Ellensburg Land Development Code Update

Planning Commission Meeting
December 16, 2010

MAKERS

Agenda

5:45 Individual summary of comments

6:15 Permitted uses

6:45 Dimensional standards

7:15 Parking

7:45 Signage

8:15 Discussion of recommendations on NMTP

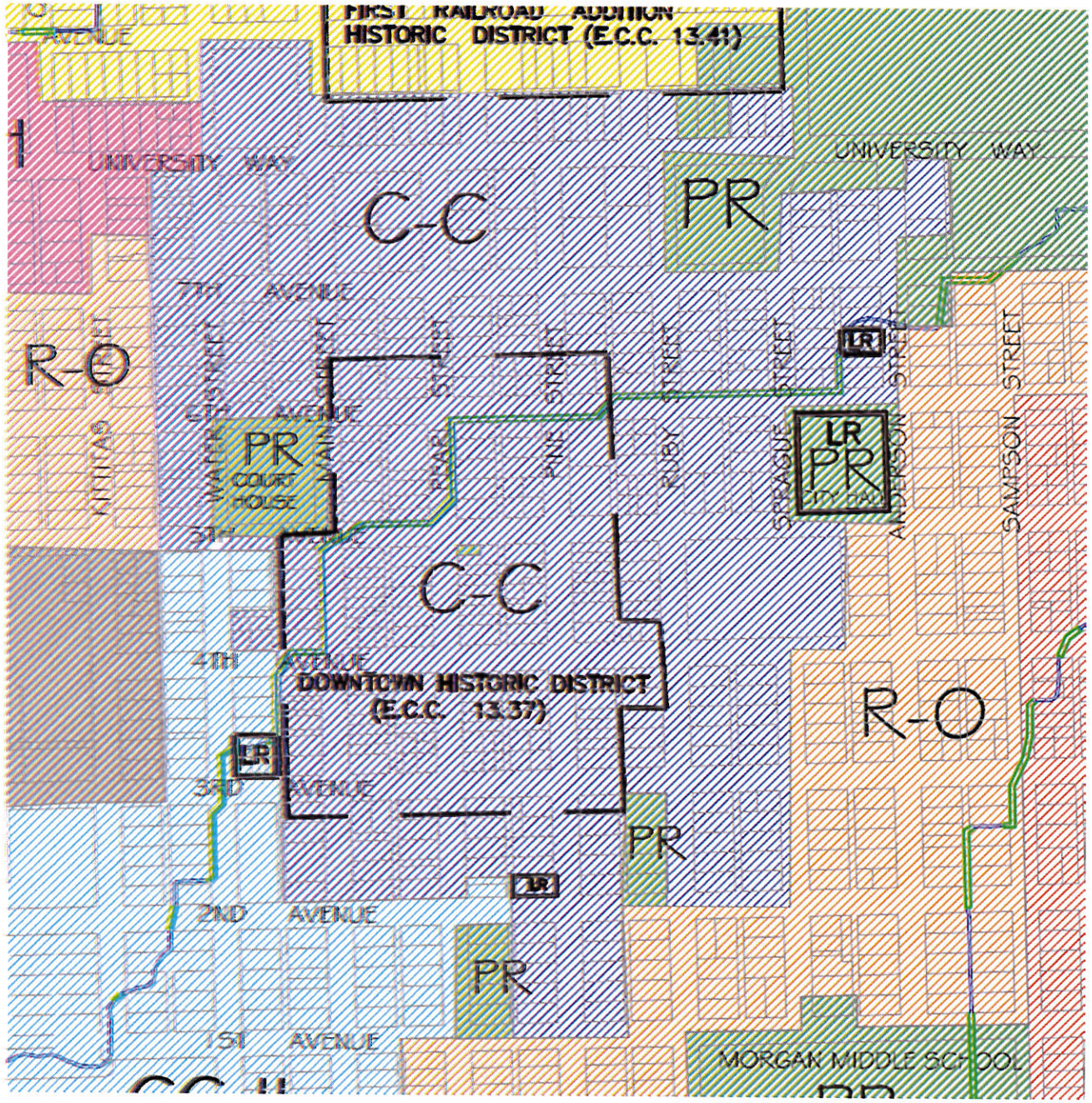
1. Issues – Gap Analysis Summary

Below is a list of issues/objectives related to the Commercial and Multifamily zones per the Gap Analysis:

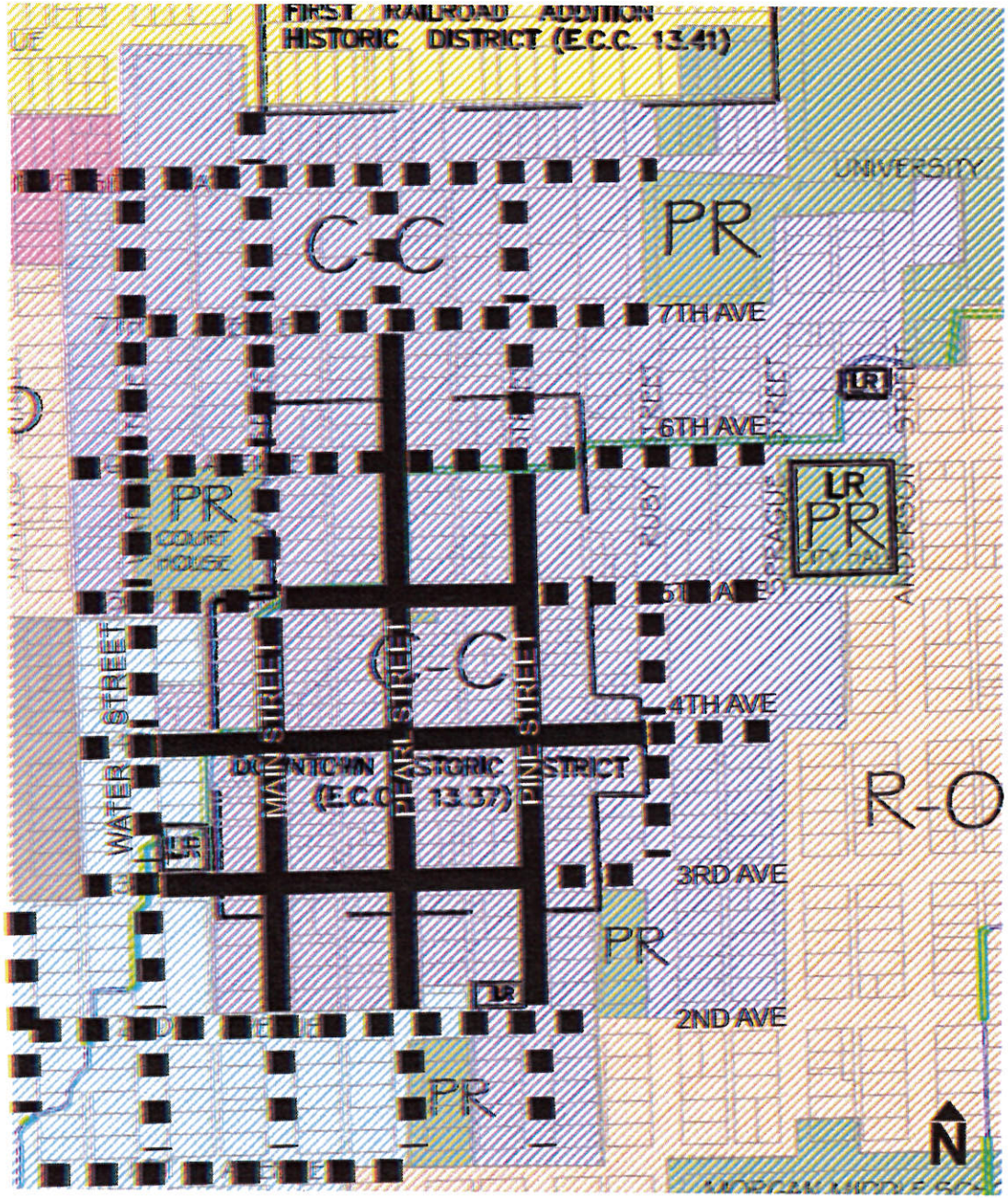
- Promote infill development in residential neighborhoods
- Encourage housing type variety
- Create affordable housing opportunities
- Allow for neighborhood commercial development in areas distant from Downtown
- Allow for office/business park development
- Encourage mixed-use development
- Discourage uncoordinated strip development
- Promote historic preservation and adaptive reuse
- Promote compatible retail development (design)
- Review industrial zone provisions (mostly use mix)
- Review parking provisions
- Review Residential/Office zone provisions (refine use mix and update dimensional standards)
- Review T-H and H-C provisions (combine?)
- Review Central Commercial zone provisions (refine use mix and update dimensional standards)

