

CITY OF ELLENSBURG  
Revised DRAFT 1 LAND DEVELOPMENT CODE UPDATE - January, 2013  
ARTICLE SUMMARY

**NOTE:** Revisions have altered some of the section numbering below and will be identified with both the November 2012 summary numbering and with the revised January 2013 numbering in *italics*. The Revision has addressed comments received to date on Draft 1 in a track changes format and includes some specific changes, however the summary content of the revised Articles remains the same. The Revised Draft 1 document is available on the City's Web page [www.ci.ellensburg.wa.us](http://www.ci.ellensburg.wa.us)

#### Article 4      Community Design

***NOTE: Initial legal review of this Chapter has raised legal questions relating to these new community design standards and the legal basis for imposing them on individual projects without some direct relationship to the impacts from that specific individual project. Staff is currently obtaining a second legal review from the City's upcoming 2013 insurance carrier land use attorney to determine if such issues can be addressed. Most jurisdictions in the state impose some basic desired design requirements on new development in order to ensure the community develops in a manner that supports the community's vision for growth, so staff is trying to determine how best to accomplish that.***

Establishes new design standards for the larger scale community design elements such as new subdivisions, and establishes new Streetscape design standards for private frontages along certain types of streets in the city.

- Applies to the area adjacent to buildings that is occupied by public street rights-of-way and related street, sidewalk, and landscaping improvements, as well as to the front lot line setbacks and front yard areas on private property.

15.40 New Introduction and purpose section

15.40.040 thru 15.40.070

15.41.010 thru 15.41.070      Establishes new **street designs**

- **Arterial streets** 15.40.020    *15.41.010(B) and (C)*
  - Principal: 2 lanes of travel in each direction, a center/left turn lane, bicycle lanes, planting strips, and sidewalks. Some on-street parking may be permitted on arterials that pass through single family zones and in special commercial circumstances
  - Minor: same as Principal except only 1 lane of travel in each direction
- **Collector streets** 15.40.030    *15.41.030*
  - 1 lane of travel in each direction with shared auto and bicycle lanes, on-street parking, planting strips, and sidewalks
- **Local Access streets** 15.30.040    *15.41.040* - 3 OPTIONS
  1. 20-foot wide street

- 1 lane of travel in each direction with shared auto and bicycle lanes, no-parking on the street, planting strips and sidewalks on both sides of the street
- 2. 30-foot wide street
  - 1 lane of travel in each direction with shared auto and bicycle lanes, parking on 1 side of the street, planting strips and sidewalks on both sides of the street
- 3. 40-foot wide street
  - 1 lane of travel in each direction with shared auto and bicycle lanes, parking on both sides of the street, planting strips and sidewalks on both sides of the street

15.41.010 thru 15.41.060      *15.42.010 thru 15.42.060*

Establishes new **Subdivision Design and Block Structure**

- Block Design and **Connectivity** 15.40.020 *15.42.020*
  - Subdivision must provide connectivity to adjoining properties to logically expand street system
  - Requires continuation of streets
- **Pedestrian accessways** required
  - If street connection meeting block requirements is impracticable then may provide a pedestrian accessway in lieu of the street connection
    - Dedicated or private easement with minimum 10 foot width
      - If private then must ensure future maintenance and operation
    - Built to local access sidewalk standard
    - ADA compliant
    - Landscaping may be required to buffer pedestrians
- Residential zones
  - use a “modified grid” (“T” and crossroad intersections)
  - sidewalks provide continuously linked network
  - BLOCKS must provide pedestrian and vehicular connections every 660 feet
    - Departure available but no more than 1,000 foot intervals
    - Topography, existing construction patterns, etc. also may be considered
- Commercial and Industrial zones
  - C-C, CC-II and C-N blocks
    - pedestrian and vehicular connections every 400 feet
  - C-H, C-T, I-L and I-H blocks
    - pedestrian connections every 660 feet and vehicular connections every 1,320 feet except in I-H where pedestrian connection is every 1,320 feet
- **Community design** 15.40.030 *15.42.030*
  - Integrate design both within new subdivisions and with adjoining existing development
  - Integrate with existing and proposed parks and public open space, creeks, etc.
  - Integrate with natural amenities (views, trees, creeks, etc.) Clustering encouraged.
  - Gated communities discouraged
  - Double frontage lots limited and Alleys encouraged for rear access
    - Arterials - no more than 50% of subdivision frontage or no more than 400 continuous lineal feet of arterial street frontage allowed as double frontage lots on arterials

- Not allowed on Collector or Local Access Streets
- **Design diversity**
  - Mixture of lot sizes and/or front setbacks
  - Diversity of floor plans and façade treatments
- **Open space/parks** 15.41.040 15.42.040
  - Physically and visually accessible from adjacent street and major pedestrian routes
  - Integrate with transit stops
  - Must be inviting with amenities and activities that encourage pedestrians
  - Must be safe
  - Must serve a variety of functions for anticipated residents and users
- **Lot design** 15.41.050 15.42.050
  - Establishes flexible new lot design standards for placement and orientation of lots and homes in subdivisions
  - Consider privacy, solar orientation, access, location and access to open space, etc.
  - Zero-Lot line option
    - house is built up to one of the side property lines
  - Reciprocal Use Easement lots
    - (similar to 0-Lot line but structures meet side yard setbacks and use joint use easements for adjoining lot to use side setback area)
  - Courtyard Access lots
    - Series of lots clustered around a private internal driveway (max of 5 units - 12 foot courtyard - 20 foot wide private driveway)
  - Pedestrian-only entry lots
    - Lots are clustered around a pedestrian easement and/or common open space and parking located elsewhere on lot