

Kestrel Park Cottages

Kestrel Park Subdivision, Area 3

Planning Commission Hearing

February 11, 2020



Kestrel Park Cottages

Kestrel Park Subdivision, Area 3

Outline Plan subdivision approval and **Site Design Review** approval for the Kestrel Park Cottages, a 16-lot, 15-unit subdivision of Area 3, one of the areas that was reserved for future development in the recently approved Kestrel Park Subdivision.

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Kestrel Park Subdivision, Area 3



1 inch = 139 feet
0 45 90 180 270 360
Feet

Mapping is schematic only and bears no warranty of accuracy.
All features, structures, facilities, easement or roadway locations
should be independently field verified for existence and/or location.



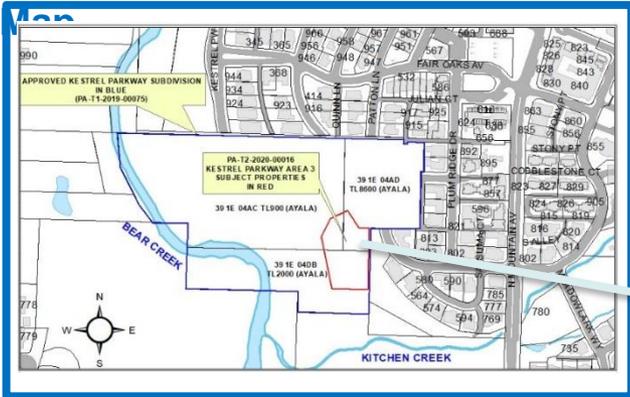




Kestrel Park Cottages ('Area 3' of the Kestrel Park Subdivision)

Nandina Street at Kestrel Park

Vicinity



Type 'A' 2BR/2BA, 837 s.f.



Type B - 2BR/2BA, 880 s.f.

