

Chapter 15.410 STREETSCAPE DESIGN

Sections:

- [15.410.010](#) Purpose.
- [15.410.020](#) Arterial street design.
- [15.410.030](#) Collector street design.
- [15.410.040](#) Local access street design.
- [15.410.050](#) Multi-use pathways.

15.410.010 Purpose.

Streetscapes are typically defined as the areas between [buildings](#) that are occupied by the public [street](#) right-of-way and related [street](#), sidewalk, and landscaping [improvements](#), and any setback and [yard](#) areas on private property. Ellensburg's streetscapes are among the most important urban design features of the community, because their appearance, character and the impressions they evoke, create the public image of the [city](#). Streetscape design also impacts the ability of residents and visitors to move from place to place. A high priority for the [city](#) is to create a multi-modal network of [streets](#), where roads are shared by a combination of pedestrians, bicyclists, motorists, and transit users. To accomplish this goal, [streets](#) need to be both safe and attractive to these users.

This chapter provides a summary of [street](#) design provisions for the full range of [street](#) classifications. For the detailed design provisions, see Section 3, [Street](#) Standards, of the [city's public works development standards](#). Standards and guidelines for the privately owned portions of the streetscape (setbacks/yards, landscaping and [buildings](#)) are addressed via site orientation standards in Chapter [15.510](#) ECC. [Ord. 4656 § 1 (Exh. O2), 2013.]

15.410.020 Arterial street design.

- A. Purpose. Provide safe and attractive arterial [streets](#) to facilitate movement of multi-modal traffic through the [city](#) and to regional and community destinations. As mobility is the primary function of the arterial [streets](#), access to property may be limited to accommodate traffic flow.
- B. Implementation. [Street](#) section connections to existing curbs/sidewalks shall be as follows:
 1. When curbs/sidewalks exist on one abutting end of proposed project, the new [development](#) shall transition from existing location to the new [street](#) section as provided by current code requirements.
 2. When existing curbs/sidewalks exist on both abutting ends of a proposed project (infill), or along the [frontage](#) of the proposed project, the project [applicant](#) may petition the public works [director](#) for a [departure](#) from the code streetscape requirements. This [departure](#), if granted, would allow for the continuation of the existing roadway section across the proposed [development](#). As a condition of [departure](#), the [applicant](#) shall be required to dedicate necessary rights-of-way to construct [improvements](#) and execute a deferral agreement to participate in a future project to construct said improvement(s) in accordance with ECC [4.06.060](#).

C. Principal Arterial [Street](#) Design.

1. Design. Principal arterials typically include two lanes of travel in each direction, a center/left turn lane, bicycle lanes, planting strips with [street](#) trees, and sidewalks. On-street parking may be included in single-family zones and in commercial zones where [storefronts](#) are permitted (see Chapter [15.510](#) ECC). See Section 3, [Street](#) Standards, of the [city's public works development standards](#) for detailed standards.

