EXHIBIT 5 - TABLE OF PROPOSED STANDARDS

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City of Cle Elum Municipal Code

CHAPTER 16.12A SUBDIVISIONS	PROPOSED DESCRIPTION	JUSTIFICATION
Original 16.12A.060(A.1) Development standards	**16.12A.060(A.1)Proposed modified standards**	All blocks meet code except west side of Phase 3 and Phase 4 of the proposed development. West side of Phase 3 block is approximately 250-ft in length. Phase 4 block contains a cul-de-sac and is only 40-feet from meeting the 300-ft requirement. Due to existing property boundaries, no ability to tie into an off-site connecting street, maintaining sufficient lot depth and density around cul-de-sac, we request a reduction of the minimum block length to 250 feet.
Blocks. Blocks shall not exceed eight hundred feet in length nor less than three hundred feet on any single side, unless terrain or property boundaries prevent compliance with this standard;	Blocks. Blocks shall not exceed eight hundred feet in length nor less than 250 feet on any single side, unless terrain or property boundaries prevent compliance with this standard;	
Original 16.12A.060(C.2) Development standards		Proposed development is on the fringe of City limits where there is no connection to future alleys or through streets to the west other than Third Street and First Street. Closest road to the west is Cottage Ave which is 400-ft away. The alley way that divided the project parcels was recently vacated which also eliminated any future alley connections. In order to address emergency access, developer is proposing additional right-of-way, parking, and any necessary signage the Fire Chief may propose. Also, driveways within the cul-de-sac highly limit the ability for cars to park illegally in the drive lane. Cul-de-sac: 60-ft vs. 50-ft right-of-way. Paved radius: 49.5-ft vs. 45-ft paved radius.
Cul-de-sacs. Dead end streets or cul-de-sacs are not permitted unless terrain and parcel conditions result in greater impacts than connected streets. Where permitted, dead end streets shall be constructed with a turnaround located within the right-of-way or in a temporary easement. In no case shall a cul-de-sac exceed four hundred feet in length. Cul-de-sacs shall be located within a minimum right-of-way radius of fifty feet and shall have a minimum paved radius of forty-five feet;	*Cul-de-sacs.* **Dead end street or cul-de-sac is permitted as proposed by this development.** Where permitted, dead end streets shall be constructed with a turnaround located within the right-of-way or in a temporary easement. Cul-de-sacs shall be located within a minimum right-of-way radius of fifty feet and shall have a minimum paved radius of 49.5 feet;;	
Original 16.12A.060(C.3) Development standards	**16.12A.060(C.3) Proposed modified standards**	Proposed development is on the fringe of City limits where there is no connection to future alleys or through streets to the west other than Third Street and First Street. Closest road to the west is Cottage Ave which is 400-ft away. The alley way that divided the project parcels was recently vacated which also eliminated any future alley connections. In order to address emergency access, developer is proposing additional right-of-way, parking, and any necessary signage the Fire Chief may propose within the cul-de-sac. Also, driveways within the cul-de-sac highly limit the ability for cars to park illegally in the drive lane. Cul-de-sac: 60-ft vs. 50-ft right-of-way. Paved radius: 49.5-ft vs. 45-ft paved radius. Justification below: 1. Proposed project provides low volume side streets and sidewalks for pedestrians to safely walk. 2. Lower infrastructure costs by eliminating grading, paving, stormwater, lighting, and utility extensions for additional right-of-way and passing cost savings to the buyers. 