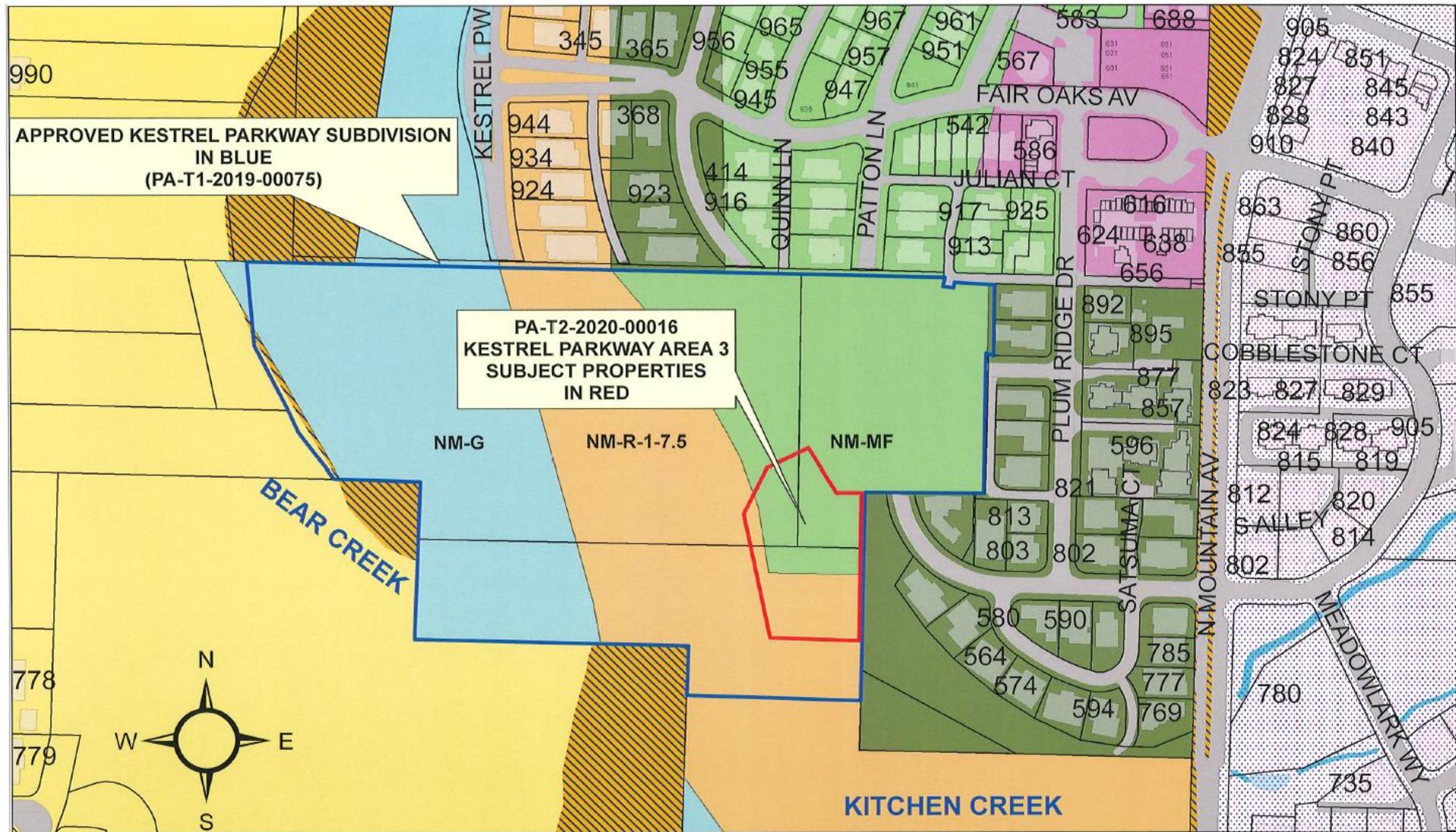


Type 'C' 2BR/2BA + Office, 1,123 s.f.



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Density



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Density

In staff's assessment, this doesn't pose a concern; **AMC 18.3.5.040.G** provides that, "*Density transfer within a project from one zone to another may be approved if it can be shown that the proposed density transfer furthers the design and access concepts advocated by the neighborhood plan, and provides for a variety of residential unit sizes, types, and architectural styles.*"

Here the Kestrel Park Subdivision sought to break the larger development into smaller areas to address the variety of site constraints including riparian corridor, floodplain, wetlands, steep slopes and trees as they relate to the neighborhood plan's zoning and street system. The general layout approved with the subdivision and clarified here is a direct response to the design and access concepts of the neighborhood plan, and seeks to provide a mix of unit types, sizes and styles and achieve the required minimum density for the Kestrel Park Subdivision as a whole in light of site constraints and the character of the now existing, established neighborhood.

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Density

The “**Density & Open Space**” table on page 3 carried over from the Subdivision approval illustrates how the overall density of the parent subdivision was considered to meet the minimum density requirements of the NMNP.

In staff’s opinion, the Commission can reasonably conclude that the application is consistent with the applicable density standards for the subdivision as a whole. A condition has been recommended below to make clear that the future development of Areas #4-7 is not being considered or approved, that their development will require applicable subdivision and site review approvals, and that those applications will need to demonstrate consistency with the minimum density standards of the NMNP for the subdivision as a whole as illustrated in the “Density & Open Space” table.



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Density

SUBDIVISION DATA: As approved with the Kestrel Park Subdivision – PA-2018-00005:

Density & Open Space

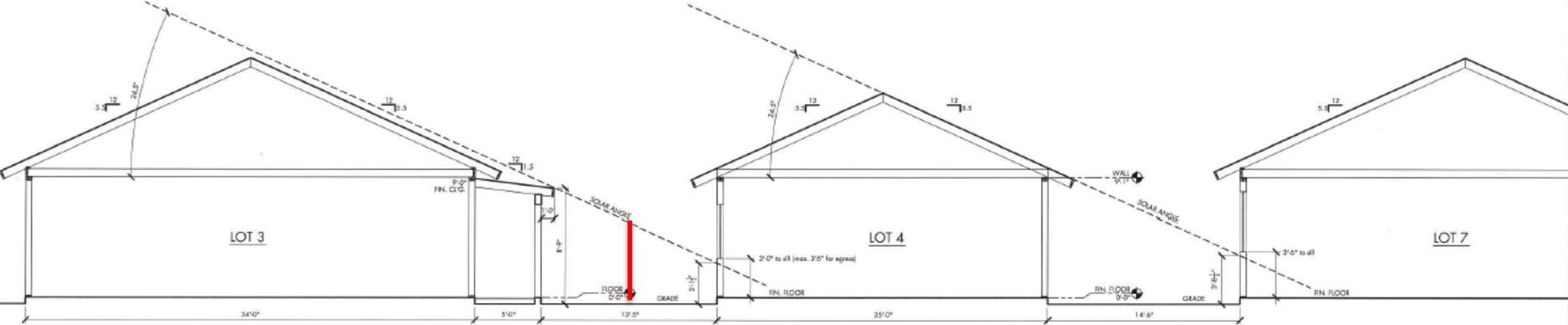
NM Zone	NM-G	NM-R-1-7.5	NM-MF
Acres	5.99 ac	2.76 ac	4.74 ac
Dwelling Units Per Acre	-	3.6	12
75% to 110% Base Density Requirement	-	7.42 – 11.02	42.66 – 68.25* 62.57
Approved Density ((Phase I – Areas 1 & 2))	-	11	4
<i>Proposed Density ((Phase I – Area 3))</i>	-	-	15
Proposed Density ((Phase II – Areas 4 - 7))	-	-	23.66 – 48.25* 43.57

