



July 19, 2013

To: City of Ellensburg, City Council & City Planning Commission

Re: Land Development Code

Fm: Marc K. Kirkpatrick, Encompass Engineering & Surveying

Please accept this document into record as our testimony towards the Land Use Code Update. Our offices conduct business in many, many municipalities all over the State. We use these Land Use Codes on a daily basis and are very familiar with what does and does not work. Overall, we are in favor of the updates to this code. However, there are a few specific areas that should have further discussion.

**Planned Unit Development** – This is a great tool to achieve higher densities allowed within this code. However, it is not being used. The City needs to allow private roads that can be built to a standard less than the public road. This allowance is critical to having the PUD work.

**Density Minimums in R Zones** – The minimum lot frontage required on a public road, building setbacks and allowed impervious surface can and does limit the ability to achieve minimum densities. We recommend reducing or removing the minimum lot frontage required and minimum densities.

**Garage Setback** – Setbacks required beyond the house setback takes up more impervious surface when limited amount is available. We suggest reducing the 25-ft requirement.

**Minimum Side Yard in the R Zones** – Not knowing the history of the 5-ft/10-ft, we recommend 5-ft side yard setbacks to assist in meeting minimum densities.

**15.32.070 Impervious area standards** – This table needs to be re-evaluated. We recommend 70% on any densities at or higher than 6 DU/Acre. Most new developments will be within a subdivision where there will be detention facilities provided to handle road, driveway and roof runoff. Anything less than 70% will be difficult to achieve under the minimum densities allowed. Pervious surfaces for driveways are not practical or beneficial in the City limits due to soil types and extreme weather. We are not aware of any successful vegetated roof tops.

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**15.41 Streetscape Design** – The cross sections are not entirely clear without additional information. Is it the City's intent to remove the ability for curbs and sidewalk to abut each other? This may become very difficult to achieve when topography, utilities and vegetation are a factor.

Thank you for accepting this into record. As stated before, we are in favor of these updates, minus a few areas that should require more discussion or revisions.

Best Regards,

Encompass Engineering & Surveying

A handwritten signature in black ink, appearing to read "Marc K. Kirkpatrick". The signature is fluid and cursive, with a prominent flourish at the end.

Marc K. Kirkpatrick  
Owner