

APPLICATION FOR TENTATIVE PLAN

Date: June 11, 2026

Property: Tax Map 3N10W28D, Lot 104

Applicant: Manzanita Development Group, LLC
1051 NW Bond Street, Suite 410
Bend, Oregon 97703

Planning: SAJ Architecture
721 SW Industrial Way, Suite 130
Bend, Oregon 97702

Civil Engineer: Vando Development
915 SW Rimrock Way, Ste 201-230
Redmond, Oregon 97756

Surveyor: Onion Peak Design
PO Box 326
Nehalem, Oregon 97131

Proposal: The Applicant wishes to subdivide the existing MH-2 zoned subject property into 26 lots and four common area tracts in accordance with Manzanita Ordinance No. 95-5. 24 lots shall be for the development of townhomes, 1 lot for a community building, and 1 remaining future development parcel. The common area tracts will be managed by the homeowner's association. The Applicant is applying for a Tentative Plan in accordance with the Article 6 Subdivisions in the Ordinance. This narrative seeks to clarify the proposal's compliance with the submission requirements and standards included in said Ordinance. The new subdivision will be served by a homeowners association, which will maintain common area tracts and enforce the restrictive covenants. The Applicant wishes to construct required shared driveway access and utility improvements, as well

as individual lot grading and utility stubs, in phases as identified on the submitted plans. The Applicant is seeking approval of the Tentative Plan for all phases but will submit Final Plat applications for the phases separately (1, 2, and then 3) or in combination (1 and 2, then 3, or another sequential combination). The Applicant is therefore requesting that the shared driveway access and utility improvements be complete relative to the submitted phasing.

Zoning:

The subject property is MH-2 zoned. Townhouses are a permitted use, subject to the following identified criteria.

Minimum Lot size: 1500sf

Front Yard Setback: 20' per base zone. Per state "Large Cities Middle Housing Model Code" governing Tillamook county and city of Manzanita, Chapter 4, Section B (3) *"front and street side yard setbacks greater than 10' are invalid, except those applicable to garages or carports"* for townhouses, and per chapter 1 section D (1) *"in the event of a conflict between this code and other jurisdictional standards applicable to a middle housing development the standards of this code control."*

Rear setback: 5'

Side setback: 5'

FAR: Max 0.65 : 1

Maximum Height: 28.5

NARRATIVE

ARTICLE 2 – LOTS AND PARCELS

SECTION 2.020 DESIGN STANDARDS

- (A) Minimum Area. Minimum lot or parcel area shall conform to the requirements of the zoning district in which the parcel is located. Where the slope of the ground exceeds 10% in any direction for more than 60% of the buildable area of a lot or parcel, the area shall increase according to the following table:

11 to 15% slope	Minimum area plus 20%
16 to 20% slope	Minimum area plus 50%
21 to 25% slope	Minimum area plus 100%
Over 25% slope	Minimum area plus 200%

Applicant Response: No minimum lot size is identified in 95-4 or 95-5 for other land uses so this standard does not apply to Lots 25 and 26. Lots 1 through 10 and 21 through 24 have slopes less than 10% or exceed 10% for less than 60% of the buildable area, so these standards do not apply to those lots. Lots 11 through 20 have slopes exceeding 10% for more than 60% of the buildable area, so the applicant's response will address those conditions.

Lots 16 through 20 have a slope of between 16 and 25%, requiring up to a 100% increase in the lot size to 3,000 square feet ($1500 \times 2 = 3,000$). These lots all exceed 3,000 square feet so comply with this standard.

Lots 11 through 15, have been impacted by the construction of the Highlands Drive, that placed fill on this portion of the parcel, increasing the slopes and as a result, the slope are greater than the natural topography. This factor is outside the applicants control, and places an undue burden on the applicant to follow the strict adherence to this standard.

