

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.

Section C.3. Permits a width of 12 feet. If emergency medical services are to access buildings within the courtyard 12 feet is not a sufficient width. Experience has taught us 15 feet is the minimum width necessary for our ambulances. EMS can certainly park at the street and walk to the buildings but this will delay response times. Further provisions should be made to keep the access clear of snow and vehicles (“NO PARKING”, signs), and vegetation.

Currently city ordinance language permits driveways serving 5 or fewer dwelling units to have a minimum width of 15 feet and a maximum length of 400 feet. The courtyard concept would not fall into this category.

HERE’S THE UPDATED LANGUAGE:

2. Pedestrian entry easements shall be a minimum of 10 feet wide with a 5-foot minimum sidewalk constructed per Local Access Street standards in Section 3 of the public works development standards (ADD LINK). Homes more than 150 feet from a street will require fire department access as defined in the current International Fire Code (IFC).

Section D.2 requires a minimum width of 5 feet for sidewalks. Since the sidewalks provide the only access to these structures they must be kept clear of snow and vegetation. I agree that building exceeding 150 feet from a street of road will require fire department access as defined in the current IFC.

HERE’S AN UPDATE:

15.42.060 Access, services and utilities.

- A. Each lot in a residential subdivision shall have direct 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;
 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.

These comments are not carved in stone, I look forward to your input. Please contact me if you have and comments or questions. Thank you.

Joe Seemiller

From: Bob Bengford [<mailto:BobB@makersarch.com>]
Sent: Wednesday, August 28, 2013 5:56 PM
To: Joe Seemiller
Subject: RE: Ellensburg fire-access provisions - private roads

Joe – I sent this email last week re fire access issues with Ellensburg’s City land use code update, but hadn’t heard back. I was hoping to hear back prior to the City Council meeting on Tuesday (3rd) – as we are planning on updating the final draft based on what comes out of that meeting. See my comments below and attachments from last week’s email (Thursday, August 22, 2013 11:15 AM). Thank you.

Bob Bengford, AICP
Partner

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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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