3. Reduces overall impervious surface area in the spirit of low-impact-development. 4. Much easier snow management and maintenance. Nowhere to store snow in a 16-ft alley. 5. Simplifies building pad design especially for multi-family. 6. Improves safety and visibility by creating blind corners and backing into narrow alleys. 7. Front yards are more visible, deterring theft and vandalism. 8. Garbage collection is easier from the main street than narrow alleys (especially with snow or tight turning radius). 9. Closest alley accessed residential block is over 2,000-ft away. 10. Alleys use a large amount of area that significantly reduce density. 11. City just recently vacated an alley dividing the 2 project parcels for not having much public value for the City.
Alley. Paved alleys with a minimum width of sixteen feet within a twenty feet of right-of-way shall be provided unless prohibited by physical limitations that are not caused by the proposed street layout or the design of the project;	No alley requirements for this project.	
Original 16.12A.060(C.9-Note 4) Development standards	**16.12A.060(C.9-Note 4) Proposed modified standards**	Allow creativity in the design for a more modern development and variety of street scape. Areas of planter strips will be determined during the final engineering design. The most likely area with planter strips will be along 1st and 3rd Street in order tie into future development that may occur west of the proposed Wildwood Development. Areas that will have larger separation of driveways may also be considered to have sidewalk and curb separation.
In residential areas, sidewalks shall be separated from the curb by a minimum four feet planting strip or filter strip.	In residential areas, sidewalks **may** be separated from the curb by a minimum four feet planting strip or filter strip. The design benefit or constraint shall be demonstrated when not separating sidewalks from curbs.	
Original 16.12A.060(C)(11) Development standards	**Original 16.12A.060(C)(11) Proposed Development standards**	Proposed development is on the fringe of City limits where there is no connection to future alleys or through streets to the west other than Third Street and First Street. Closest road to the west is Cottage Ave which is 400-ft away. The alley way that divided the project parcels was recently vacated which also eliminated any future alley connections. In order to address emergency access, developer is proposing additional right-of-way, parking, and any necessary signage the Fire Chief may propose within the cul-de-sac. Also, driveways within the cul-de-sac highly limit the ability for cars to park illegally in the drive lane. Cul-de-sac: 60-ft vs. 50-ft right-of-way. Paved radius: 49.5-ft vs. 45-ft paved radius. Justification below: 1. Proposed project provides low volume side streets and sidewalks for pedestrians to safely walk. 2. Lower infrastructure costs by eliminating grading, paving, stormwater, lighting, and utility extensions for additional right-of-way and passing cost savings to the buyers. 3. Reduces overall impervious surface area in the spirit of low-impact-development. 4. Much easier snow management and maintenance. Nowhere to store snow in a 16-ft alley. 5. Simplifies building pad design especially for multi-family. 6. Improves safety and visibility by creating blind corners and backing into narrow alleys.
Vehicular access to single-family residential lots shall be limited to the alley unless otherwise approved through an alternative access plan as part of an approved subdivision by the city;	**Vehicular access to single-family residential lots shall be limited public street access.**	