Permitted Uses

C-C Zone



FIRST RAILROAD ADDITION
HISTORIC DISTRICT (E.C.C. 13.41)
UNIVERSITY WAY
UNIVERSITY WAY
C-C
PR
7TH AVENUE
R-O
6TH AVENUE
PR
COURT HOUSE
KITTITAS STREET
WATER STREET
MAIN STREET
PEAR STREET
PINE STREET
RUBY STREET
SPRAGUE STREET
ANDERSON STREET
SAMPSON STREET
LR
PR
CITY HALL
C-C
4TH AVENUE
DOWNTOWN HISTORIC DISTRICT
(E.C.C. 13.37)
R-O
LR
3RD AVENUE
PR
LR
2ND AVENUE
PR
1ST AVENUE
MORGAN MIDDLE SCHOOL



CC District

Street Type Designation

- Storefront Street
- Secondary Street
- Landscaped Street

C-C Zone Uses:

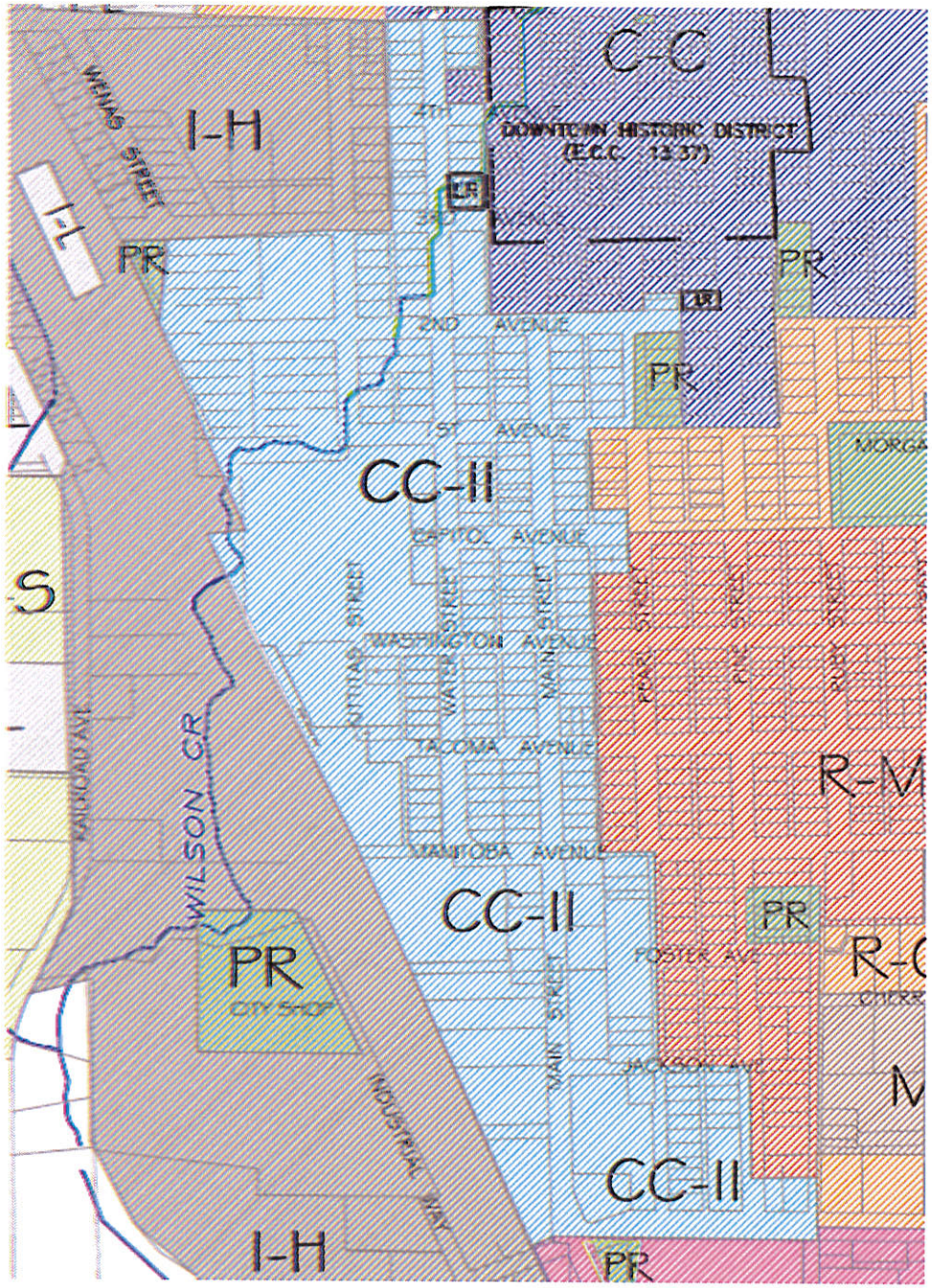
- *Suggest only minor changes*
- *Let development frontage standards largely dictate use*
- *Continue to allow some complementary light industrial uses – provided we create appropriate performance standards (to minimize external impacts)*

C-C Zone – What light industrial uses are acceptable/unacceptable?

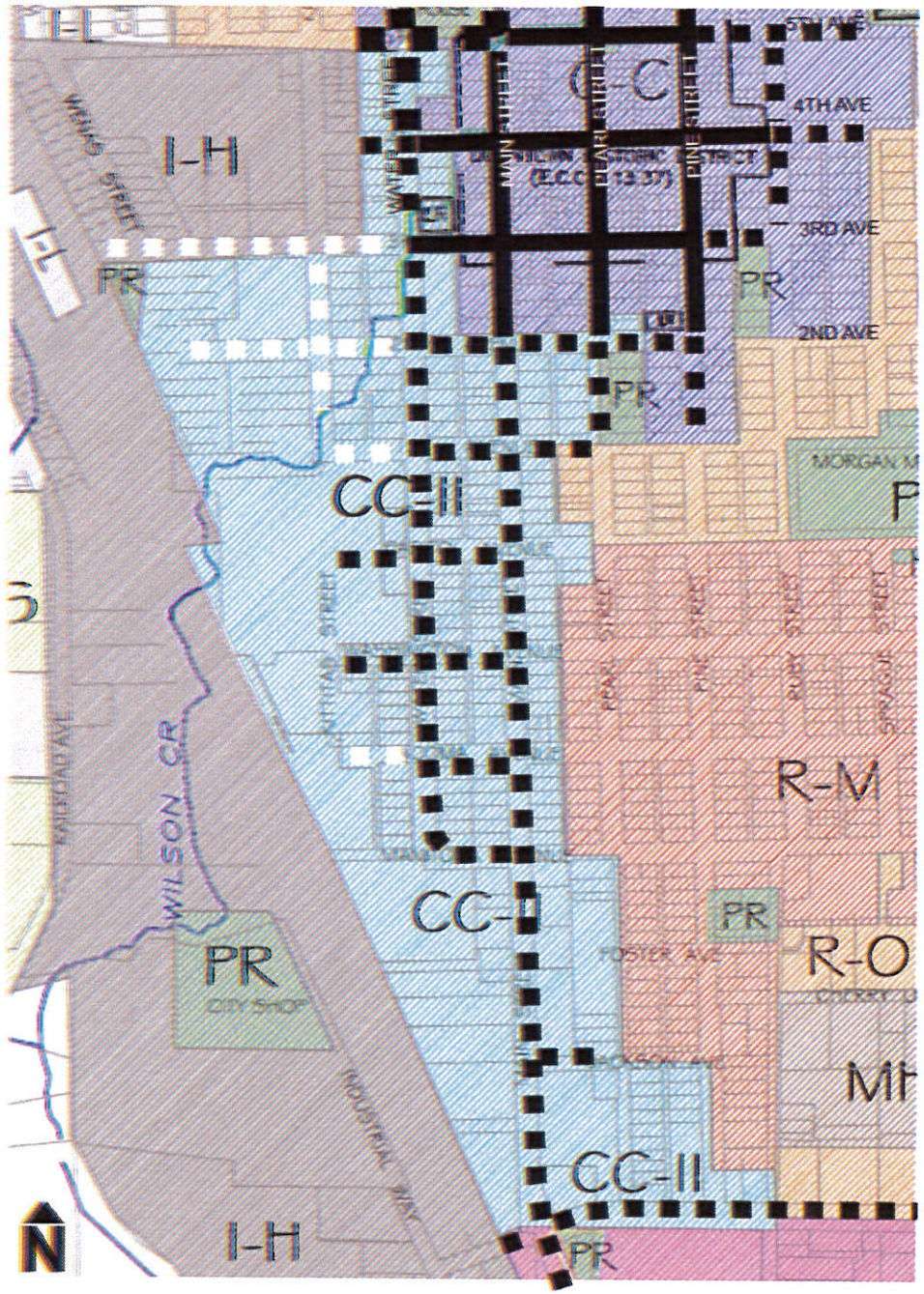
Depends upon the following characteristics:

- *Use is accessory to retail?*
- *Size appropriate to typical C-C uses*
- *No/minimal external noise*
- *No external odors*
- *Level of truck traffic/deliveries*
- *Visual impacts*
- *Other considerations?*

C-C-II Zone



C-C
DOWNTOWN HISTORIC DISTRICT
(E.C.C. 13.37)
I-H
WENAS STREET
I-L
PR
2ND AVENUE
1ST AVENUE
CC-II
CAPITOL AVENUE
WASHINGTON AVENUE
TACOMA AVENUE
MANITOBA AVENUE
KITTITAS STREET
WATER STREET
MAIN STREET
PEARL STREET
PINE STREET
RUBY STREET
R-M
WILSON CR
RAILROAD AVE
CITY SHOP
INDUSTRIAL WAY
FOSTER AVE
JACKSON AVE



CC-2 District

Street Type Designation

- Storefront Street
- Secondary Street - 1
- Secondary Street - 2
- Landscaped Street

C-C-II Zone Uses: Similar to C-C zone

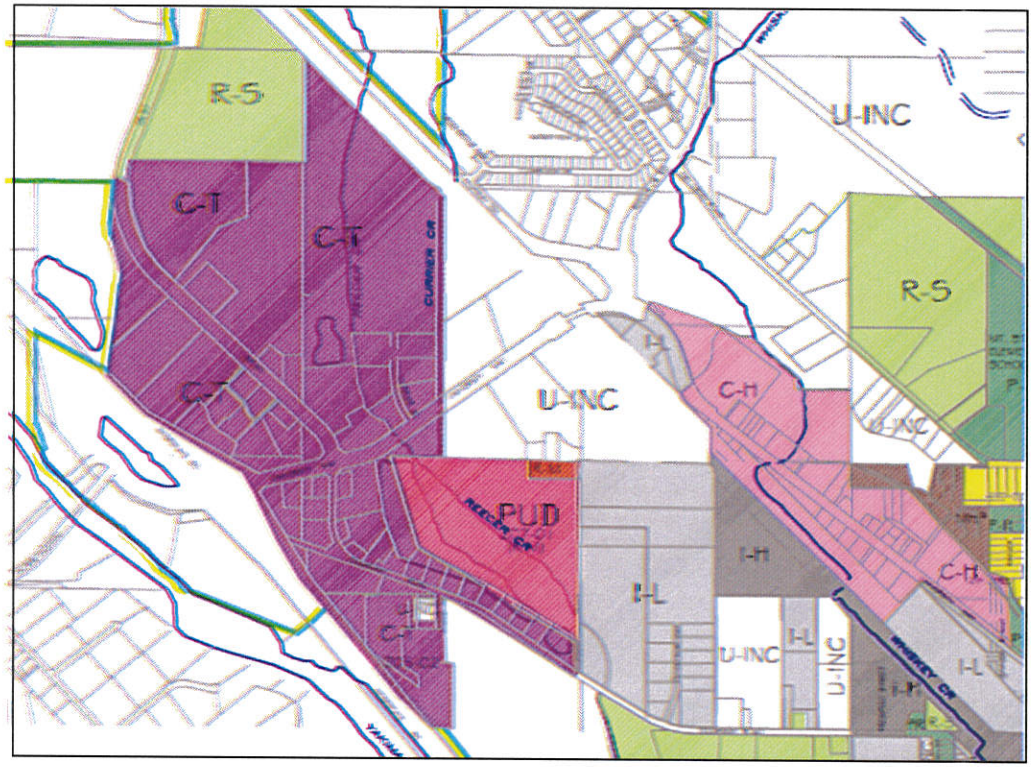
- *Suggest only minor changes*
- *Let development frontage standards largely dictate use*
- *Continue to allow some* ***complementary light industrial uses*** *– provided we create appropriate performance standards (to minimize external impacts)*

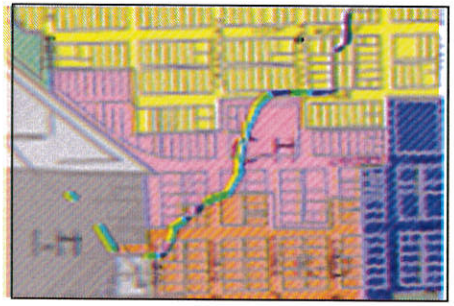
C-C-II Zone – What light industrial uses are acceptable/unacceptable?

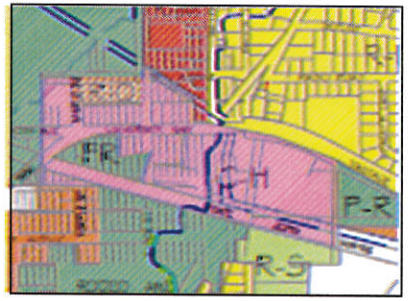
Depends upon the following characteristics:

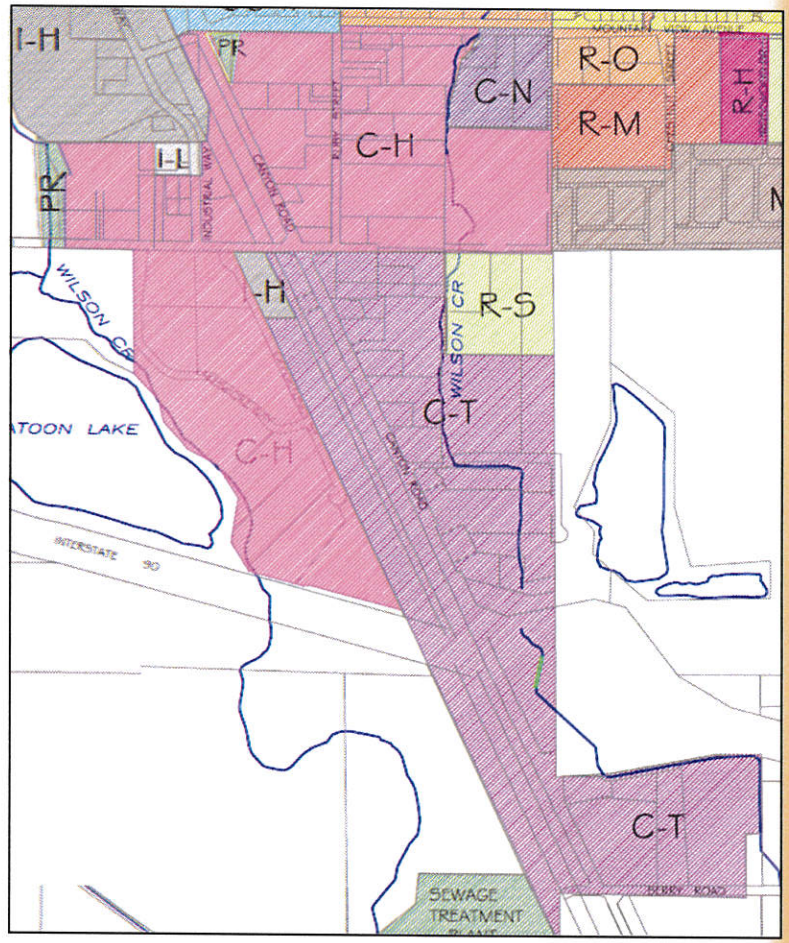
- ~~*Use is accessory to retail?*~~
- *Size appropriate to typical C-C-II uses*
- *No/minimal external noise*
- *No external odors*
- *Level of truck traffic/deliveries*
- *Visual impacts*
- *Other considerations?*

