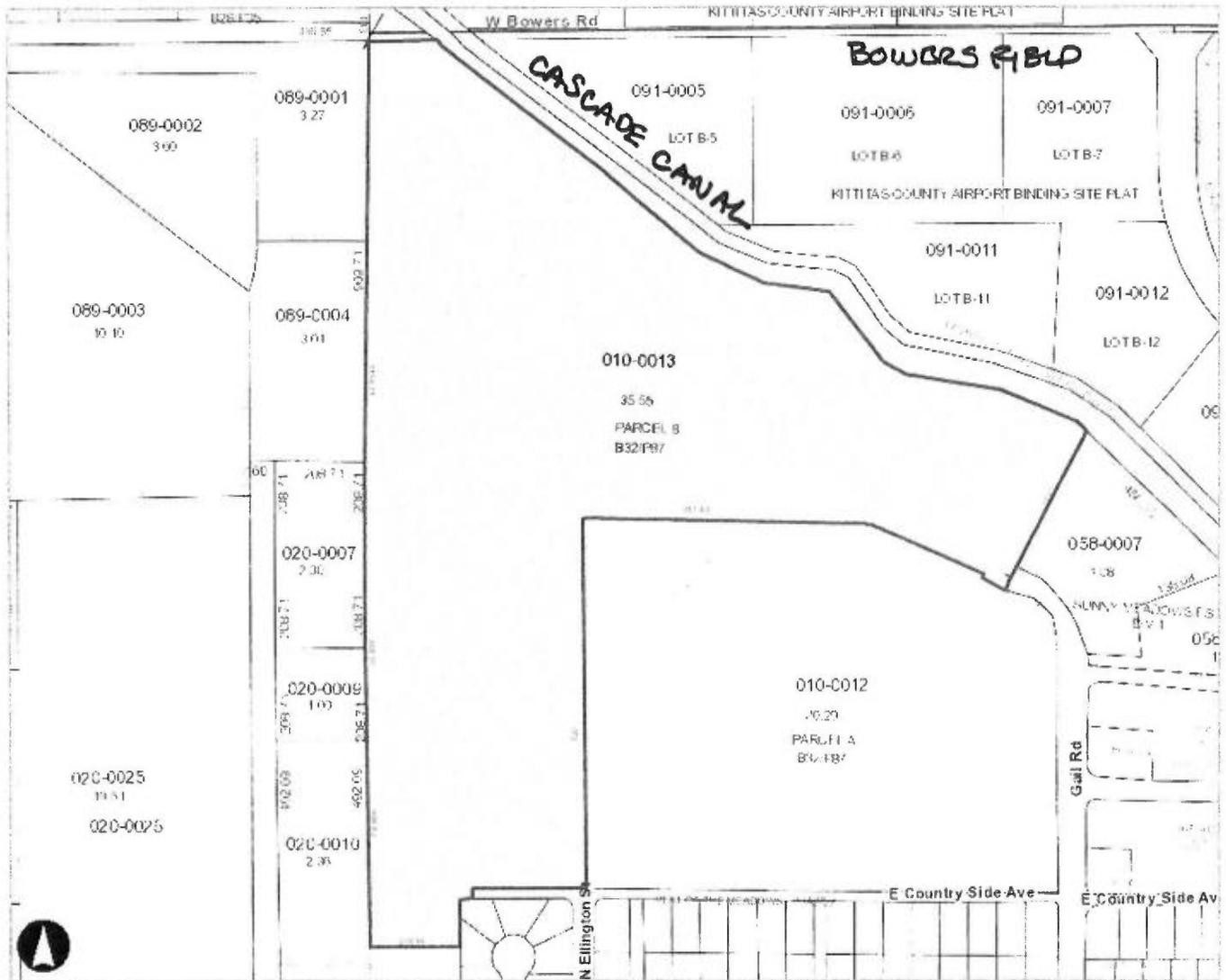
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- WHERE DOES 660 FEET GET MEASURED FROM? ON SUBJECT PROPERTY OR ADJACENT CROSS STREET?
- AT 660 FEET WHAT DO WE DO? PUBLIC HEARING TO HEARING EXAMINER FOR VARIANCE?
- IS A PARK REQUIRED TO EXTEND BEYOND 660 FEET?
- DOES THE PARKS DEPARTMENT WANT A PARK THAT IS POCKET? HOW BIG A POCKET PARK? WHAT KIND OF PUBLIC AMENITY?
- WILL THE PROPERTY OWNER GIVE UP AND NOT ~~WANT~~ DEVELOP?
- WILL APPLICANT BE WILLING TO DEVELOP TO A DIFFERENT STREET STANDARD THAN WHEN HE PURCHASSED HIS PROPERTY?
- DID THIS PROPERTY OWNER EVEN KNOW EVERYTHING CHANGED?

