

Submitted By Steve Willard
at November 6, 2013
Planning Commission
Public Hearing

15.250.030 Design review – Type II review process.

A. Purpose.

1. To promote the public health, safety, and general welfare of the citizens of the city;
2. To recognize that land use regulations aimed at the orderliness of community growth, the protection and enhancement of property values, the minimization of discordant and unsightly surroundings, the avoidance of inappropriateness and poor quality of design and other environmental and aesthetic objectives provide not only for the health, safety and general welfare of the citizens, but also for their comfort and prosperity and the beauty and balance of the community, and as such, are the proper and necessary concerns of local government;
3. To increase awareness of design considerations among the citizens of Ellensburg; and
4. To create a review process that balances flexibility and predictability for applicants, staff, public officials, and community members.

B. Minor and major project design review.

1. Exterior modifications to any property that is on the landmarks register are reviewed for applicable design review by the landmarks and design commission pursuant to ECC 15.280.090.
2. For all non-landmark register properties, exterior modifications and new construction are subject to both major and minor design review, as defined in ECC 15.130.040, and are reviewed for conformance with applicable land use and zoning provisions in ECC Article 3, applicable community design provisions in Article 4, and applicable project design provisions in ECC Article 5, plus other applicable provisions set forth in the LDC. ^{CONSTRUCTED AFTER THE DATE OF ADOPTION OF THIS ORDINANCE}
3. The director shall have the authority to determine if a minor exterior modification to a non-landmark register property is not significant, and therefore does not require design review, based on factors such as the scope, location, context and visibility of the change or modification. The director may determine that design review is not required for such minor exterior modifications including, but not limited to: repainting structures to similar colors; relocating, modifying or adding mechanical equipment; reorganization of portions of parking lots involving less than 5 spaces; modifications to locations of existing lighting; or minor changes to existing approved landscaping, provided that cost of work does not exceed 15 percent of the structure's current Kittitas County assessed value as of the time the initial application for the work is submitted.

If there is no current Kittitas County assessed value for a structure, a current appraisal of the structure, which shall be provided by the applicant and acceptable to the director, shall be used as the value point of reference for the structure.

C. Procedures. Minor and major design review projects are subject to the Type II review process as set forth in ECC Chapter 15.210.

1. Major design review projects require a pre-application meeting (see ECC 15.220.010); and

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D. Pedestrian-only entry lots. This includes configurations where one or more lots are clustered around a pedestrian easement and/or common open space and do not front on a street [see Figure 15.420.050(D) for an example]. Most cottage housing developments (see ECC 15.540.050) are an example of this. Standards:

1. A pedestrian entry easement shall be provided to all homes that do not front on a street, alley, or common open space.
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).
3. Fire sprinklers are required for homes more than 100 feet from a fire access road.
4. Buildings within pedestrian-only entry lots are limited to 2 stories in height.
5. Homes more than 150 feet from a street will require fire department access as defined in the current International Fire Code (IFC).
6. These lots must contain private detached or shared garages off an alley or other access if approved by the public works director.

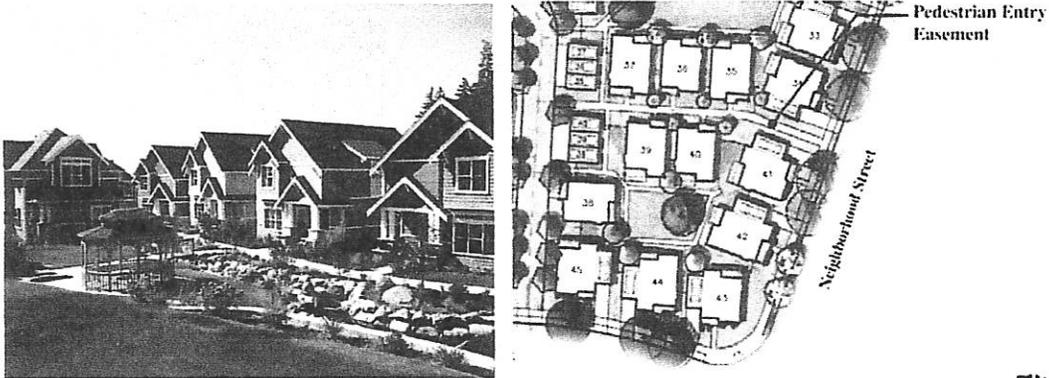


Figure 15.420.050(D). Pedestrian-only entry lot configuration examples.

E. Alley access lots. This includes configurations where lots are provided with vehicular access by an alley designed per Section 3 (street standards) of the city's public works development standards (ADD LINK). Pedestrian access to each alley access lot shall be provided by either a public street (per ECC Chapter 15.410 and Section 3, street standards, of the city's public works development standards) or a pedestrian easement a minimum of 10 feet wide with a 5-foot minimum sidewalk constructed per local access street standards in Section 3, street standards, of the public works development standards.