* Final density and open spaces within NM-MF areas are to be determined at the time of each remainder Area's Site Review Permit, but as noted, the minimum density combined would be 23.66 (24) dwelling units.

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Solar Access Performance Standard 18.4.8.040.B

The applicant proposes to address solar access with a performance standard approach to define an allowed shadow height to protect the applicable solar access standard. For a typical lot with a standard six-foot side yard setbacks, a building complying with Solar Access Standard A would be allowed to shade approximately four feet up the wall of a building at six feet from the property line. Performance Standards Subdivisions allows flexibility with regard to setbacks, and the applicant proposes to preserve solar access comparable to ‘Standard A’ by allowing the shadow cast by a southern unit to extend no more than four feet above the finished floor of the adjacent building to the north, regardless of the property line location relative to the buildings. This means that the lowest windows would not be shaded and therefore living space within the house would retain the benefits intended by the solar access standards.



① NORTH-SOUTH SITE SECTION (typical solar access setbacks)
SCALE: 1/8"=1'-0"

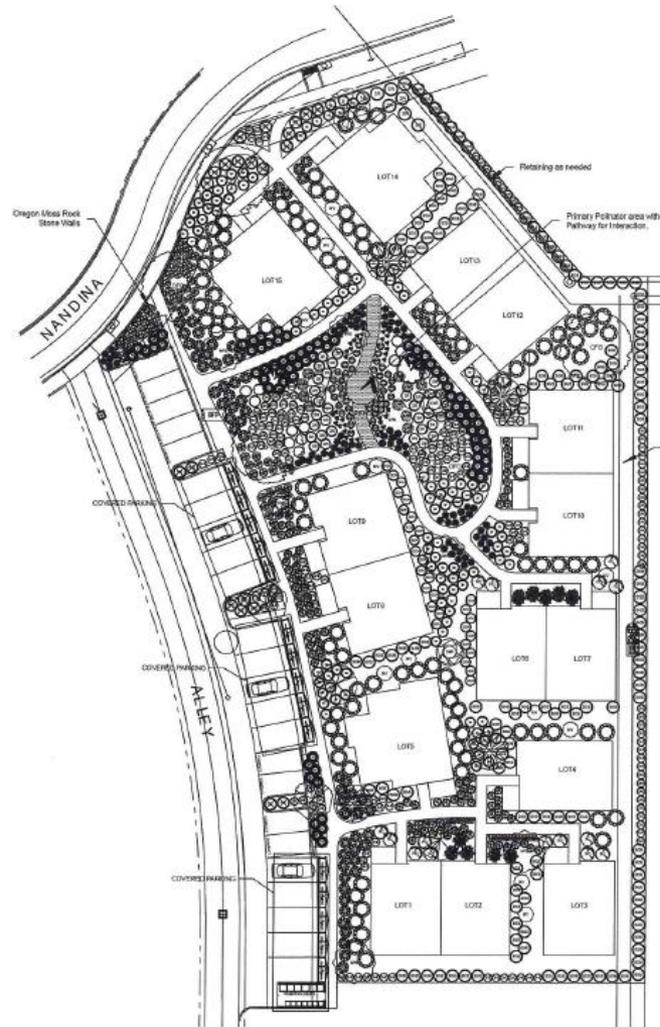
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Open Space Treatment (18.4.2.030.H)

The application indicates that 9 percent of the site is to be provided in common recreation space and that an additional 1.7 percent of the site will be private recreation space.

The landscape plan however illustrates much of the central common open space being treated in shrubs and clumping grasses where the standard is explicit that, *“Areas covered by shrubs, bark mulch, and other ground covers that do not provide suitable surface for human use may not be counted towards this requirement.”*

Staff have recommended a condition requiring a final landscape plan be provided detailing at least 8 percent of the site, or 3,882 square feet, in this central common open space be landscaped for recreational use.