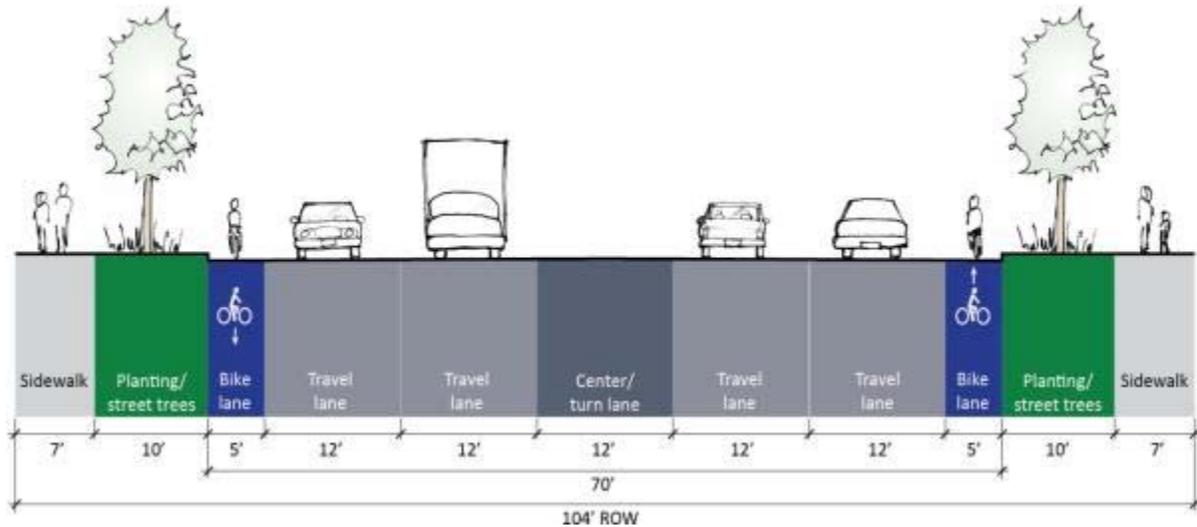


Figure 15.410.020(B). Cross-section of standards for typical new principal arterial [streets](#) with standard dimensions. Variations could include on-street parking lanes in single-family zones and commercial zones in special circumstances, and wider sidewalks with [trees](#) in grates in commercial zones.

D. Minor Arterial [Street](#) Design.

1. Design. Minor arterials typically include one lane of travel in each direction, a center/left turn lane, bicycle lanes, planting strips with [street](#) trees, and sidewalks. On-street parking may be included in single-family zones and in special circumstances in commercial zones. See Section 3, [Street](#) Standards, of the [city's public works development standards](#) for detailed standards.

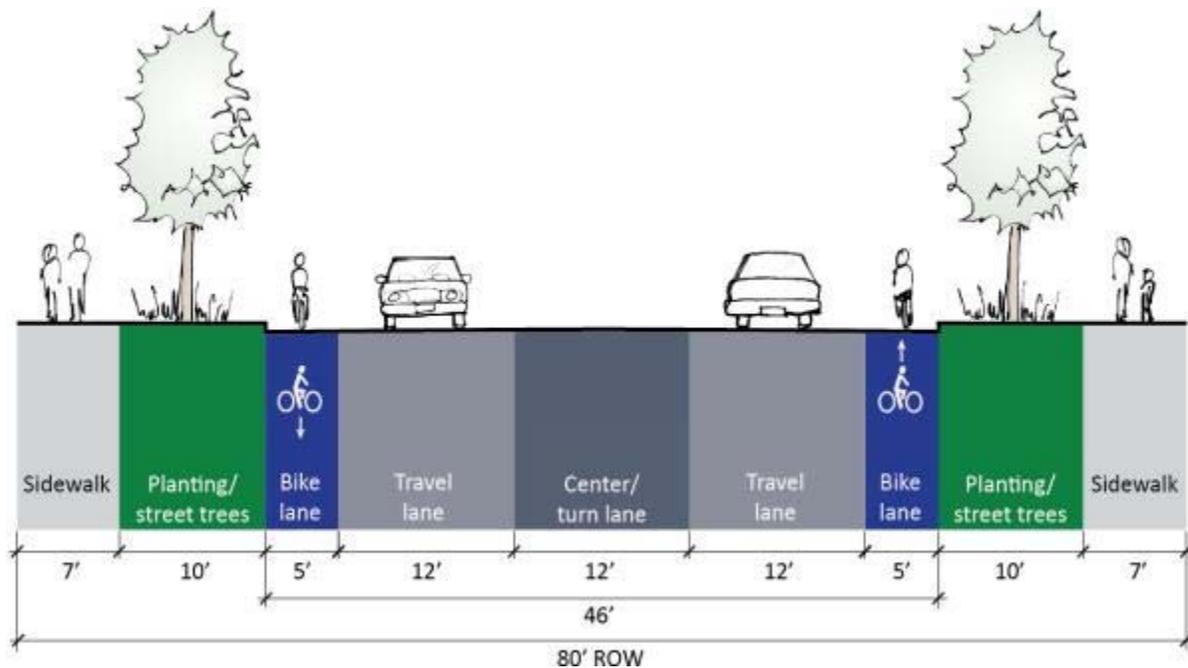


Figure 15.410.020(D). Cross-section of standards for new minor arterial streets located in commercial, industrial, and multifamily zones (with standard dimensions). Variations could include on-street parking lanes in single-family zones and commercial zones in special circumstances, and wider sidewalks with trees in grates in commercial zones.

[Ord. 4656 § 1 (Exh. O2), 2013.]