		7. Front yards are more visible, deterring theft and vandalism. 8. Garbage collection is easier from the main street than narrow alleys (especially with snow or tight turning radius). 9. Closest alley accessed residential block is over 2,000-ft away. 10. Alleys use a large amount of area that significantly reduce density. 11. City just recently vacated an alley dividing the 2 project parcels for not having much public value for the City.
Original 16.30.040(E) Final plat procedures	**16.30.040(E) Proposed final plat procedures**	Common practice is to have the developer record the final plat.
Certification and Recording. Upon approval, the council shall certify its acceptance by authorizing the mayor to sign the plat. The director shall have the final plat recorded with county auditor.	Certification and Recording. Upon approval, the council shall certify its acceptance by authorizing the mayor to sign the plat. The **developer** shall have the final plat recorded with county auditor.	

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CHAPTER 17.20 RM - MULTI FAMILY (Parcel 063034)	PROPOSED DESCRIPTIONS	JUSTIFICATION
Original 17.20.010(A) Permitted uses	**17.20.010(A) Proposed Permitted uses**	Update to current practices and allow more variety of housing options.
Single-family dwellings, multiple-unit dwellings and townhouses;	Single-family dwellings, **common wall units**, multiple-unit dwellings and townhouses;	
Original 17.20.030 Front yard	**17.20.030 Proposed Front yard**	To insure additional off-site parking availability. See architectural plan for dimensions of proper spacing.
There shall be a front yard having a minimum depth of ten feet.	There shall be a front yard having a minimum depth of ten feet. **Driveways shall be minimum 20-ft long from back of sidewalk to front of garage.**	
Original 17.20.050 Side yard	**17.20.050 Proposed Side yard**	To avoid any conflicting setback requirements in common wall situations.
There shall be a side yard of not less than ten feet in width on each side of a building, and not less than five feet in width between lot side and buildings in the rear yard. A side street side yard shall have a minimum width of fifteen feet.	There shall be a side yard of not less than 5 feet in width on each side of a building, and not less than five feet in width between lot side and buildings in the rear yard. A side street side yard shall have a minimum width of fifteen feet. **When the common property line of two lots(common-wall unit) will be covered by a proposed buildings(s), the required applicable interior setbacks shall not apply along the common-wall property line.**	
Original 17.20.080 Lot coverage	**17.20.080 Proposed Lot coverage**	To meet statewide development trends and help achieve underlying density. Proposed language matches current City code.
The lot area covered by structures shall not exceed forty-five percent of the lot area.	The impervious surfaces on the lot or development site, including structures, sidewalks, and driveways, shall not cover more than eighty percent of the total lot area.	

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Original 17.20.090(G) Design review and design guidelines	17.20.090(G) Proposed Design review and design guidelines	
Parking and Access. If alley access is available and not incompatible with adjacent single-family development, access to parking shall be from the alley. When access is provided from the street, the driveway width and location shall be approved by the city engineer. *Parking may be located in or under the structure, or in the required rear and side yards (other than a side street side yard). Parking may not be located in the required front or side street side yards except for single-family residences. Driveways and parking areas for more than four vehicles shall be screened from adjacent residential properties by a wall or solid evergreen hedge at least five feet in height. If parking is located in or under the structure, the parking must be screened by a front facade and a view obscuring facade or fence along the side of the structure.*	Parking and Acces a) The proposed development conforms to the Development Standards for Local Residential Access streets as set forth in CEMC 16.12A.060.C, excluding the following design requirements. b) Sidewalks. Sidewalks may not be separated from the curb by a planting or filler strip in order to provide efficient land use consistent with efficient urban use of property. c) Rolled Curbs. Owner shall have the option of either barrier or rolled curbs for the Development. d) Alley. An alley layout is not required within this development proposal. The street layout has been designed to limit paved areas to the minimum necessary to access all lots from existing and new streets. In lieu of alleys, emphasis was put on grouping private open space together adjacent to existing development that will serve as private open space between new development and neighboring parcels. e) Vehicular access to all lots will be from public streets. f) The vested standard for construction of roads and all other construction within the publicly owned right-of-way shall be based on the current (2024) published edition of the “Standard Specifications for Road, Bridge and Municipal Construction” and “Standard Plans for Road and Bridge construction” as published by Washington State Department of Transportation and American Public Works Association as modified by the city’s construction standards.	The project site is located on the exterior limits of the City and not within the core residential area where alley access is more prominent. Modifying this code provides a variety of options and ability to meet the underlying density while keeping a nice curb appeal.

CHAPTER 17.70 RM - ZERO LOT LINE AND COMMON WALL DEVELOPMENTS (Parcel 063034)	PROPOSED DESCRIPTIONS	JUSTIFICATION
17.70.040(C)(d) Zero lot line and common wall design standards.	**17.20.010(A) Proposed Permitted uses**	
The interior lot line opposite the zero lot line or common wall line shall be subject to all applicable setback requirements of the underlying zone.	There shall be a side yard of not less than 5 feet in width on each side of a building, and not less than five feet in width between lot side and buildings in the rear yard. A side street side yard shall have a minimum width of fifteen feet. **When the common property line of two lots(common-wall unit) will be covered by a proposed buildings(s), the required applicable interior setbacks shall not apply along the common-wall property line.**	To avoid any conflicting setback requirements in common wall situations and current zoning.

