



City of Ellensburg
Land Development Code Update
Planning Commission Recommended Changes, November 6, 2013

Recommended changes are shown with additions and shown as such. Planning Commission Motions are referenced in *italics* above the suggested code amendment language to make the amendment.

Motion 11.1: A motion was made to recommend changing the language in 15.420.050(E) to make the required pedestrian easement 5 to 10 feet. The motion was seconded and passed by a vote of 5-0.

STAFF Note: The Planning Commission motion contains an incorrect reference. The motion is to amend 15.420.050(D)(2) as follows:

15.420.050 Lot design.

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 5-10 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.

Motion 11.2: A motion was made to recommend changing the language in 15.530.020(B)(2) to delete "shall" and replace it with "are also encouraged to". The motion was seconded and passed by a vote of 5-0.

15.530.020 Historic buildings and districts.

B. Historic buildings and districts standards and guidelines.

2. Property owners of historic district buildings ~~shall~~ are also encouraged to use the Secretary of Interior's Standards for the Treatment of Historic Properties (web: <http://www.nps.gov/nps/tps/standguide/>) (hard copy also available at City Hall) as a guide to preserve, rehabilitate, restore, reconstruct, or add to historic properties. These standards provide detailed recommendations on restoration, maintenance, repair, replacement, design, alterations, building materials, roofs, interiors, etc.

Motion 11.3: A motion was made to recommend revising Table 15.310.040 to include the Development Condition P¹³ Subject use is permitted in the district only as a part of an approved regional retail commercial project. See ECC 15.250.070) to the C-T zone for the medium and large scale retail categories, and add Development Condition P¹³ to the R-S zone for the medium, large and super scale retail categories. The motion was seconded and passed by a vote of 5-0.

15.310.040 Use tables.

Table 15.310.040 Non-residential uses.

| Use | R-S | R-L | R-M | R-H | R-O | C-N | C-T | C-H | C-G | C-CII | I-L | I-H | P-R |
|--|-----------------|-----|-----|-----|-----|-----|-----------------|-----|-----|-------|-----|-----|----------------|
| RETAIL | | | | | | | | | | | | | |
| Retail, medium scale (2,000-20,000sf floor area) | P ¹³ | | | | | P | P ¹³ | P | P | P | | | A ⁹ |

| Use | R-S | R-L | R-M | R-H | R-O | C-N | C-T | C-H | C-C | C-CII | I-L | I-H | P-R |
|--|-----------------|-----|-----|-----|-----|----------------|-----------------|-----------------|-----|-------|-----|-----|-----|
| Retail, large scale (20,001-60,000sf floor area) | P ¹³ | | | | | P ⁴ | P ¹³ | P | P | P | | | |
| Retail, super scale (>60,000sf floor area) | P ¹³ | | | | | | P ¹³ | P ¹³ | C | C | | | |

Motion 11.4: A motion was made to recommend changing the language in 15.550.040(E)(2) by removing "Bicycle parking shall be protected from weather by a building overhang or covered walkway". The motion was seconded and passed by a vote of 5-0.

and

Motion 11.5: A motion was made to recommend changing the language in 15.550.040(E)(3) to remove the requirement that bicycle parking be covered. The motion was seconded and passed by a vote of 5-0.

15.550.040 Computation of required off-street parking spaces.

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

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 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.

Motion 11.6: A motion was made to recommend revising the language in 15.540.020(B)(3) to reduce the transparency requirement to 8 percent for all single family dwellings. The motion was seconded and passed by a vote of 4-1.

and

Motion 11.9: A motion was made to recommend that the language in 15.540.020(B)(2) be revised to include a requirement that covered entries be a minimum of 3'x3' in size. The motion was seconded and passed by a vote of 5-0.

15.540.020. Single family design standards.

B. Entries and façade transparency.

2. All new houses shall provide a covered entry with a minimum size of 3 feet by 3 feet. Covered entries may project up to 6 feet into the front yard per ECC Chapter 15.320; and
3. At least 100 percent of the façade (all vertical surfaces facing the street) shall include transparent windows or doors. For facades facing north, at least 8 percent of the façade shall include transparent windows or doors.