The intent of this standard is to ensure that sufficient area on steeply sloped sites is provided on the lot for the eventual dwelling. The applicant intends to comply with the standard to the extent possible while taking into consideration the factors outside the applicant's control. Lots 11 through 15 had a pre-construction an average slope of between 10 and 16%, but a current average slope of 28%. The impacted lots range between 60% and 100% larger than is required by the standard. The applicant intends to demonstrate that it

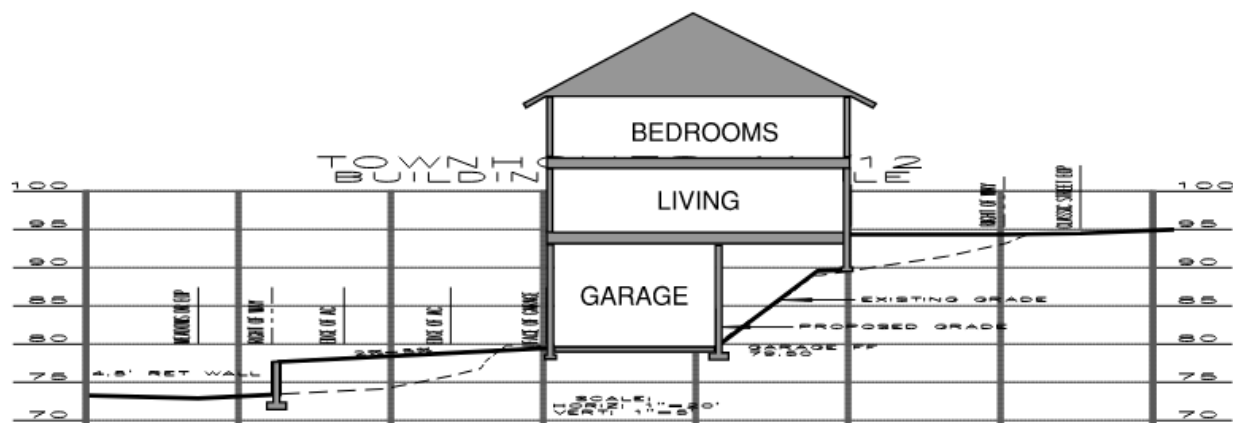
is still feasible to build on the lots without an additional, and undue increase in the minimum lot size.

Figure 1 below – showing Lot 12, which has the smallest buildable area – demonstrates the applicant's intended townhome design, clearly showing the resulting lots are buildable.

Figure 1 is also representative of the conditions and intended design at Lots 11 through 15.

As the applicant has demonstrated strict compliance with the standard for 80% of the lots and an alternative design that allows for the building on the remaining lots, the proposed design complies with the intent of this standard.

Figure 1



(B) Access.

- (1) All new residential lots or parcels shall provide a minimum of 20-feet of frontage on an existing or proposed public street, or 25-feet of frontage along a cul-de-sac. A private street or private access easement may access a residential lot or parcel when developed in accordance with the provisions of Section 3.020 when it is determined that a public street access is:
 - (a) Infeasible due to parcel shape, terrain, or location of existing structures; and
 - (b) Unnecessary to provide for the future development of adjoining property.

Applicant Response: All lots provide frontage on public streets along Highlands, Classic St, or Meadows Drive. See Section 3 for further discussion of the proposed vehicular access to each townhome as a means to reduce crossing of the pedestrian path along Classic Street and Highland Drive. Proposed plan complies.

- (2) All new lots or parcels for commercial, industrial, or public uses must provide, at a minimum, street frontage wide enough for a driveway. Alternatively, a commercial, industrial, or public property may use a private street or private access easement when in compliance with items (a) and (b) in subsection (B)(1) above.

Applicant Response: This standard refers to usages that are not contemplated as part of the subdivision, so this standard does not apply. To the extent that the City determines this standard applies, Lots 25 and 26 have sufficient street frontage for a driveway.

- (C) Flag Lots. A flag lot shall be subject to...

Applicant Response: No flag lots are proposed, therefore this standard does not apply.

- (D) Residential Through Lots. The layout shall avoid through lots except where essential to provide separation of residential development from traffic arteries, adjacent non-residential activities, or to overcome specific disadvantages of topography.

Applicant Response: The existing property is a through lot, and Lot 26 maintains this condition as an existing through lot for future development. Access is impractical and undesirable from Classic Street due to walking path, and existing topographic conditions (a steep drop off roughly parallel to Classic Street midway through the lot) allow for a street connection between Classic Street and Meadows Drive. Development of this lot requires that even the land fronting Classic Street be accessed from Meadows Drive and make the preservation of such a through lot a necessity to overcome specific disadvantages of topography as permitted by 2.020 (D). Proposed plan complies.

- (E) Lot/Parcel Side Lines. The side lines of lots, as far as practicable, shall run at right angles to the public street, private street, or private access easement upon which the lot or parcel faces.