T-C and C-H Zones









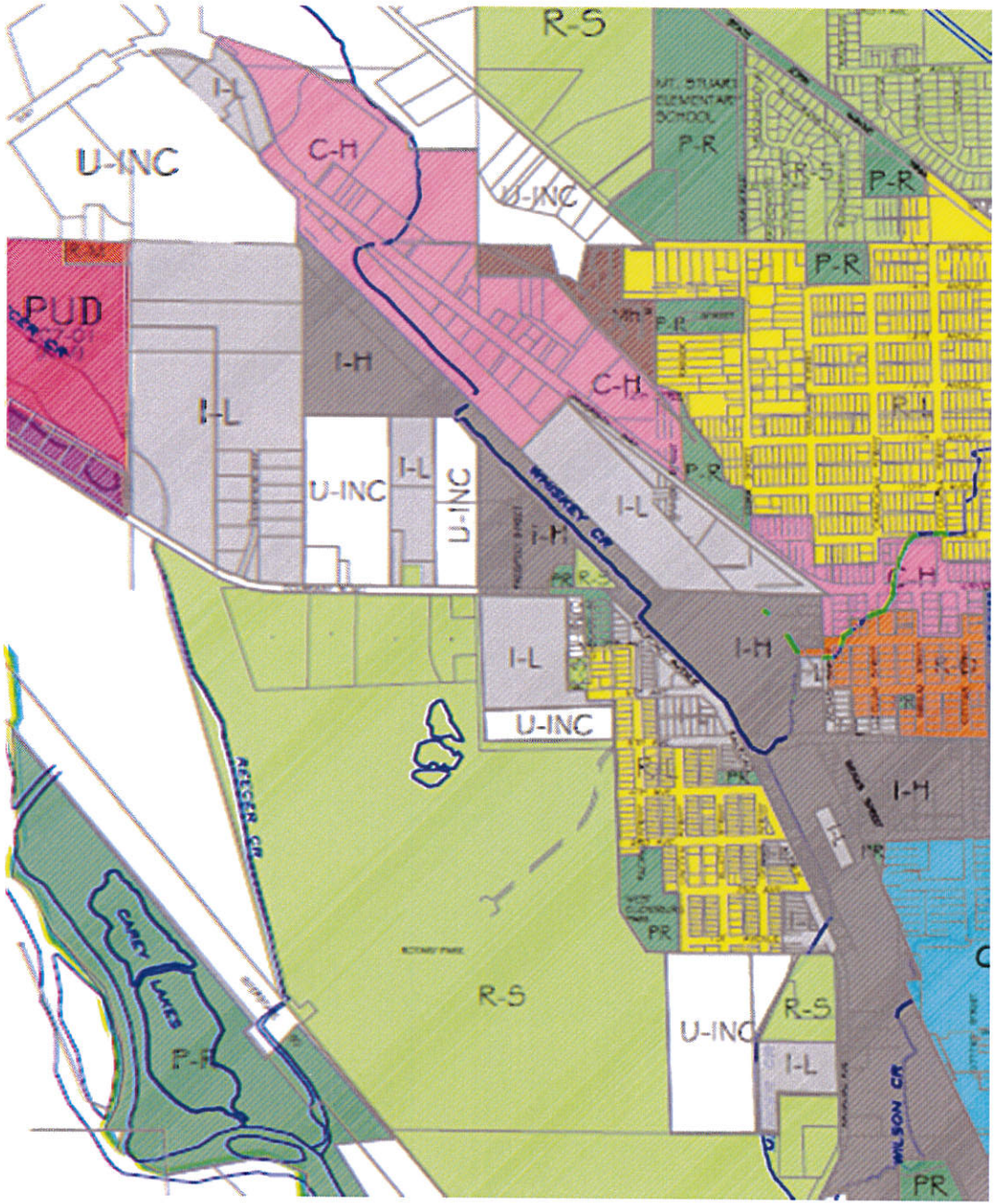
T-C and C-H Zones: 3 Options

1. *Combine them – iron out differences*
2. *Eliminate C-H zone – let current C-H zones become either CC-2, I-L, T-C, or any combo*
3. *Keep both and make refinements*

Review handout for details

Any particular fatal flaws, preferences to the options above???

I-L Zone:


R-S
I-H
U-INC
C-H
P-R
PUD
I-L
U-INC
WHISKEY CR
KELSER CR
CANCY LAKES
WILSON CR
PR

I-L Zone: Options to consider:

1. *Allow professional office uses outright.*
2. *No changes*
3. *Perhaps rezoning area desired for office to another zone (such as CC-2)?*

