

Mike Smith

From: Bob Bengford <BobB@makersarch.com>
Sent: Friday, August 30, 2013 12:01 PM
To: Joe Seemiller
Cc: Rich Elliott; Mike Smith
Subject: RE: Ellensburg fire-access provisions - private roads

Thank you very much Joe – that’s helpful. A few follow up clarifications below in CAPS.

Bob Bengford, AICP

Partner

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From: Joe Seemiller [mailto:seemillerj@KVFR.org]
Sent: Thursday, August 29, 2013 10:33 AM
To: Bob Bengford
Cc: Rich Elliott
Subject: RE: Ellensburg fire-access provisions - private roads

Bob:

I am sorry I did not respond sooner. I reviewed the City of Ellensburg Land Development Code Update and have the following comments:

Section C. 2. Allows a maximum 100 feet length or deeper if approved by the fire department. Fire department should be changed to “fire code official” to stay consistent with the IFC. The length may be increased to 150 feet if all structures beyond 100 feet are equipped with automatic fire sprinkler systems. **IF WE ALLOW THE INCREASE TO 150 UNDER SPRINKLER CONDITION – SHOULD WE TAKE OUT THE STATEMENT: “(or deeper if approved by the fire code official)”?**

HERE’S THE UPDATED PROVISIONS:

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 code official). 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: 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.
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.

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From: Bob Bengford
Sent: Thursday, August 22, 2013 11:15 AM
To: 'seemillerj@kvfr.org'
Subject: Ellensburg fire-access provisions - private roads

Joe – I just left you a long winded voice mail. I've been helping the city of Ellensburg in updating their entire land use code – hopefully you've already come across this.

Anyhow – the project is now in the review/approval process with City Council -and one of the issues – is our access provisions. Developers are pushing for greater capability for private roads. Largely – the code requires new streets to be public – except for very short “courtyard access roads” (which are basically shared driveways) and internal parking lot access roads (for multifamily or commercial). We've been working closely with the non-motorized transportation committee and public works on the public street provisions.

I've attached 3 pages of the code – the first of which focuses on these courtyard access lots – which we saw as a way to integrate some common sense flexibility in the design of subdivisions and lots. They've integrated these types of lots/access roads in other master planned communities (Issaquah Highlands and Snoqualmie Ridge most notable) and they've worked out quite well. The diagram and photo illustrate the concept.

If you could take a look at the standards – on that first page – and see if they look Ok to you. Regarding length – and number of lots served – by these “glorified shared driveways” – I've heard that they could be up to 400' long and serve a max of 4-5 lots – is that true?

Obviously we're trying to find that right balance between cost, design, and safety. Any thoughts/comments would be very useful!

Bob Bengford, Partner
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