15.410.030 Collector street design.

- A. Purpose. Provide safe and attractive collector streets that balance mobility and access to encourage flow of traffic from neighborhoods and provide access to property.
- B. Implementation. Street section connections to existing curbs/sidewalks shall be as follows:
1. When curbs/sidewalks exist on one abutting end of proposed project, the new development shall transition from existing location to the new street section as provided by current code requirements.
 2. When existing curbs/sidewalks exist on both abutting ends of a proposed project (infill), or along the frontage of the proposed project, the project applicant may petition the public works director for a departure from the code streetscape requirements. This departure, if granted, would allow for the continuation of the existing roadway section across the proposed development. As a condition of departure, the applicant shall be required to dedicate necessary rights-of-way to construct improvements and execute a deferral agreement to participate in a future project to construct said improvement(s) in accordance with ECC 4.06.060.
- C. Design. Collector streets typically include one lane of travel in each direction with shared auto and bicycle lanes, on-street parking, planting strips with street trees, and sidewalks. See Section 3, Street Standards, of the city's public works development standards for detailed standards.

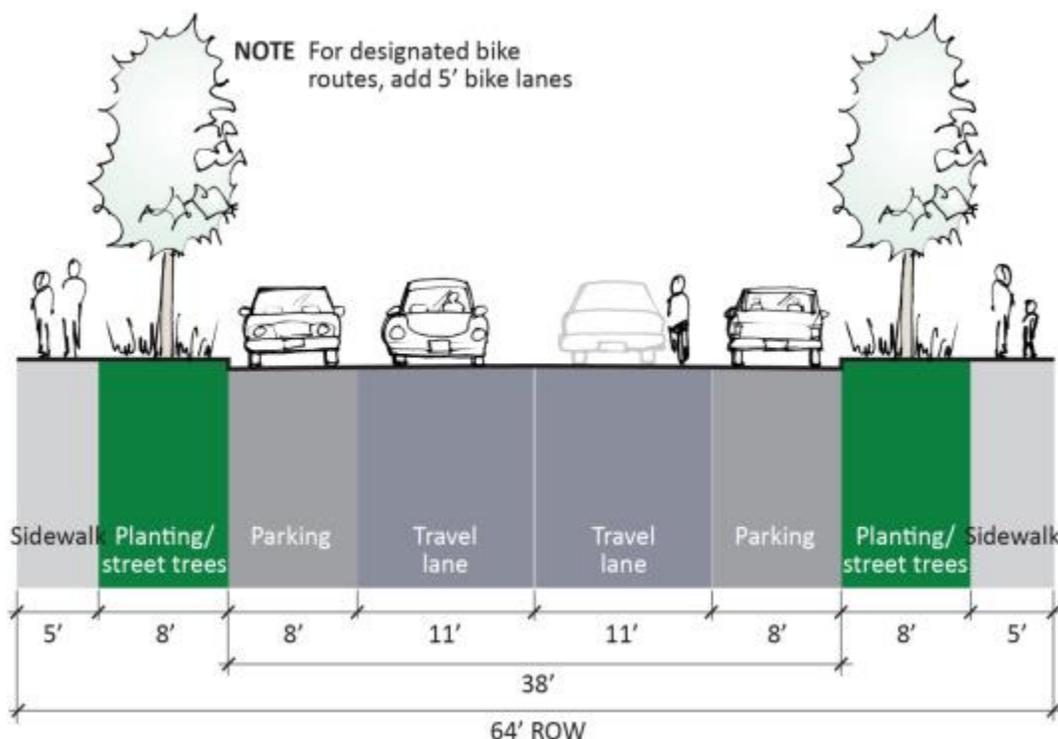


Figure 15.410.030. Cross-section of standards for collector streets (with standard dimensions). Variations could include removal of on-street parking lanes in single-family zones (where alleys and other provisions for off-street parking are provided to adjacent lots) and commercial zones in special circumstances, and wider sidewalks with trees in grates in commercial zones.

[Ord. 4656 § 1 (Exh. O2), 2013.]