Office uses in I-L zone

Benefits

1. *More flexibility*

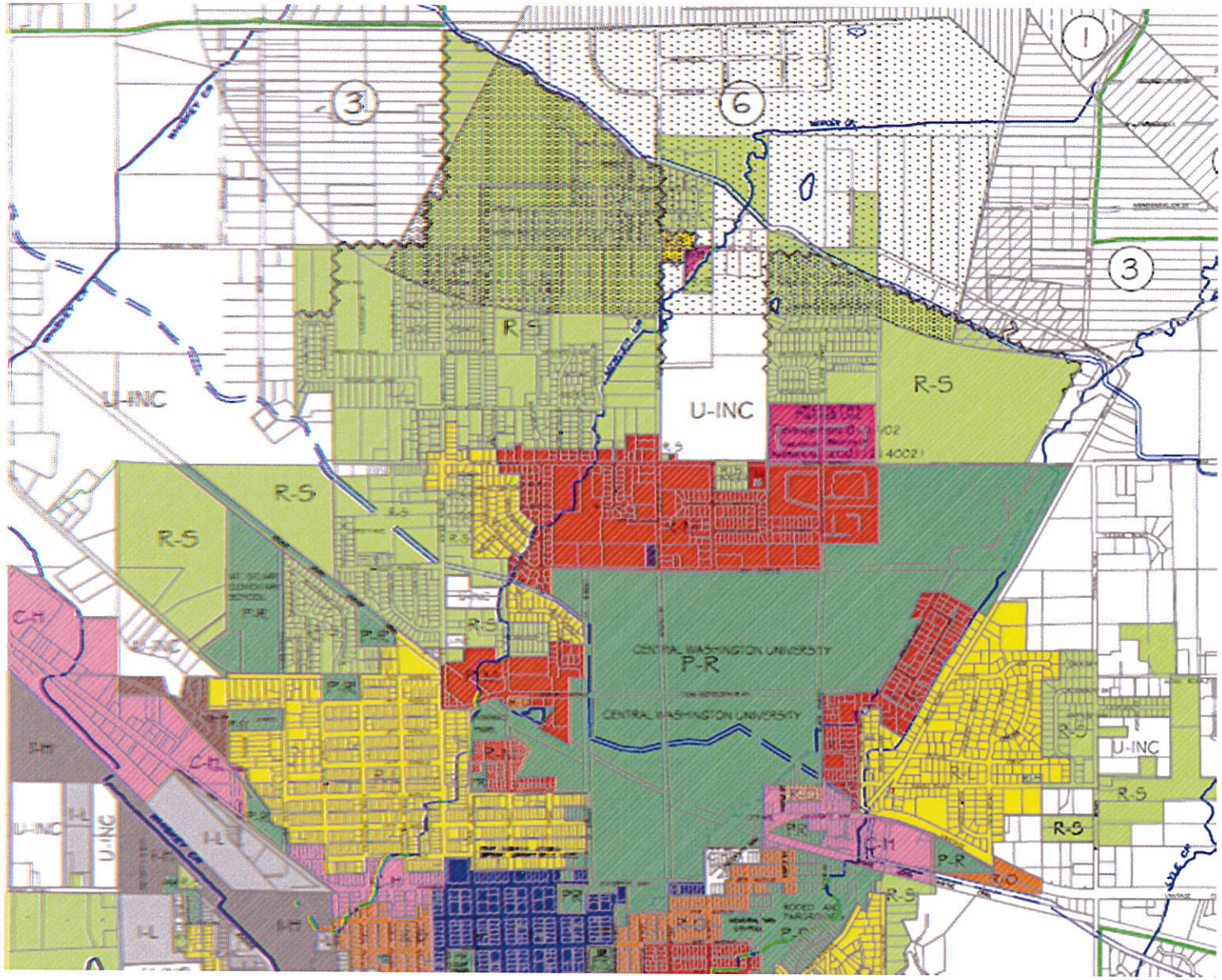
Possible Drawbacks

1. *Possible impacts to property values (making it harder to do traditional light industrial types of uses)*
2. *Possible increase in conflicts between uses*
3. *Offices = higher density of workers – located further away from services, possible increase in driving*

I-L Zone: Design Standards?

1. *Development frontages?*
2. *Landscaping?*
3. *Pedestrian access?*
4. *Building design (beyond frontages)?*
5. *Other?*

C-N Zone:

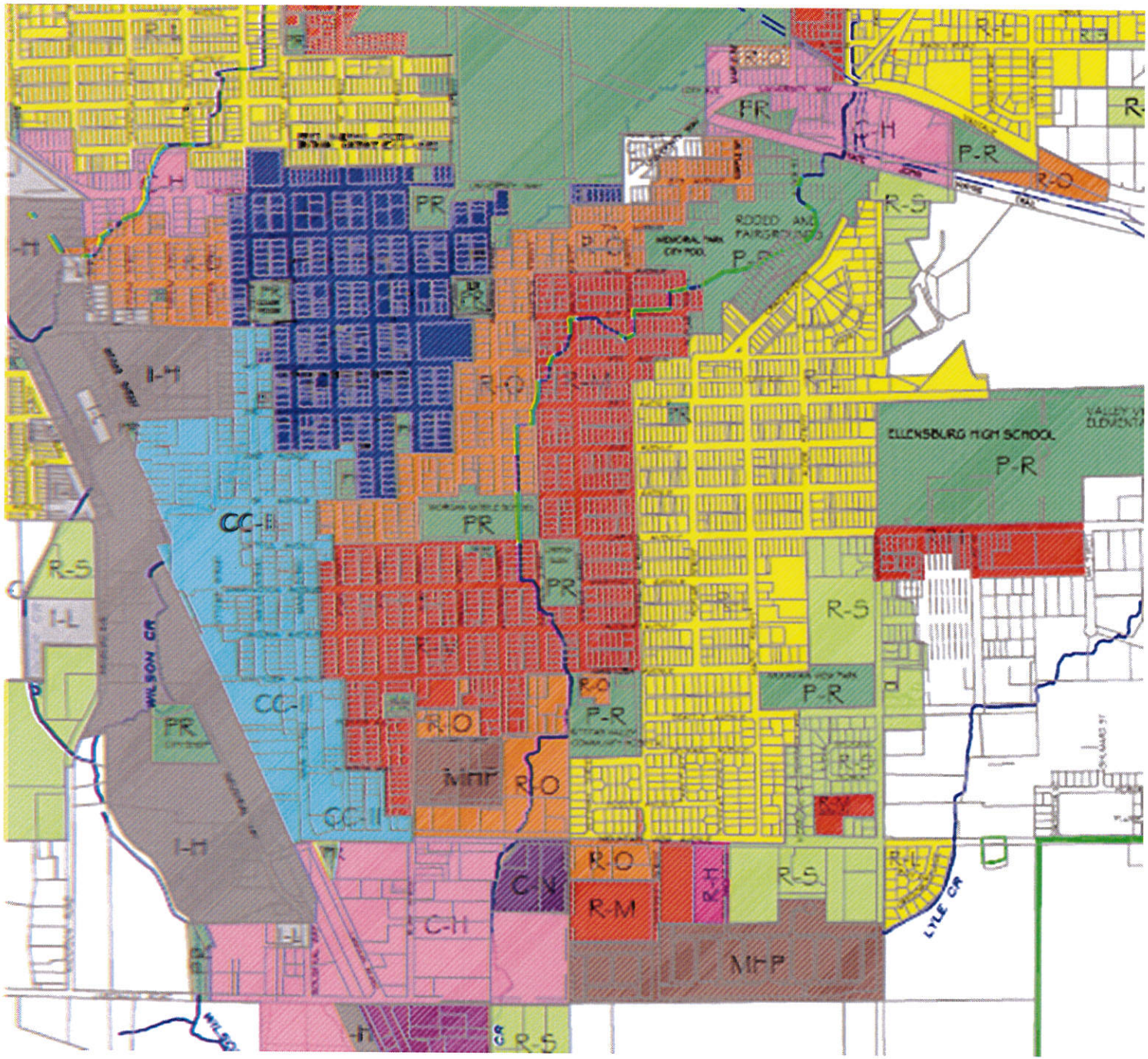


3
6
1
3
R-S
U-INC
R-S
U-INC
R-S
R-S
CENTRAL WASHINGTON UNIVERSITY
P-R
CENTRAL WASHINGTON UNIVERSITY
C-H
U-INC
I-H
U-INC
I-L
U-INC
I-L
I-H
I-L
R-S
U-INC
R-S
R-S
P-R
R-S

C-N Zone: Options to consider:

1. *Consolidate the two permitted use lists*
2. *Apply development frontage standards to shape use mix and design of area*
3. *Broaden mix of retail uses and add size limitations to ensure a neighborhood scale*
4. *Allow residential and office as a secondary use (above or behind retail)*

R-O Zone:

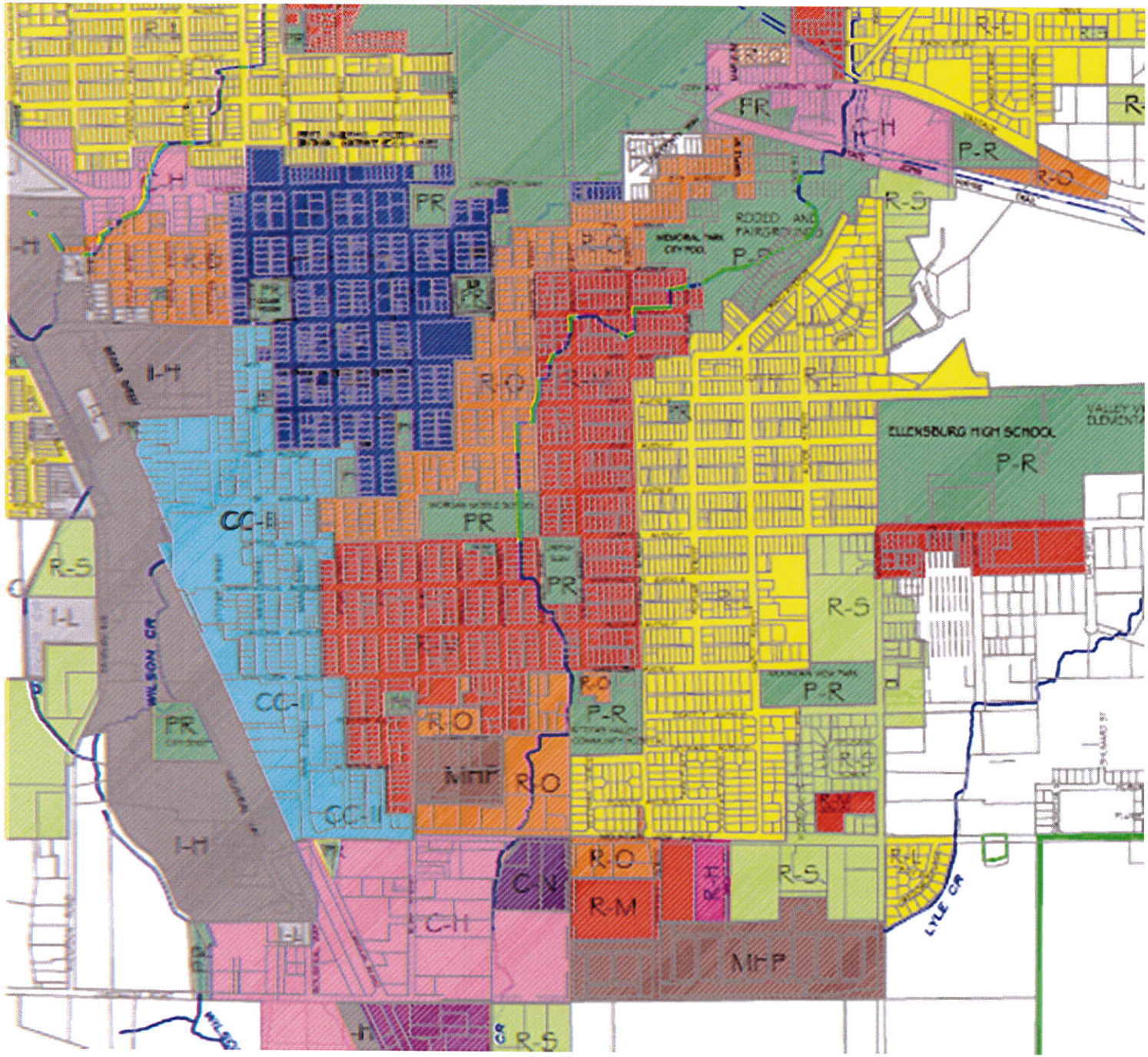


ELLENSBURG HIGH SCHOOL
P-R
R-O
R-S
R-M
MHP
C-H
I-H
I-L
CC-I
CC-II
PR
WILSON CR
LYLE CR

R-O Zone: Options to consider:

1. *Allow greater flexibility for multifamily uses*
   - *Currently – 4-plex = max*
   - *Let frontage standards, height limit, design standards, and market dictate density*
   - *At min – allow townhouses*
2. *Allow corner cafes or stores if in a mixed-use building?*

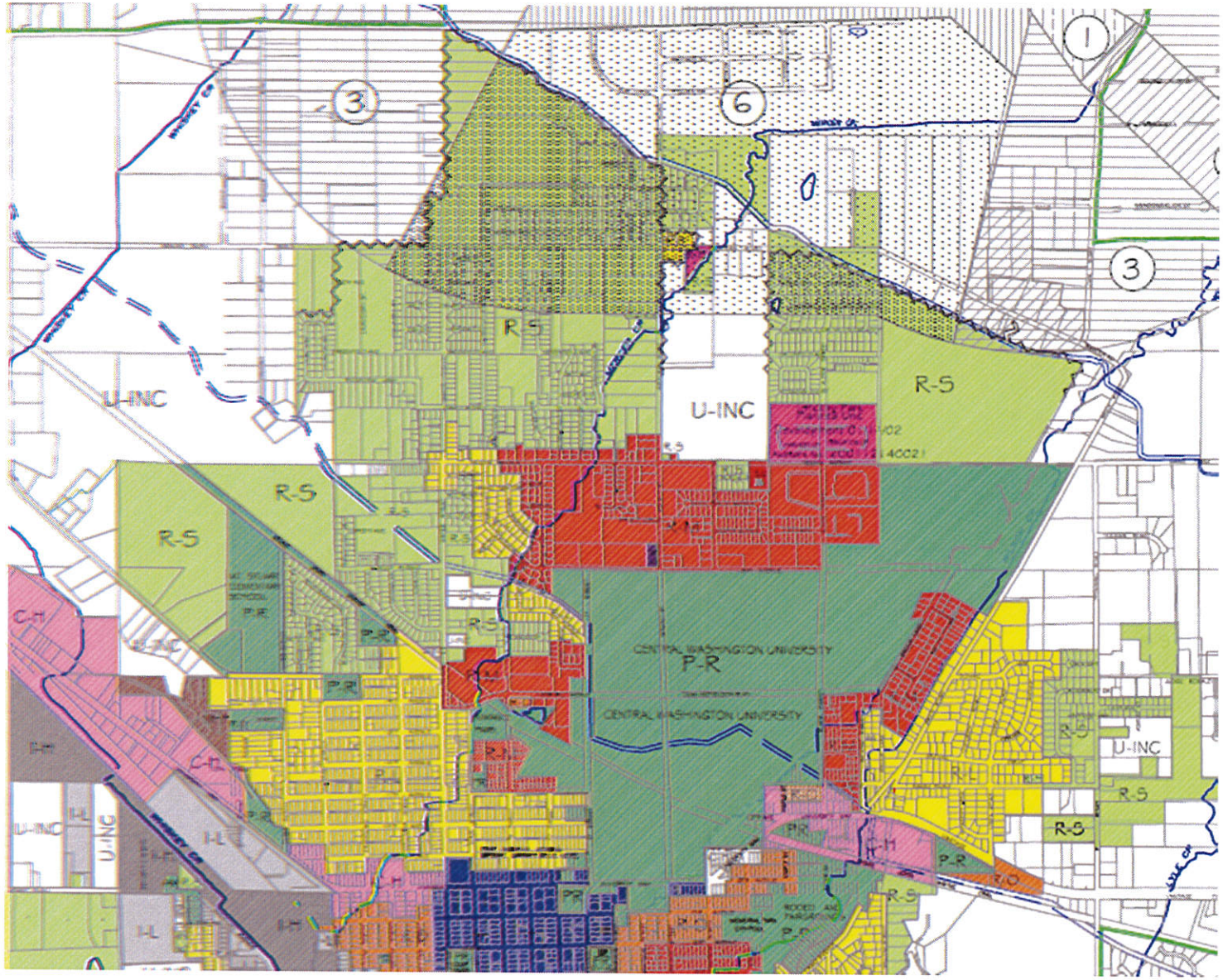
R-H Zone:


ELLENSBURG HIGH SCHOOL
P-R
R-S
I-H
I-L
CC-II
CC-I
PR
R-O
MHP
C-H
C-N
R-M
WILSON CR
LYLE CR

R-H Zone: Options to consider:

1. *Eliminate zone?*
2. *Eliminate "floating" designation*
3. *Update locational criteria (now just OK along arterials)*

R-M Zone:



R-M Zone: Options to consider:

1. *Allow greater flexibility for multifamily uses*
    - *Currently – 4-plex = max*
2. *Allow corner cafes or stores if in a mixed-use building?*