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CHAPTER 17.16 R - RESIDENTIAL DISTRICT (Parcel 623134)	PROPOSED DESCRIPTIONS	JUSTIFICATION
Original 17.16.010 Outright permitted uses	**17.16.010(A) Proposed Permitted uses**	
A. One single-family dwelling per legal lot of record (including manufactured homes) and duplexes with not more than one duplex per street frontage per block; B. Accessory buildings, such as are ordinarily appurtenant to single-family dwellings, including but not limited to, private workshops, private greenhouses, parking for private recreational vehicles and trailers, and a private garage of not more than three-car capacity, when located not less than sixty feet from the front line, unless attached to or within the dwelling and set back five feet from the face of the main building. In no case shall an accessory building(s) exceed the size of the primary building on site. Where a lot is served by an alley, all on-site parking or garages shall be accessed only from the alley; C. Accessory dwelling units, provided: 1. Only one accessory dwelling unit is permitted per lot; 2. The accessory unit shall not be larger than fifty percent of the living area of the primary residence; 3. One additional off-street parking space is provided, and; 4. Either the primary unit or the accessory unit is occupied by the owner of the property. D. Adult family homes and group homes as required and meeting minimum state requirements; E. Home occupations engaged in by individuals living in the residence, subject to the limitations in the title; F. Family day care as required and meeting minimum state requirements.	**Remove 17.16.010 and use current code Chapter 17.14 Permitted Land Uses**	Update to match existing code and permitted uses.
Original 17.16.040 Front yard	**17.16.040 Proposed Front yard**	
A front yard having a minimum depth of twenty feet is required. If on any given block, over fifty percent of the existing structures on the same street frontage are set back less than twenty feet, the required front yard shall be reduced to the average of the existing front yard setbacks along that street frontage.	There shall be a front yard having a minimum depth of ten feet. Driveways shall be minimum 20-ft long from back of sidewalk to front of garage.	To ensure additional off-site parking availability.
Original 17.16.070 Site area	**17.16.070 Proposed Site area**	
For every building hereafter erected or structurally altered or moved into the district, there shall be provided a lot area of not less than five thousand square feet per unit for one-family dwellings, and not less than seven thousand square feet per unit for duplexes.	The minimum lot size for single-family dwellings shall be determined by the minimum density and the ability of the proposed lots to support a dwelling and the required setbacks and parking.	To allow uniformity throughout the property and align with more current development such as City Heights and Bull Frog Flats.Rather than submit a rezone for tax parcel 623134, the applicant wishes to address this within the development agreement. Allowing smaller lots will not increase the overall allowable density of the project. Applicant has provided an architectural plan and a preliminary plat that demonstrates single housing types, lot sizes, and overall uniformity throughout the project. See enclosed architectural video. Home square footage that is different than what is currently being proposed. 1,200 – 2,500 square feet.
Original 17.16.090 Lot coverage and lot width	**17.16.090 Proposed Lot coverage and lot width**	
The lot area covered by single-family dwellings and structures accessory thereto shall not exceed forty percent of the lot area; duplexes and accessory structures thereto shall not exceed forty percent of the lot area. No residential lot having a width of less than forty feet, a depth of less than seventy-five feet, nor less than twenty feet of street frontage shall be created and in no case shall a lot be created with less than five thousand square feet..	The lot area covered by single-family dwellings, duplexes, accessory structures, and paving/concrete for parking areas or walkways shall not exceed sixty percent of the lot area. No residential lot having a depth of less than seventy-five feet, nor less than twenty feet of street frontage shall be created.	To meet state wide development trends and help achieve underlying density. Allowing smaller lots will not increase the overall allowable density of the project. Applicant has provided an architectural plan and a preliminary plat that demonstrates housing types, lot sizes, and overall uniformity throughout the project. This proposed language more aligns with today's City code.

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