15.410.040 Local access street design.

- A. Purpose. Provide safe and attractive local access streets that provide access to property.
- B. Implementation. Street section connections to existing curbs/sidewalks shall be as follows:
 1. When curbs/sidewalks exist on one abutting end of proposed project, the new development shall transition from existing location to the new street section as provided by current code requirements.
 2. When existing curbs/sidewalks exist on both abutting ends of a proposed project (infill), or along the frontage of the proposed project, the project applicant may petition the public works director for a departure from the code streetscape requirements. This departure, if granted, would allow for the continuation of the existing roadway section across the proposed development. As a condition of departure, the applicant shall be required to dedicate necessary rights-of-way to construct improvements and execute a deferral agreement to participate in a future project to construct said improvement(s) in accordance with ECC 4.06.060.
- C. Design. There are three optional designs for local access streets, including 20-foot, 24-foot, and 30-foot-wide streets, to allow flexibility for subdivision design while accommodating functional access

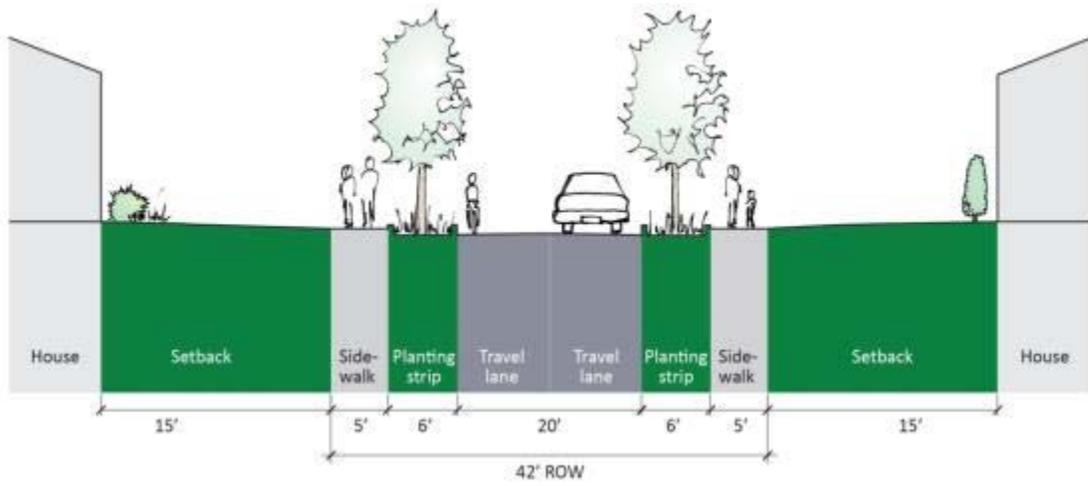
needs and community design goals. Travel lanes are shared auto and bicycle lanes. Planting strips with [street](#) trees and sidewalks are included on both sides of the [street](#). See Section 3, [Street](#) Standards, of the [city's public works development standards](#) for detailed standards.

1. Continuity. The designs shall be consistent on individual [blocks](#). An exception is for a hybrid design. An example would be a 20-foot [street](#) that integrates parking pockets on one side of the [street](#).
2. Limitation for 20-Foot [Streets](#). The 20-foot [street](#) is intended to be used only in special cases where there is available guest parking on nearby [streets](#) or additional off-street parking is provided within walking distance of homes. All [dwelling units](#) shall be within 500 feet (measured along sidewalks or other internal pathways) of available on-street or off-street guest parking equal to one space per [dwelling unit](#), minimum. [Developments](#) may integrate parallel parking bulb-outs (see Figure 15.410.040) along these [streets](#), provided the bulb-outs take up no more than 50 percent of the planting strip length.