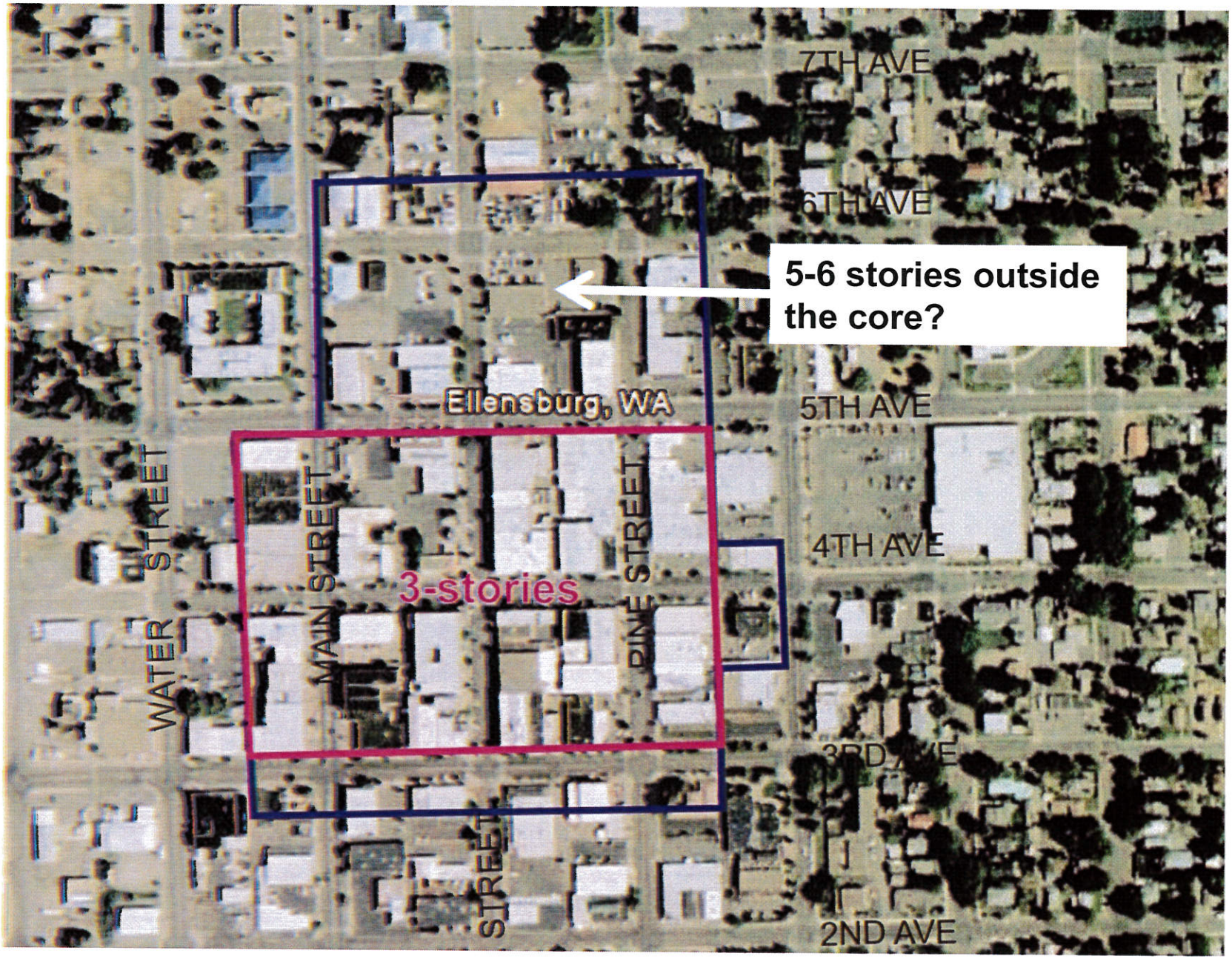
Density & Dimensional Standards

Height Limits

C-C Zone:

- *Consider site specific height limits – that support historic preservation in key areas and urban infill others*
  - *Maybe the current unlimited height provisions are inconsistent with historic preservation goals?*

Starlight


7TH AVE
6TH AVE
5-6 stories outside the core?
Ellensburg, WA
5TH AVE
4TH AVE
3-stories
WATER STREET
MAIN STREET
PINE STREET
STREET
2ND AVE

Height Limits

C-H and T-C Zones:

- *Consider 3 story limit in T-C zone and 2-3 story limit in C-H zone (would you really want anything taller there?)*

Density Limits

R-M Zone:

- *Consider eliminating density limit in favor of form-based approach – letting height limit, design standards, parking, and market dictate density*
- *Alternatively – allow greater density per form-based approach above PLUS if development meets higher energy efficiency standards?*

Other Comments on Density/ Dimensional Standards Suggestions?

Zone	Setbacks	Density	Height
T-C current standards	15' front, 0-15 side; 10' rear	NA	No limit – though setbacks increase for +35' buildings
T-C suggested	Little or no change *Refer to frontage standards* *Add design guidelines addressing side yard treatment*	No change	Consider flat 35' height, but allow greater flex for 3-story hotels
C-H current standards	15' front, 0 side; 10' rear	NA	2-stories or 35' except for regional retail provision.
C-H suggested	Little or no change *Refer to frontage standards* *Add design guidelines addressing side yard treatment*	No change	No changes suggested
C-C current standards	No setbacks	NA	No limit
C-C suggested	No change *Refer to frontage standards*	No change	Consider site specific limits – that support historic preservation in key areas and

Parking Standards

Parking Standards

Use Type	EB-existing	Redmond	Bellingham	San Luis Obispo, CA[1]	Olympia	Comments & Considerations
Residential Uses ("u" refers to dwelling unit; MF refers to multifamily)						
Single family	2/u[2]		2/u[2]	Same as MF	2/u	
Studio	1.5/u	1.2/u	1/u	1/u	1/u	Suggest reducing to 1/du
1B MF	1.5/u	1.5/u	1.5/u	1.5/u	1.5/u	
2B MF	3/u	1.8/u	1.5/u	2/u	1.5/u	Consider projected demand/users for large apt's. There's certainly room for parking reductions here
3B MF	4.5/u	2/u	2/u[4]	2.5/u	1.5/u	
Senior Housing	1/u	.5-2[3]	.5 plus[3]	.5		Like Redmond and Bham, consider discretionary option to reduce to .5 based on characteristics
MF visitor parking	-			1/ 5-units		
Boarding/Dorm/Frat	-	-	1/ 2-bdr	1/ 1.5 occ	1/ 3-beds+ 1/ 5-residents	No current provisions – has this been an issue?
Tandem Parking	No, except SF			Yes	Yes	Consider allowing for MF uses

Notes

1. San Luis Obispo is a small university city in Central California.
2. For houses in Ellensburg with 4+ bedrooms, 1 additional space/bedroom, in Bellingham, the same requirement kicks in at 3 BDR.
3. Redmond and Bellingham allow Director discretion in the amount of parking needed for senior housing, based on project characteristics.
4. For MF units in Bellingham over 4 bdr, add one space/room

Parking Standards

Use Type	EB-existing	Redmond	Bellingham	San Luis Obispo, CA[1]	Olympia	Comments & Considerations
Commercial + Other Uses						
Hotel	1/room[1]	1/room	1/ 2-rooms	1/ room	1/ room	
Restaurant	1/200sf	9/1,000sf[3]	1/75sf dining space	1/60sf dining +1/100sf food prep	1/100sf	Most liberal of all examples; If it's working OK, don't change
Drive-ins	6 stack sp.				6 stack sp.	
Supermarket	1/200sf[2]	1/250sf	1/250sf	1/300sf <45k; 1/200sf max >45k	1/222sf to 1/286sf size based	Consider more flexibility here – particularly for smaller developments
Retail	1/200sf[2]	1/250sf	1/250sf	1/286sf	1/286sf	
Office	1/200sf[2]	1/250sf	1/350sf	1/286sf	1/286sf	
Places of assembly	.25/pp max occupancy	1/100sf; 1/5 seats	1/100sf	1/ 4-seats	1/ 4-seats	.25 roughly = to ¼-seats, consistent with others

Notes

1. For hotels with conference facilities, add 0.5 space per max room occupancy
2. 1/300sf for buildings 20,000sf+
3. Reduced requirements for special districts plus Director ability to reduce requirements for restaurants in pedestrian oriented settings.