Enter title here



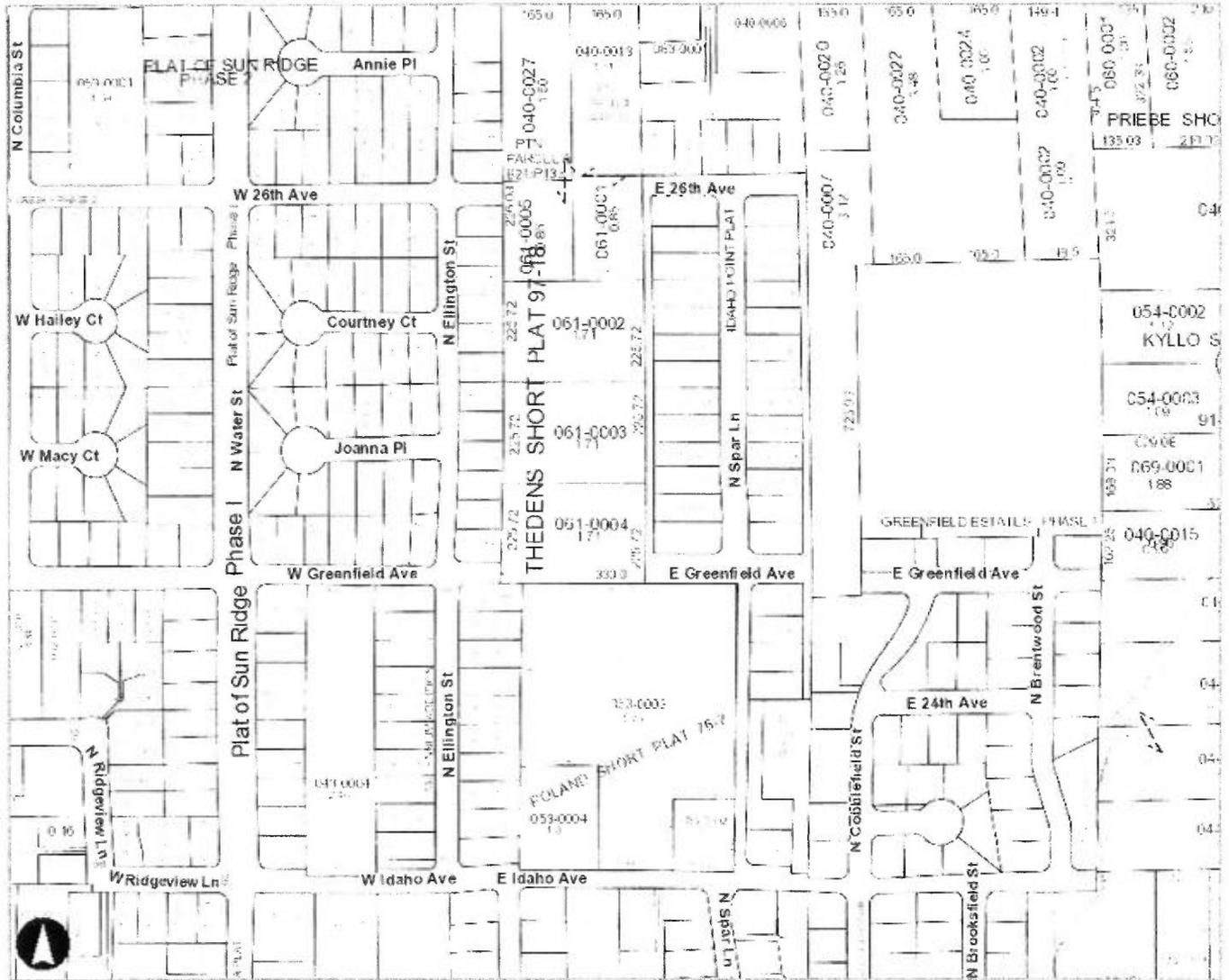
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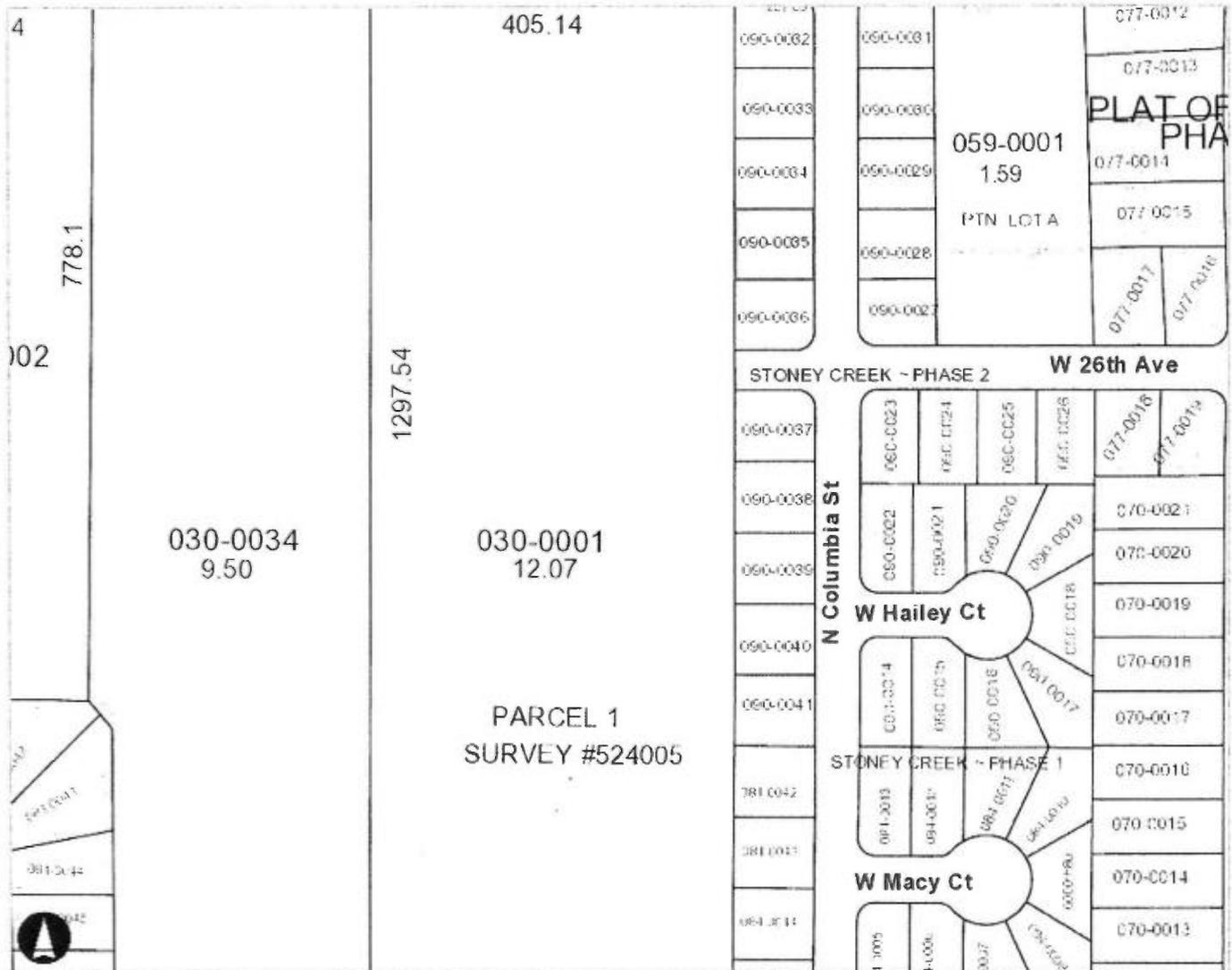