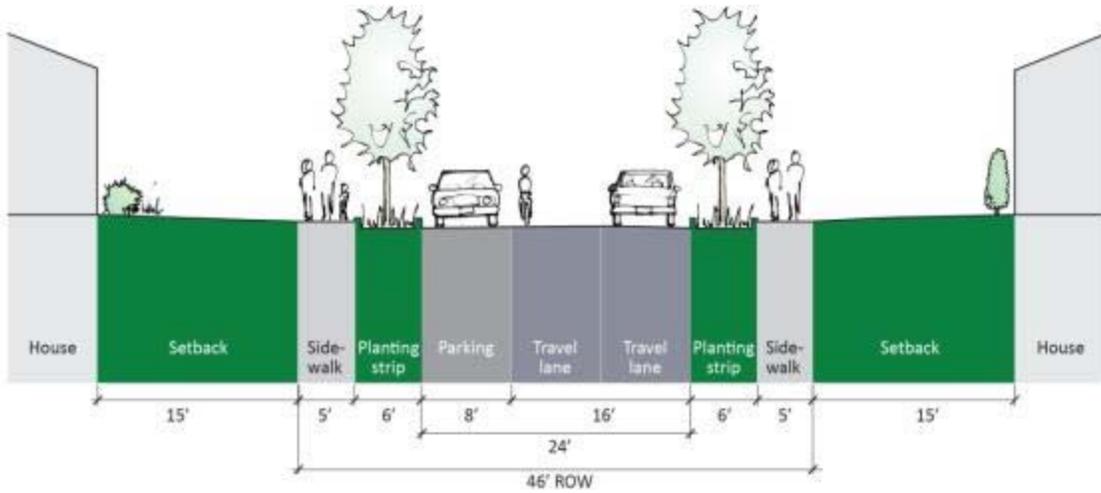


Figure 15.410.040. Example of a local access [street](#) with integrated parallel parking bulb-outs.

20' Wide [Street](#)



24' Wide Street



30' Wide Street

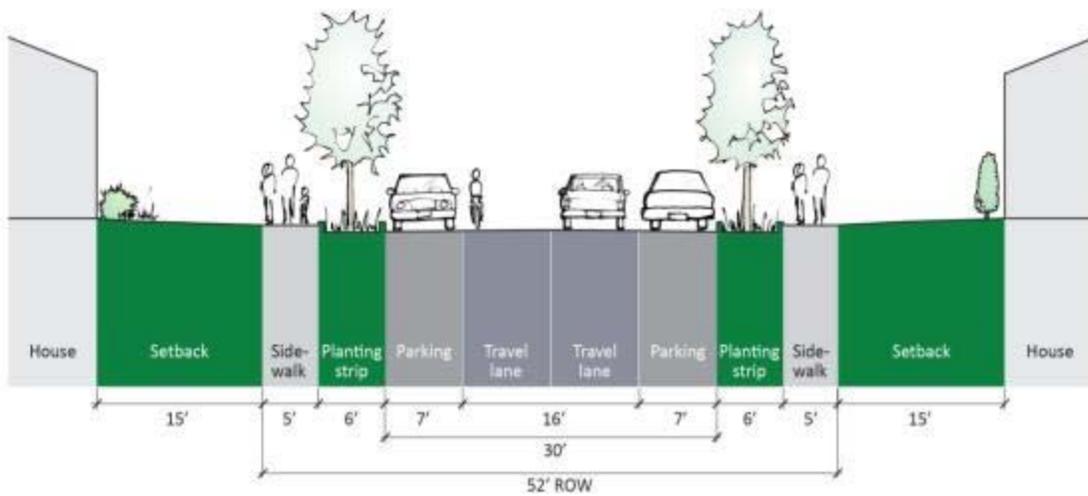


Figure 15.410.040. Cross-sections for local access street design options (with standard dimensions).

[Ord. 4656 § 1 (Exh. O2), 2013.]

15.410.050 Multi-use pathways.

- A. Purpose. Provide standards and guidelines for multi-use pathways in Ellensburg.
- B. Alternative to Standard Sidewalks. Multi-use pathways, designed per standards and guidelines herein, may be used in place of a standard sidewalk for all streets.
- C. Standards and Guidelines. Multi-use pathways shall be constructed to WSDOT's Shared Use Path design standards (Chapter 1515 of the WSDOT Design Manual). This includes a minimum paved width of 10 feet, with 12-foot pathways desirable in areas anticipating substantial use.



Note:

[1] 3 ft minimum. Provide as much separation from the roadway as practicable.

Figure 15.410.050. Cross-sections for a multi-use pathway adjacent to a roadway with maximum speed of 35 mph or less, from Chapter 1515 of the WSDOT Design Manual.

[Ord. 4656 § 1 (Exh. O2), 2013.]

The Ellensburg City Code is current through Ordinance 4671, passed March 17, 2014.

Disclaimer: The City Clerk's Office has the official version of the Ellensburg City Code. If there is a discrepancy, please contact the City Clerk's Office.