Motion 11.7: A motion was made to recommend revising the language in 15.540.020(D)(2) to change the reference to individual lot width from 50 to 40 feet, and to revise the language in 15.540.020(B)(3) to change the reference to individual lot width from less than 50 feet wide to less than 40 feet wide. The motion was seconded and passed by a vote of 5-0.

and

Motion 11.8: A motion was made to recommend that for terms of definition that the width of a property of non-parallel side lot lines be determined at the plane of the garage door when determining the percentage of garage door width to lot width. The motion was seconded and passed by a vote of 5-0.

D. Driveway standards.

Where a new driveway off of a public street is permitted, the following standards apply:

1. No more than one driveway per dwelling unit;
2. Driveways for individual lots 540 feet or wider may be up to 24 feet in width; and

3. Driveways for individual lots less than 540 feet wide may be up to 12 feet in width. Tandem parking configurations may be used to accommodate 2-car garages for single family and duplex structures pursuant to ECC 15.550.040(A).

The width of properties with non-parallel side lot lines shall be determined at the plane of the garage door when determining the percentage of garage door width to lot width.

Also see Section 3, street standards, of the city's public works development standards for additional driveway standards (ADD LINK).

STAFF NOTE: The Planning Commission motion reference to 15.540.020(B)(3) is incorrect and should be referencing 15.540.020(D)(3).

Motion 11.10: A motion was made to recommend that Figure 15.540.020(B) be revised to replace the reference to "garage fronts" with "garage doors". The motion was seconded and passed by a vote of 5-0.

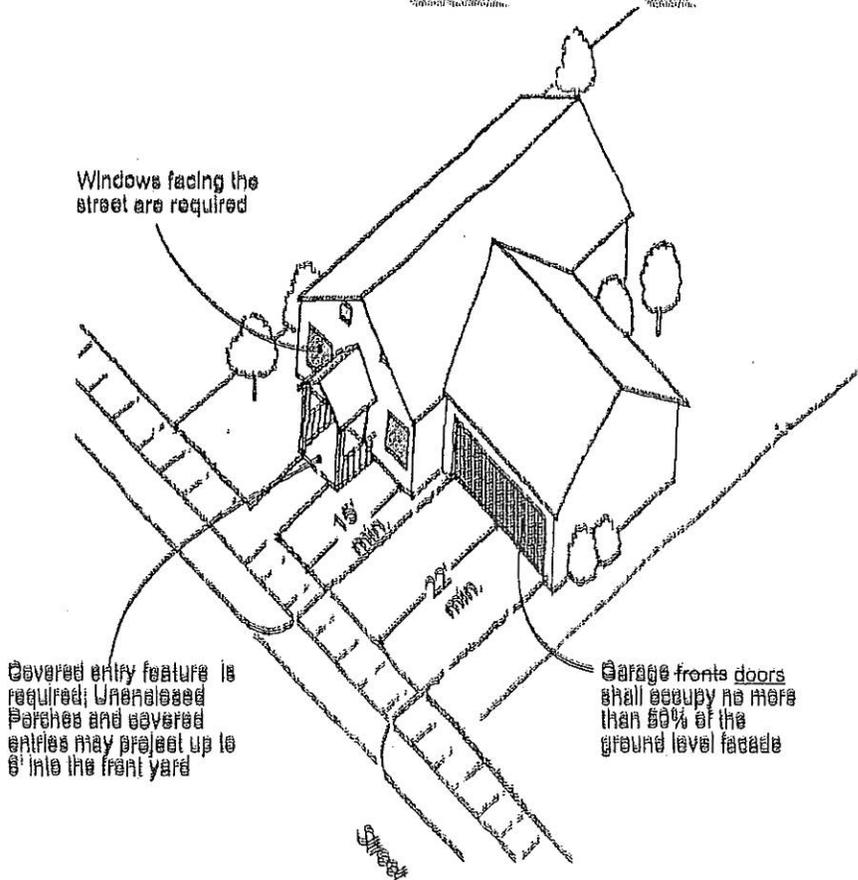


Figure 15.540.020(B). Single-family design requirements.