C. Shell building permit applications. When the city has received a shell building permit application, off-street parking requirements shall be based on the possible tenant improvements or uses authorized by the zone designation and compatible with the limitations of the shell permit. When the range of possible uses result in different parking requirements, the director shall establish the amount of parking based on a likely range of uses.

For example, an applicant submits a permit for a 5,000 square foot shell building in the C-H zone. The zone allows for a range of retail, personal, and general service retail uses. Most permitted uses in this zone fall in the category of general retail & service uses in Table 15.550.040(A) which requires 1 space per 300 square feet of gross floor area. Restaurants require more parking (1 space per 200 square feet of gross floor area). While the director might find it unreasonable to require parking for the "worst case scenario" in terms of possible use types, he or she will typically choose a requirement that falls between the possible use scenarios. In this case, the odds are that most possible uses fall in the general retail & service use category with a lower parking requirement, though a slightly higher parking requirement would make sense given the possibility of a use such as a restaurant, which requires greater parking. Thus, a compromise standard, requiring a minimum of 1 space per 275 square feet of gross floor area would be reasonable in this instance.

D. Other provisions of code. Where other provisions of this code stipulate reduced minimum parking requirements, those provisions shall apply.

E. Bicycle parking. Multifamily and non-residential developments shall provide for bicycle parking per the standards below:

1. Amount of bicycle parking:

Table 15.550.040(B). Computation of required off-street bicycle parking spaces.

Category of Land Use	Minimum Parking Spaces Required
Single family dwelling	None
Multifamily dwelling	0.5 space per dwelling unit (units with private garages are exempt)
Hotel/motels	1.0 per 20 guest rooms
Offices, banks, medical clinics, supermarkets, retail shops, department stores, or similar uses	1.0 per 5,000 square feet of gross floor area for up to 50,000 square feet, then 1.0 per 10,000 square feet beyond 50,000
Restaurant, taverns, or similar uses where patrons sit-down for service	1.0 per 800 square feet of gross floor area
All other uses	1.0 per 5 required vehicle parking spaces

2. Parking location and design: Non-residential uses: Bicycle facilities for patrons shall be located within 100 feet of the building entrance and located in safe, visible areas that do not impede pedestrian or vehicle traffic flow. ~~Bicycle parking shall be protected from~~

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~~weather by a building overhang or covered walkway. Proper lighting of area is required per ECC Chapter 15.580.~~

3. Parking location and design: Residential uses: Bicycle facilities for residents shall be located ~~within 100 feet of~~ all building or individual unit entrances and located on the ground level in safe, ~~covered~~, visible areas that do not impede pedestrian or vehicle traffic flow. Proper lighting of area is required per ECC Chapter 15.580.
 4. Bicycle parking hardware shall be installed according to its manufacturer's instructions, allowing adequate clearance for bicycles and their riders.
 5. Projects in the C-C zone may contribute to a Bicycle Parking Fund (subject to establishment by the city) maintained by the city in-lieu of required parking set forth in Table 15.550.040(B) above. Calculation of the required fund contributions will be based on the cost to purchase, install, and maintain bicycle parking and associated improvements. The cost will be adjusted annually by the city. The fund will be used by the city to provide bicycle parking in the C-C zone and in other locations within the city.
- F. **Primary use.** The minimum number of parking spaces shall be computed based on the primary uses on the property, EXCEPT as stated in sub-section G below that addresses accessory uses. When there are 2 or more separate primary uses on a property, the required off-street parking for the property is the sum of the required parking for the individual primary uses.
- G. **Accessory use.** When more than 20 percent of the gross floor area on a property is in an accessory use, the required off-street parking shall be calculated separately for the accessory use and for the primary use and then added together for the total required off-street parking. When 20 percent or less of the gross floor area on a property is in an accessory use, the required off-street parking shall be calculated on the gross floor area of the building as if it were all under the primary use.

Examples:

1. A 40,000 square foot building containing a 30,000 square foot warehouse space (75% of total) and a 10,000 square foot accessory office space (25% of total). The minimum parking requirement would be calculated separately for the office use and the warehouse use and then added together.
 2. The same 40,000 square foot building containing a 35,000 square foot warehouse space (88% of total) and a 5,000 square foot accessory office space (12% of total). The required parking would be based solely on the gross floor area of the building as if it were all the primary use (40,000).
- H. **On-street parking.** On-street parking immediately adjacent to the property may be counted towards the parking requirement for non-residential uses.
- I. **Off-site parking.** Off-site parking is not permitted for residential uses outside of the C-C zone, except for guest parking provisions associated with local access streets per ECC 15.410.040 B (2). For non-residential uses, a maximum of 25 percent of the required off-street parking for a building or use may be located on a separate lot of record. Specifically: