

## Supplemental Findings Report Regarding Proposed Off-Street Parking Requirement Ratio

### **Purpose of Supplemental Findings:**

The Applicant is revising its Planned Unit Development ("PUD") for the Heron's Rest residential development under the City's PUD Ordinance by providing an off-street parking ratio of less than two spaces for each dwelling unit. These Supplemental Findings address the requirements of the PUD Ordinance in support of providing a deviation from applying the strict off-street parking requirements of two spaces for each dwelling unit. The Applicant is also submitting a revised site plan that depicts the requested off-street parking ratio as part of the City's review of the Heron's Rest PUD. The off-street parking requested is 37 total spaces for 26 units, or a ratio of 1.423 parking spaces per unit.

### **Applicable Criteria:**

Section 4.136 (1) (Purpose) of the Planned Unit Development (PUD) ordinance states:

*Purpose. The purpose of "planned development" is to permit the application of greater freedom of design in land development than may be possible under a strict interpretation of the provisions of this Ordinance. The use of these provisions is dependent upon the submission of an acceptable plan and satisfactory assurance it will be carried out. Such plan should accomplish substantially the same general objectives as proposed by the Comprehensive Plan for the area.*

Additionally, Section 4.136 (3)(c)(1) (Planned Development Procedure) states:

*There are special physical conditions of objectives of development which the proposal will satisfy to warrant a departure from the standard ordinance requirements.*

## Supplemental Findings:

The following findings support that this unique parcel warrants deviation from a strict application of Off-Street Parking Requirements 4.090 (3)(a), which states a requirement of “*Two spaces per dwelling unit*” are required for a “*Dwelling Use*”.

3. Requirements for specific uses [Amended by Ord. 11-04, passed November 9, 2011]

USE	REQUIREMENTS
(a) Dwelling	Two spaces for each dwelling unit.

The purpose and general objectives of Section 4.090 is an attempt to satisfy adequate parking needs for an average dwelling home. A cottage cluster home is not a typical dwelling unit, and therefore these unique units warrant a greater evaluation into what off-street parking requirements would be appropriate for this special development.

The Applicant has submitted a traffic impact analysis and parking study, which was completed by Brent Ahred of Mackenzie. The study evaluates parking needs for the 26 units. Please refer to Section V of the study, but some salient items to highlight:

1. Shared parking – The site plan shows small cottage/cabin units with a common shared parking area located in the center of the development. All units are within 150 ft. of the common parking area. This shared parking area consists of 15 parking spaces, which corresponds to 15 units in close proximity to these 15 parking spaces. The units are intended to be owner occupied as either primary or second home residences. It is unlikely that all units will be occupied at the same time, therefore unoccupied units will utilize zero spaces while other occupied homes can utilize one or two spaces. None of these units have dedicated parking spaces, and therefore, all parking for these homes will be satisfied by the common parking area.
2. Size of units – As all homes are one and two bedroom and approximately 650 sq. ft., they will naturally have fewer residents inside the homes.

3. R3 High-Density Residential Zoning – This is the only remaining large parcel for development within the R3 residential zone. Residents living in this area choose this area because of the walkability to the beach and to the downtown area of Manzanita, along Laneda Avenue. Due to the walkability of this area, less vehicular transportation is required, and therefore, less vehicles will be parked on site.
4. Empirical data – Traffic and parked car counts were performed at multiple similar locations, during peak traffic and parking times of the year (July 4<sup>th</sup> weekend and Memorial Day weekend). In other similar clustered developments, an average ratio of parked cars to dwelling units was found to be 1.09 or less at all times. In fact, the ratio was likely even lower than this ratio since it was conservatively assumed that a car was parked in every garage space that was closed and not immediately visible.
5. Garage units to supply two dedicated parking spaces – 11 homes will have garages. As those garage spaces are not shared, they will also have a second dedicated parking space directly in front of the garage.
6. The ITE Parking Generation Manual includes data for attached single family housing, which is similar to a cottage cluster development. Clustered housing results in reduced parking demands, and suggests, a rate of 0.74 spaces per bedroom. The proposed development is a mix of one- and two-bedroom units, indicating an appropriate parking ratio between 0.74 and 1.48 spaces, depending on unit mix.

In addition to these points within the Mackenzie parking study, there are further justifications for freedom of design.

There is greater public benefit with less parking. Each impervious concrete or asphalt parking space will be replaced by 162 additional square feet of green space. Larger shared common areas and additional trees and manicured landscaping will replace these unneeded parking spaces.

This lot is highly unique within Manzanita, and especially within the R3 High-Density residential zone. The parcel's special physical condition of

size warrants a deviation Off-Street Parking 4.090. During the original platting of the first addition of Manzanita in 1948, the landowner of this parcel did not participate with the platting of the first addition. Lots were typically platted as 50x100 5,000 sq. ft. lots, with a standard rectangular grid pattern. This lot has remained a unique, undeveloped parcel and the vast majority of lots surrounding this parcel have been built up over the past 75 years. The majority of construction recently within the R3 zone has consisted of very large single-family custom homes—often used for vacation rentals. The developer wishes to use the unique nature of this parcel to the greater advantage of the community in constructing cottage-cluster homes. Neighbors have voiced their support for smaller cluster homes, which would be more in nature of the older homes originally built within this first addition of Manzanita.

The parking ratio within the zoning ordinance does not differentiate between a one-bedroom cottage cluster home and a six-bedroom custom beach house. It provides a blanket statement regarding “dwelling units” without any greater detail. The “strict interpretation” of this ordinance would be unwise in determining an appropriate number of off-street parking requirements for this unique cottage cluster development, which is located within an R3 High-Density residential zone.

**Conclusion:**

Based on the foregoing, the Applicant respectfully requests the City to approve its proposed PUD and allow a parking ratio of 1.423 spaces per unit as shown on the revised Site Plan.