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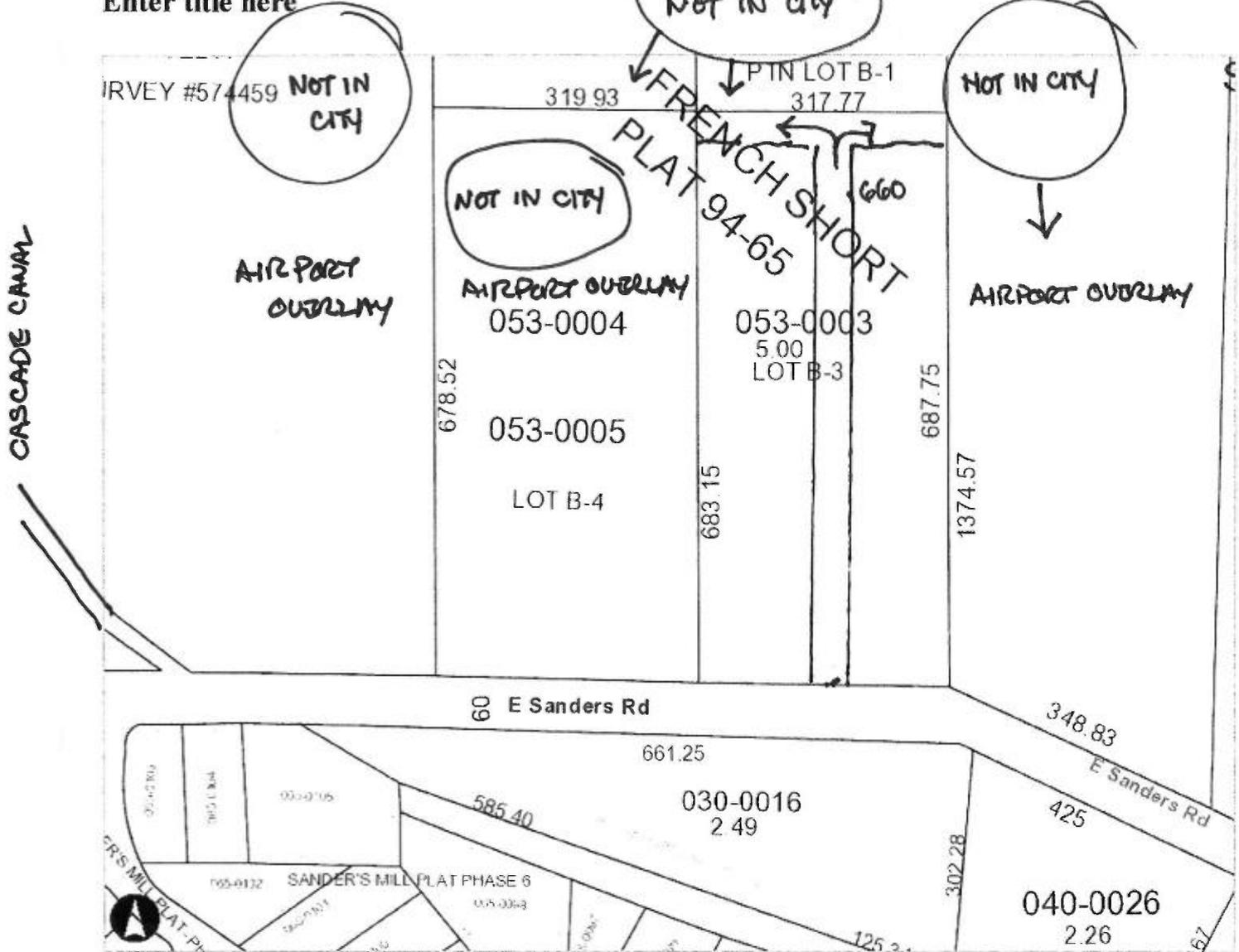
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### BOWERS FIELD

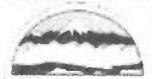
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Map Center: Township:18 Range:18 Section:25

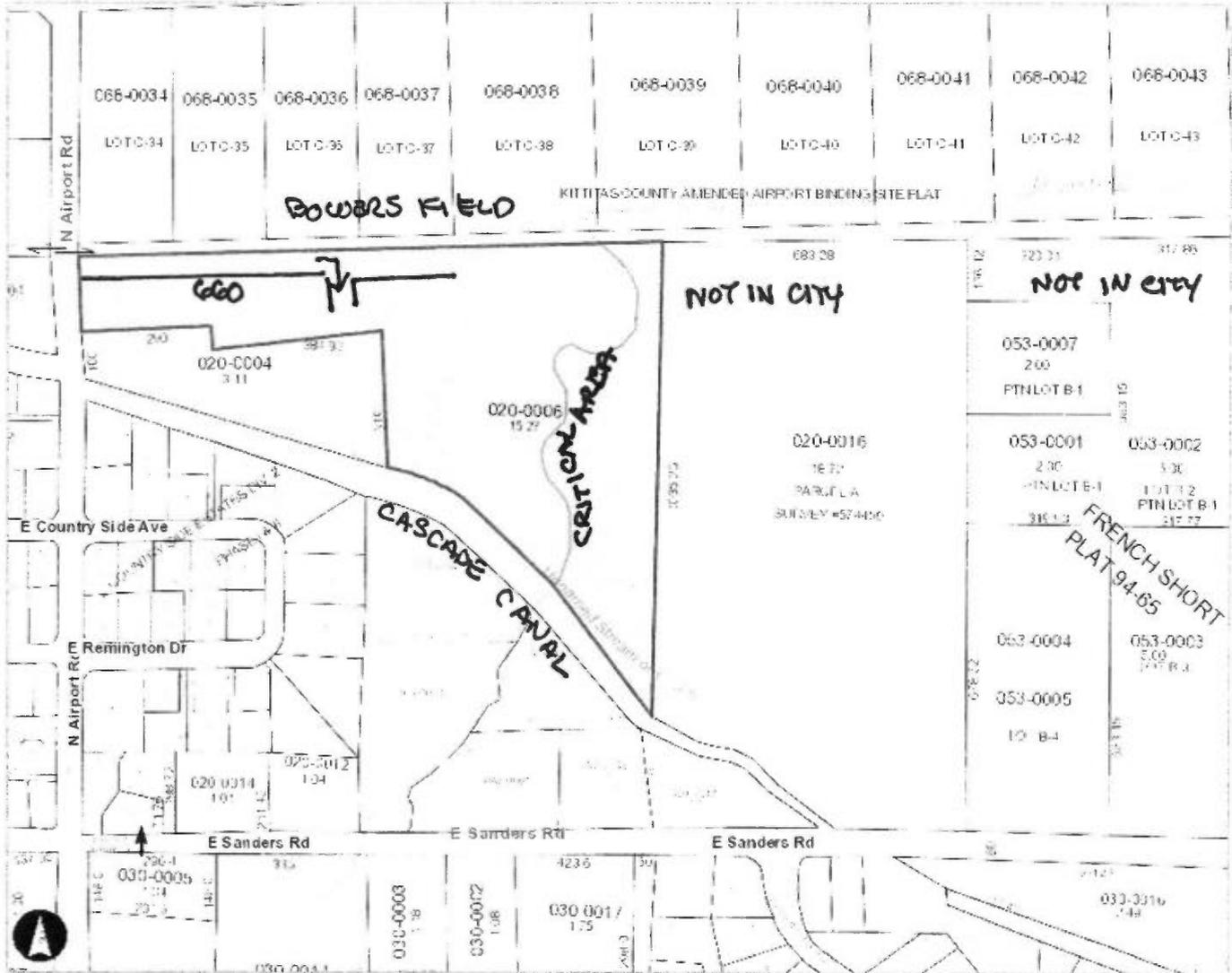
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- ROAD WITH CROSS STREET AT 660 FT. WHERE WILL CROSS STREET GO? ADJACENT PARCELS NOT IN CITY. TO THE NORTH BOWERS FIELD. TO THE WEST CASCADE CANAL. BOTH ARE BARRIERS TO THROUGH STREETS. MERCER CREEK LIES TO THE WEST FLOWING FROM NORTH TO SOUTH .... ALSO A BARRIER TO A ROAD / CROSS STREET HEADING WEST.