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Open Space Treatment (18.4.2.030.H)

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Ross Chapin Architects

Kestrel Park Cottages

Traffic

The original Kestrel Park Subdivision application included a traffic analysis report from a traffic engineer who considered the full build-out of all subdivision phases and concluded that the project's trip generation would not exceed the 50 peak hour trips that trigger a full traffic impact analysis. Trip generation numbers were noted as very low and not expected to have a negative effect on any intersections, however as the calculated peak hour trips were at 49 trips, only one below the threshold level, the engineer studied the intersection of North Mountain Avenue and Hersey Street and concluded that the intersection operates at a Level of Service (LOS) B both before and after project traffic is added to the intersection. LOS B is within acceptable standards under the city's Transportation System Plan, and the traffic analysis concluded that no mitigation was necessary.

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Parking, Access & Circulation (AMC 18.4.3)

Standard parking ratios for Multi-Family Residential development in **AMC 18.4.3.040** require 1.75 parking spaces per two-bedroom unit, and would require 26.25 parking spaces for the 15 two-bedroom units proposed here [$15 \times 1.75 = 26.25$]. While there are six on-street parking spaces along the Nandina Street frontage, single-family dwellings are not eligible to use the Parking Management Strategies allowed in **AMC 18.4.3.060**. Each unit here is an SFR on its own lot, so no on-street parking credits are available.

The applicant proposes to provide 24 off-street parking spaces, with all accessed via the alley. One of the 24 spaces is for an electric vehicle to be owned in common and shared by residents. 15 spaces – *one for each unit* – would be covered with carports that include bicycle parking and storage.

The parking ratios applicable to Cottage Housing would require 1.5 spaces for each unit between 800 square feet and 1,000 square feet, and 2.0 spaces for each unit over 1,000 square feet. If considered under the parking ratios for Cottage Housing, the three 1,123 square foot cottages and 12 cottages of 837-880 square feet would require 24 parking spaces [$(3 \times 2) + (12 \times 1.5) = 24.0$]. *While the current proposal takes the form of a cottage court and follows many of the underlying principles of the Cottage Housing Development regulations in **AMC 18.2.3.090**, the property is largely within the NM-MF zone and is not considered under the Cottage Housing Development regulations.*

To address the parking requirements, the applicant proposes that parking be considered under the allowance for a parking demand analysis in **AMC 18.4.3.030.A.3** rather than the standard parking ratios.

Kestrel Park Cottages Shared Electric Vehicle Parking

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Parking Demand Analysis (AMC 18.4.3.030.A.3)

- The ITE Parking Manual identifies similar residential developments as “Land Use Group 230” with a peak parking demand of 1.46 spaces per dwelling unit which would equate to 21.9 parking spaces [$15 \times 1.46 = 21.9$].
- The City’s own Cottage Housing regulations would allow a similar Cottage Housing development with **24** parking spaces.
- While no on-street parking credits can be counted*, six on-street parking spaces will be available along the property frontage, as well as numerous others within 200 feet, to provide additional parking for residents & visitors. The applicant emphasizes that on-street parking has an extremely low utilization in the vicinity. (**If all of the proposed units were on a single lot, three of the six on-street parking spaces would satisfy the remaining parking demand.*)
- The shared electric vehicle is to encourage owners not to feel the need for a second vehicle and to rely on the shared EV for short local trips. The applicant indicates that studies suggest that car share opportunities can reduce the need for second cars within a development by as much as 43 percent, while the reduction from the standard ratios sought here is 8.57 percent [$2.25/26.25 = 0.085714286$].
- Newly emerging ride-share technologies such as ZipCar, Uber and Lyft are likely to further reduce the reliance on individual vehicles.

The applicant concludes that the average parking demand for the 15 units proposed is likely less than required by standard parking ratios and that with 24 off-street spaces plus another six on-street spaces available on Nandina, the parking demand is adequately addressed.



Given that the 24 proposed spaces are consistent with both the ITE land use group 230 (*residential condominiums and townhouses*) and with the Cottage Housing parking requirements in Ashland's own codes, that on-street parking is available along the Nandina Street frontage to provide for additional resident and visitor parking, and that a shared electric vehicle is to be provided to reduce the need for residents to have more than one car, the Planning Commission could reasonably find that the parking demand analysis prepared by a professional planner satisfactorily addresses the off-street parking requirements for the proposal.