Parking Standards

Use Type	EB-existing	Redmond	Bellingham	San Luis Obispo, CA[1]	Olympia	Comments & Considerations
Other Notable Parking Provisions						
Cooperative parking reductions?	None		Shared parking, no % reduction	Up to 30% reduction	Admin variances of up to 40%	Flexibility is needed here – MAKERS to work with Transpo on concepts
Special low income housing reductions?			-	1/ du		Good idea.
Auto trip reduction provisions?			-	Yes, no max % reduction		Good idea. MAKERS to work with Transpo on concepts
Compact parking				•	No more than 30%	

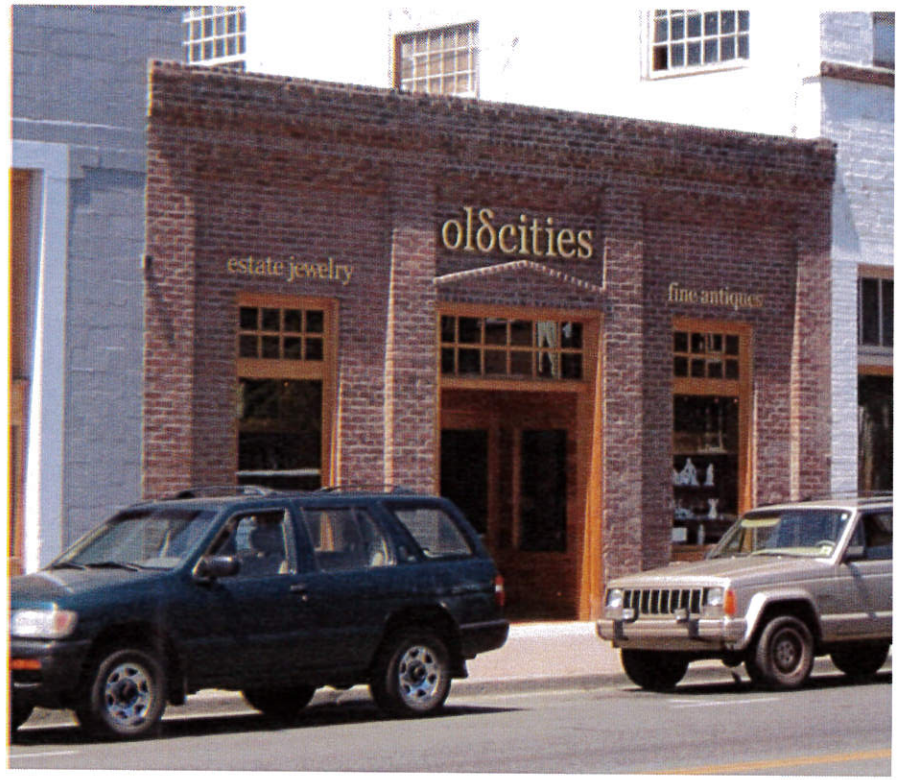
Other considerations/observations:

1. MAKERS/Transpo to provide bicycle parking suggestions.
2. Change in use provisions needs work. San Luis Obispo had the most extensive provisions out of the list here.
3. In the CC District – parking is only required for residential uses outside the historic district. Consider extending the exemption to entire CC-District – and let market conditions dictate parking.

Signage

Signage:

Consider not allowing backlit signs (neon OK) in the historic district



Historically Appropriate Signs

1. *Sign boards on façade – externally lit or not*
2. *Painted signs (if in the right place)*
3. *Individual letter sign*
4. *Awning signs, neon projecting signs*

PASTA CO

Roberiello's

Classic Hair Design
Day Spa
HAIR CUTS
MANICURES WAXING
ELECTROLYSIS
PERMS
MASSAGE

Signage:

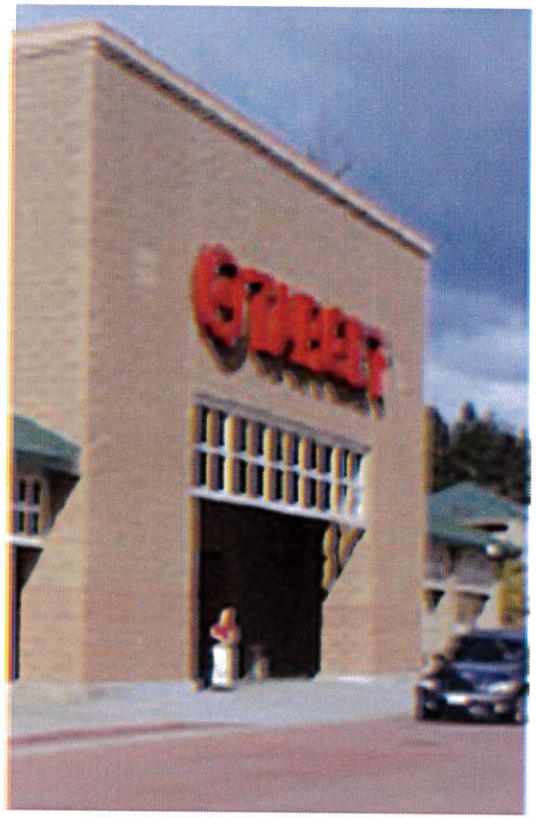
Should tall pole signs be allowed everywhere? Perhaps only by the freeway?

Signage:

Emphasize building mounted and monument signs in areas away from freeway?

Signage:

Provide tiered standards based on the size of the business (rather than current one size fits all)?



Example tiered monument sign standards

(d) Maximum size – individual business 25,000 gross square feet or smaller:

(i) Maximum sign height: 42 inches.

(ii) Maximum size limit: 20 square feet per sign face, up to two faces.

(e) Maximum size – multi-tenant development less than 50,000 gross square feet and individual businesses larger than 25,000 gross square feet, but less than 50,000 square feet:

(i) Maximum sign height: 6 feet.

(ii) Maximum size limit: 30 square feet per sign face, up to two faces.

(f) Maximum size – developments larger than 50,000 gross square feet, but less than 100,000 gross square feet.

(i) Maximum sign height: 8 feet.

(ii) Maximum size limit: 50 square feet per sign face, up to two faces.

(g) Maximum size – developments larger than 100,000 gross square feet.

(i) Maximum sign height: 12 feet.

(ii) Maximum size limit: 100 square feet per sign face, up to two faces.

Wall Signs:

- *Again, Consider tiered standards based on size of business (for example, 1.5sf sign area/lineal foot of façade, or max 10% of façade)*
- *Don't let new wall signs cover windows*
- *Encourage/require signs proportional to facade*

Wall Signs:

OK, but perhaps could be bigger?

Perhaps too big?

Just right

Comments on Other Sign Suggestions?

	Current	Comments, Consideration
On-Premise Signs 3.12.240	• Refers to any sign on the project site – including freestanding or sign attached to building. • Standards for max sign height and size are addressed here	Suggest moving sign height and size standards to go with the particular type of sign that's proposed. Thus, perhaps this section isn't needed at all.
Off-Premise Signs • Essentially refers to billboards	• Only allowed in T-C zone as conditional use • Max size 286sf, max height 35'	• When was the last time an off-premise sign was permitted? • Problems/concerns? • Is there a desire/need to allow more?
Sign Illumination	• Backlit and neon signs allowed • No flashing, animation, or excess glare	• Suggest prohibiting backlit signs (neon OK) in historic district (character, historic precedent) and consider limiting or prohibiting them in areas desired for compact pedestrian-oriented development.
Freestanding Signs • Includes pole signs and monument signs	• One permitted per frontage up to 2 total. • Max size 286sf, max height 35' (off-premise) • Have to look in several different places to find applicable standards	• Consolidate freestanding sign provisions • Should tall pole signs be allowed everywhere? Perhaps only near freeway? • Consider emphasis on monument and/or building-mounted signs rather than pole signs away from freeway. • Provide tiered standards based on size of business.
Projecting Signs 	• Up to 25sf in CC zones • One sign/frontage • Project up to 6' into ROW • 14' min ground clearance • No projection above roof except C-T zone	• Provide standards for vertical and horizontal oriented signs • Requiring only 8' ground clearance – allows for smaller pedestrian-oriented projecting signs

Comments on Other Sign Suggestions?

	Current	Comments, Consideration
Marquee/Awning Signs	• No specific marquee/awning sign standards – see on-premise sign provisions	• Consider size/design provisions
Under Canopy Signs	• No specific under canopy sign standards – see on-premise, projecting sign provisions	• Provide for 8' min. clearance
Window Signs	• No specific window sign standards	• Cities often restrict window signs to no more than 33% of the total window area; Chelan considered it, but then dropped standard as regulating it appeared to be more problematic than it was worth.
A-Frame/Standing Signs	• 32sf max, no ped obstructions	• Consider standard – only allowed within a certain distance of entry, near storefront
Design Review	• All signs currently require landmark design review.	• Suggest eliminating requirement except for signs in the historic district and projects already utilizing process (for departures, for instance)

DRAFT