Enter title here



Map Center: Township:18 Range:18 Section:25

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- PARCEL IS IN AIRPORT OUSLAY HAS CRITICAL AREA AND WOODS CREEK, HAS BOWERS FIELD TO THE NORTH AND CASCADE CANAL TO THE SOUTH.
- THIS PARCEL IS ANNEXED INTO THE CITY. LDC WILL APPLY.
- AT 660 CROSS STREET TO WHERE / PEDESTRIAN CROSSING TO WHERE?
- IF VARIANCE WILL THERE BE A PUBLIC HEARING TO HEARING EXAMINER AND APPEAL TO CITY COUNCIL? WILL THERE BE A DEPARTURE FOR DISTANCE BEYOND 660 REQUIRING A DEDICATION OF PUBLIC PARK OR AMENITY? WILL PARKS DEPARTMENT MAINTAIN? HOW BIG A PARK DEDICATION IN ADDITION TO PARK IMPACT FEES?
- OBVIOUSLY LOTS WILL NEED TO EXCEED ALL MINIMUMS OR DID COUNCIL DECIDE THAT MINIMUMS DID NOT APPLY IN AIRPORT OUSLAY WHERE SOME ARE 1 ACRE AND SOME AT 3 ACRES?

Enter title here



Map Center: Township:18 Range:18 Section:25

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15.540 HOUSING TYPE STANDARDS

15.540.020 SINGLE FAMILY DESIGN STANDARDS

B. ENTRIES AND FACADES

AT LEAST 8% TO 10% OF FACADE

THIS IS NEEDED SINCE ENERGY CODE AND INTERNATIONAL FIRE CODE DRIVE GLAZING STANDARDS AND WINDOW REQUIREMENTS. FROM A MARKET POINT OF VIEW PEOPLE WANT LIGHT ON THE PRIVATE LIVING AREAS NOT ON THE FRONT OF THEIR HOUSE.

## 15.540 Housing Type Standards

### 15.540.010 Purpose and applicability.

- A. **Purpose.** This section provides supplemental direction for the design of new residential developments consistent with the goals and policies of the comprehensive plan.
- B. **Applicability.** Each section herein provides standards that apply to a particular type of housing. Like all other standards in this article, the provisions herein supplement other relevant standards set forth in ECC, most notably the zoning provisions and dimensional standards set forth in ECC Chapter 15.320. Triplexes and townhouses are also subject to all other provisions in this article unless otherwise noted.

### 15.540.020. Single family design standards.

#### A. Purpose.

1. To enhance the character of the street;
2. To maintain "eyes on the street" for safety to pedestrians and to create a more welcoming and interesting streetscape;
3. To deemphasize garages and driveways as major visual elements along the street; and
4. To provide usable yard space for residents.

#### Windows and façade transparency.

1. Clear and obvious pedestrian access between the sidewalk and the building entry is required for new homes (the driveway may be used to help meet this requirement) ;
2. All new houses shall provide a covered entry with a minimum dimension of 4 feet by 6 feet. Covered entries may ~~be~~ project up to 6 feet into the front yard per ECC Chapter 15.320; and
3. At least ~~105~~ percent of the façade (all vertical surfaces facing the street) shall include transparent windows or doors. For facades facing north, at least 8 percent of the facade shall include transparent windows or doors.

8% (NOTE: REGARDLESS OF HOUSE ORIENTATION).

AMEND 15. 540. 020

### GARAGE PLACEMENT & DESIGN

FOR NARROW LOTS AND ESPECIALLY CULDESACS WHICH HAVE NARROW STREET FRONTAGES, A NARROW PROFILE HOUSE PLAN IS REQUIRED. IN THOSE SITUATIONS AS MUCH AS 60% OF THE FRONT ELEVATION WILL BE GARAGE.