Applicant Response: Side lines of lots are run at right angles to public street as far as practicable. Proposed plan complies.

- (F) Utility Easements. Where necessary to accommodate public utilities, the lot or parcel shall include an easement within the easement width conforming to the applicable public and/or private utility standards.

Applicant Response: Existing public utility and associated easements are as depicted on site plan. No new utilities are required to be brought to the site as the existing condition has them stubbed out. Proposed improvements are to be *private, on-site* utility improvements and utility stubs.

- (G) Lot Averaging. All lots must meet the minimum lot size requirements of the zone; lot averaging is prohibited.

Applicant Response: Lot averaging is not proposed. All lots meet the minimum lot size requirements. Proposed plan complies.

ARTICLE 3 – STREET STANDARDS

3.010 STREET DESIGN STANDARDS

- (A) General Provisions for Public Streets.

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Applicant Response: No public streets are proposed, therefore this standard does not apply.

SECTION 3.020 - PRIVATE STREETS, PRIVATE EASEMENTS AND SHARED DRIVEWAY ACCESS

- (A) Private Streets.

(1) A private street may serve no more than six, lots or parcels. These standards shall also apply if at least three, and no more than six, parcels may be created through a series of separate partitions.

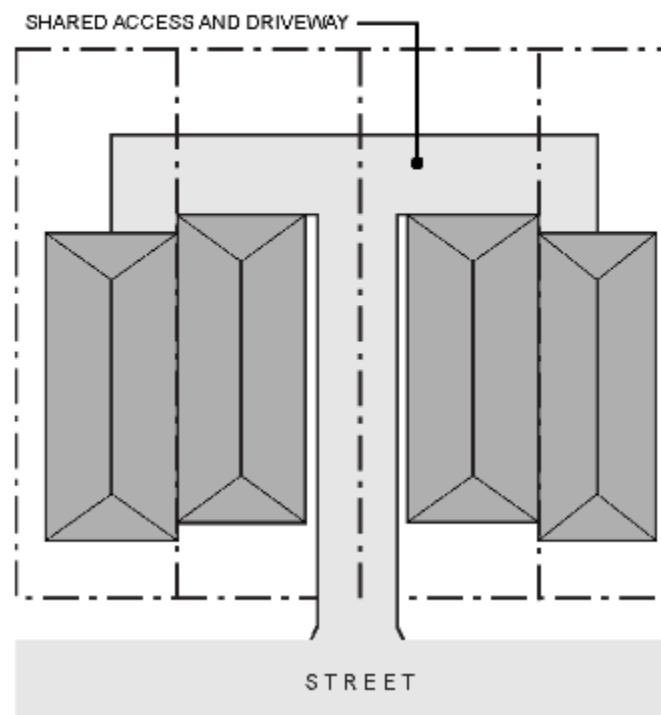
(2) ...

Applicant Response: No private streets are proposed or required. Townhouse lots meet the frontage standards on Highlands to the north, Classic to the west, or Meadows Drive to the southeast. As a means of reducing the vehicle crossings of the newly constructed

walking path along Classic Street and Highland Drive, allow the townhome units to front these streets without front facing garages, and as required by 95-4 section 4.165 (4) (a), the townhouses are accessed from the back façade/rear yard by means of a consolidated access which takes access from the lower-classification Meadows Drive.

4.165 – 4 (a) requires that “off-street parking areas shall be accessed on the back facade” townhouse projects “shall consolidate access for all lots” into what is referred to alternately as a “shared access” and “consolidated access.”

FIGURE 4.165(2) TOWNHOUSES WITH CONSOLIDATED ACCESS



This required consolidated access is located on common area tracts A, C and D and will be maintained by the homeowner’s association. If required by the City, the Applicant will accept a condition to record an easement allowing “normal vehicular access and emergency access”. As represented in the Figure 4.165(3) and described in the text of Item iv. multiple townhouses with a consolidated access are permitted and required. The text in section 4.165 does not identify the maximum number of townhomes that may share a consolidated access. Spacing of accesses on Meadows Drive exceed the 24’ separation minimum. Proposed plan complies.

- (B) **Private Access Easement.** A private access easement created as the result of an approved land division shall conform to the following:

Applicant Response: No lots have their sole access from an easement. No private access easements are proposed, therefore this standard does not apply.