Motion 11.11: A motion was made to recommend that the proposed staff amendment to Section 15.110.070 be approved. The motion was seconded and passed by a vote of 5-0.

15.110.070 Relationship to other codes.

The LDC is part of a comprehensive program of regulation related to land use and development within the city. The Ellensburg City Code (the "ECC") contains other regulations that relate, directly or indirectly, to land use and development, including but not limited to, hearing examiner (Chapter 1.70A), building and fire (Title 3), traffic (Title 8), utilities (Title 9), annexation (Title 10), and impact fees (Title 14). In order to understand all of the regulations that may relate to land use and development, readers are advised to consult both the LDC and the ECC.

Where conflicts occur between provisions of this Title 15 and/or between other city codes, regulations or standards, the provisions herein shall apply.

STAFF Comment: This ensures that any discrepancies between the LDC and other codes or standards will be governed by the LDC.

Motion 11.12: A motion was made to recommend that the code become effective 3 days after second reading of the ordinance. The motion was seconded and passed by a vote of 5-0.

STAFF NOTE: The current draft implementing ordinance provides Council with two options for when the adopted LDC would become effective: 5 days after second reading of the ordinance or January 1, 2014.

Motion 11.13: A motion was made to recommend that garages be setback a minimum of 3 feet from the front face of the house. The motion was seconded and passed by a vote of 5-0.

15.540.020(C) Garages placement and design.

3. The minimum garage setback is at least 22 feet from the sidewalk edge. Garages shall be setback a minimum of 3 feet from the front face of the house.

Motion 11.14: A motion was made to recommend that the language in 15.110.060(E) be revised to reinstate the Landmarks and Design Commission as the decision making body for all departures and Regional Retail projects. The motion was seconded and passed by a vote of 3-1.

15.110.060 Roles and responsibilities.

- E. The landmarks and design commission is the designated body responsible for certain quasi-judicial and legislative decisions established by this title relating to properties identified as being on the Ellensburg Landmark Register, regional retail commercial projects, and all requests for departures from the City's design standards (See ECC 15.210.060 for "departure" provisions)

Staff Comment: In the public hearing draft City Council makes the decision and the Director makes a recommendation. In earlier drafts the Landmark and Design Commission made the recommendation and City Council made the decision on regional retail commercial projects. Planning Commission's recommendation would make the Landmark Commission the decision making body. Staff believes, but has not confirmed, that this may be a misreading by the Planning Commission of the Council decision-making role and the actual intent of the motion is to make the Landmarks Commission the recommending body rather than the Director as currently designated in the draft LDC.

STAFF NOTE: If City Council approves of this change, there are other related code changes and cross references that will need to be updated including:

- *Table 15.210.050(D): Updating the decision-maker from the city council to the landmarks and design commission for regional retail commercial master site plans and major revisions to regional retail commercial master site plans.*
- *15.250.070(C): Updating the decision-maker from the city council to the landmarks and design commission*

Motion 11.15: A motion was made to recommend that the City Council approve the Final Draft Land Development Code Update with the recommended changes and revisions. The motion was seconded and passed by a vote of 4-0.

Other Staff Recommendation

Staff recommends the following amendment to the final draft LDC that the Planning Commission did not make a recommendation on since it was developed after the Planning Commission public hearing.

15.350.030 Airport overlay zone.

In order to carry out the purpose of this chapter there is hereby created an airport overlay zone (A-O) that is composed of the following surface and safety zones. The zones cover a geographic area that is affected by airport activities and are defined on the basis of factors including, but not limited to, aircraft noise, aircraft flight patterns, airport safety zones, local circulation patterns and area development patterns. The boundaries of the airport surface and safety zones are shown on airport overlay (A-O) Map "B", "Safety Zones" [see Figure 15.300.060(D)], which are attached to the ordinance codified in this chapter and incorporated by reference, and which shall also be on file and open for inspection in the Kittitas County public works department. The surface and safety zones are overlaid on top of the existing underlying zoning that remains in full force and effect. Where the requirements imposed by the surface and safety zones conflict with the requirements of the underlying zoning, the more restrictive requirement shall be enforced.