IN ORDER TO BUILD NARROWER LOTS OR WHERE CULDESACS ARE REQUIRED 60% GARAGE FRONTAGE IS A NECESSARY TOOL TO MAKING THESE SITUATIONS WORK

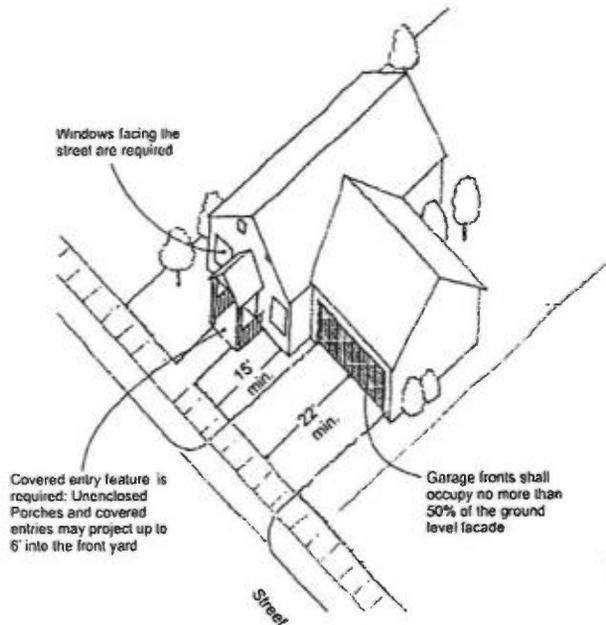


Figure 15.540.020(B). Single-family design requirements.

**C. Garages placement and design.**

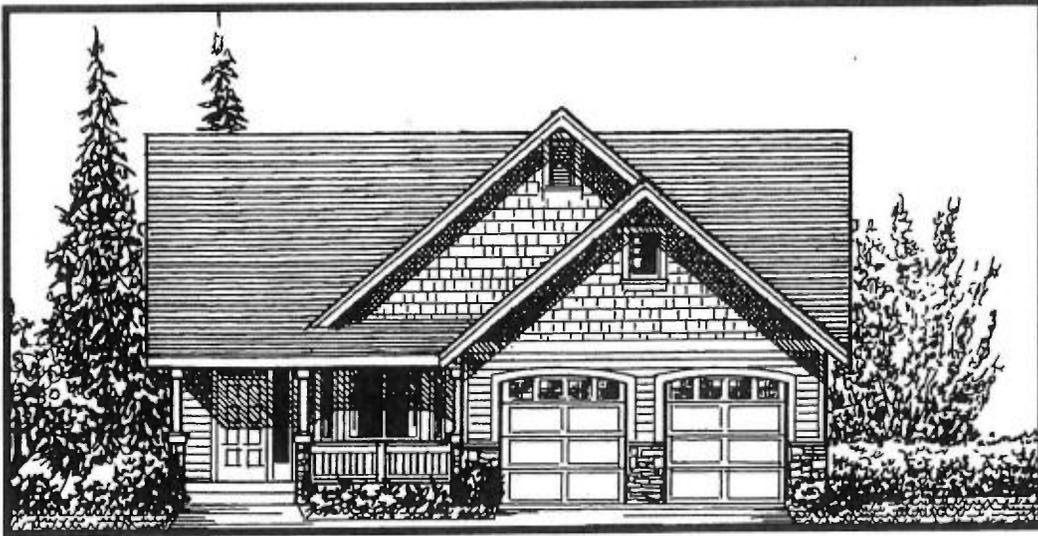
1. Where lots abut an alley, the garage or off-street parking area are encouraged to take access from the alley;
2. The garage face shall occupy no more than 50 percent of the ground-level façade facing the street; and
3. ~~Garages shall be placed at least 3 feet further from the street than the front door of the house.~~ The minimum garage setback is at least 22.5 feet from the front property line/sidewalk edge.

**D. Driveway standards.**

Where a new driveway off of a public street is permitted, the following standards apply:

1. No more than one driveway per dwelling unit;
2. Driveways for individual lots 50 feet or wider may be up to 24.9 feet in width; and
3. Driveways for individual lots less than 50 feet wide may be up to 12 feet in width. Tandem parking configurations may be used to accommodate 2-car garages for single family and duplex structures pursuant to ECC 15.550.030(A).

Also see Section 3, Street Standards, of the public works development standards for additional driveway standards (ADD LINK).



GRADE  
WIDTH = 56.3%  
TOTAL  
WIDTH

17.75 FEET

22.8 FEET



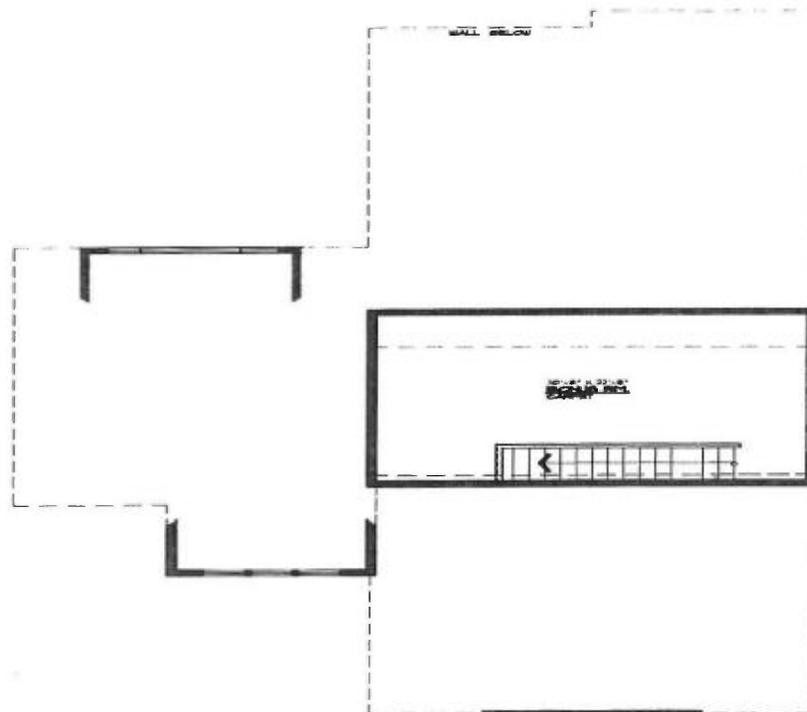
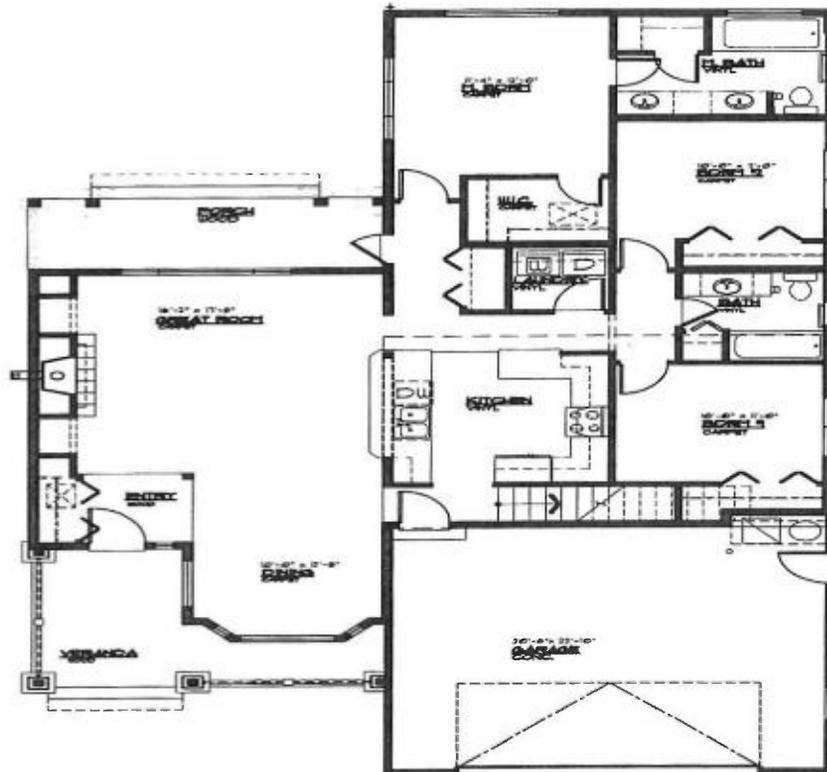
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H O M E S

F Elevations Option 1 and 2

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Web Site: www.tandhomes.net

Fax (509) 962-1194  
E-Mail: office@tandhomes.net



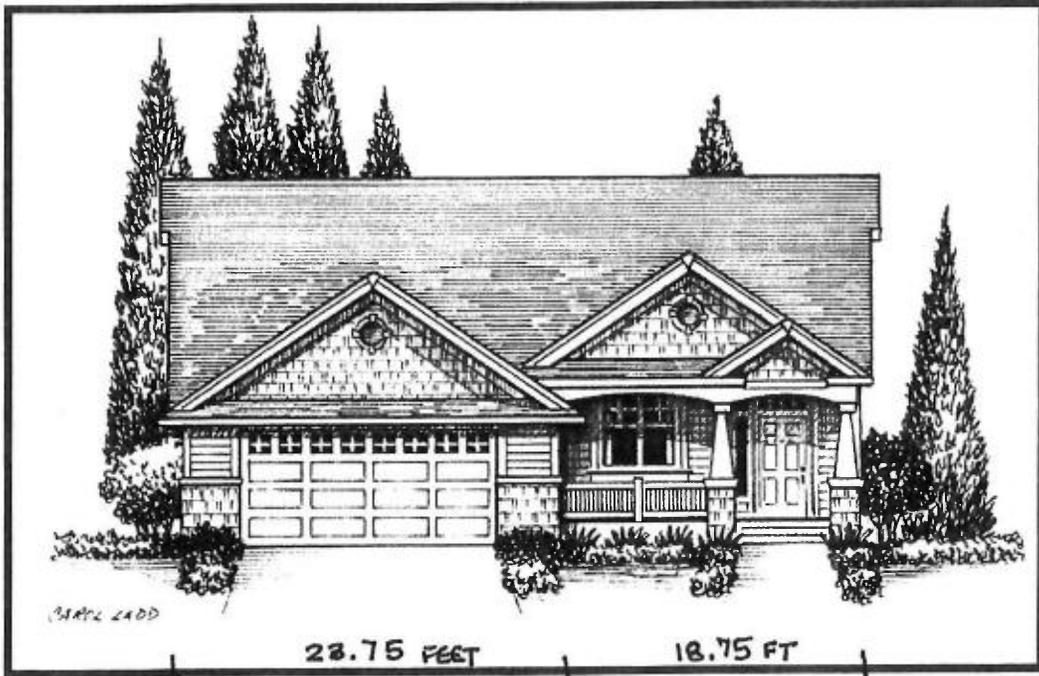
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1826 S.F.**

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E-Mail: [office@tandhomes.net](mailto:office@tandhomes.net)



GARAGE  
WIDTH = 56%  
TOTAL  
WIDTH



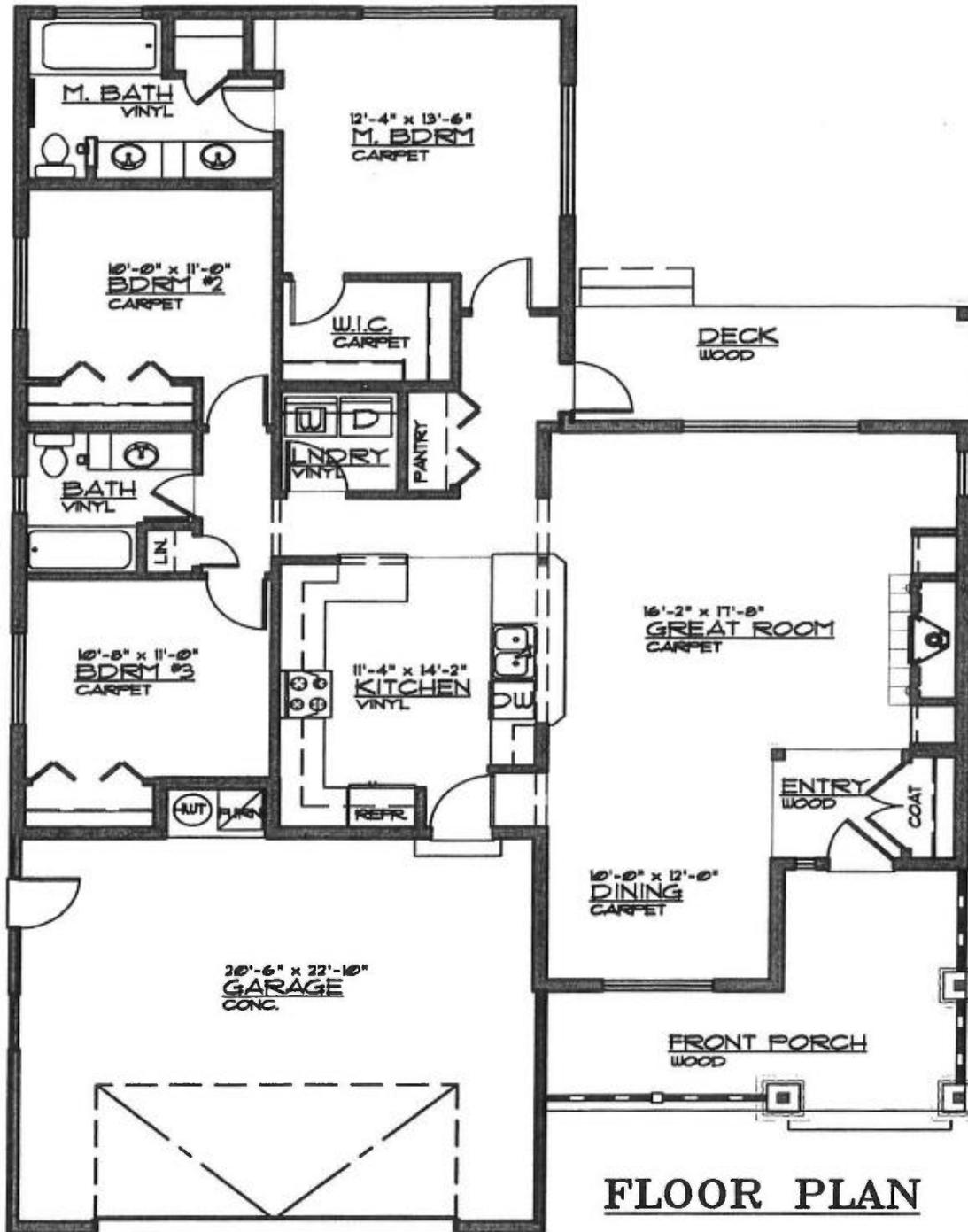
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H O M E S

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&

H O M E S

**M PLAN**  
**3 BEDROOM/2 BATH**  
**1569 S.F.**

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