- (C) **Shared Driveway Access.** Two adjacent lots or parcels fronting a public or private street may share a single driveway access, subject to the following:
- (1) The minimum easement width shall be 18-feet with a minimum paved width of 12- feet. The minimum length shall be 20-feet.
 - (2) The surface width noted in item (1) above shall be improved with either asphalt or concrete for the entire length of the shared access easement.
 - (3) Provision for the maintenance of the shared driveway access shall be provided in the form of a maintenance agreement, homeowner's association, or similar instrument acceptable to the City. The applicable document shall be recorded against the deed record of each lot or parcel, and if appropriate, placed on the final plat.

Applicant Response: Driveways extending from the consolidated access serving two adjacent townhomes are shared. Proposed plan complies.

SECTION 3.030 – IMPROVEMENTS REQUIRED

- (A) **Generally.** Except as otherwise provided, land divisions subject to this Ordinance containing, or abutting, an existing or proposed street, that is either unimproved or substandard in right-of-way width or improvement, shall dedicate the necessary right-of- way on the final plat, or prior to the issuance of building permits. Right-of-way requirements are based on functional classification of the street network as established in the Transportation System Plan.

Applicant Response: Land division subdivides existing lot between existing public streets, Highlands Dr. and Meadows Dr., with no required or proposed connection between the two. No right-of-way dedications needed or proposed.

- (B) **Existing Streets.** Except as otherwise provided, when a development abuts an existing street, the improvements requirement shall apply to that portion of the street right-of-way located between the centerline of the right-of-way and the property line of the lot proposed for development. In no event shall a required street improvement for an existing street exceed a pavement width of 30-feet.

Applicant Response: Adjacent existing streets are recently constructed and meet current standards. No reclassification of these local streets is required or proposed. Proposed plan complies.

(C) through (G)

Applicant Response: No streets are required by this section, therefore the standards do not apply.

ARTICLE 6 – SUBDIVISIONS

SECTION 6.010 APPLICATION AND REVIEW PROCESS

(A) and (B)

Applicant Response: These sections are instructive and do not provide relevant approval criteria.

(C) Submittal Requirements. The following submittal requirements shall apply to all preliminary plan applications for subdivisions and planned unit developments.

- (1) All applications shall be submitted on forms provided by the City along with the appropriate fee. It shall be the applicant's responsibility to submit a complete application that addresses the review criteria of this Article.

Applicant Response: Application submitted per city's requirements.

- (2) Submittal Requirements. Each application shall be accompanied by a preliminary plat drawn to a scale acceptable to the City Development Services Department and containing at a minimum, the following:
 - (a) Appropriate identification stating the drawing is a preliminary plan.
 - (b) Proposed name of the subdivision.
 - (c) North point, scale, and date.
 - (d) Vicinity sketch showing location of the proposed land division.
 - (e) Name and addresses of landowner, applicant, engineer, surveyor, planner, architect, or other individuals responsible for the plan.
 - (f) Map number and tax lot or tax account number of subject properties.
 - (g) The boundary lines and approximate area of the subject property along with gross acreage.
 - (h) The approximate location of existing streets, easements, or rights-of-way adjacent to, or within, the subject property, and existing improvements on the property.
 - (i) Contour lines at two-foot intervals if 10% slope or less, five-foot

intervals if exceeding 10% slope, and a statement of the source of contour information.

- (j) Dimensions and size in square feet of all proposed lots.
- (k) Identification of each lot by number.
- (l) Preliminary information on connection location to existing water, sanitary sewer, and storm water facilities.
- (m) Direction of drainage and approximate grade of abutting streets.
- (n) Streets proposed and their names, approximate grade, and radius of curves.
- (o) Any other legal access to the subdivision other than a public street.
- (p) All areas offered for public dedication.
- (q) Areas containing wetlands, significant vegetation, ponds, creeks, and other natural features.

Applicant Response: Drawings identified as tentative plan with name of subdivision, north arrow, scale, and date, and including vicinity sketch. Name and addresses of landowner, applicant, engineer, surveyor, and architect are included. Plans include tax lot IDs, areas, property lines, easements and rights of way, appropriate contour lines, lot areas and dimensions, lot numbers, utility connection info, preliminary grading and drainage at subdivision and abutting streets, and legal accesses. No areas are proposed for public dedication and no known, suspected, or state or nationally inventoried wetlands, significant vegetation, ponds, or creeks exist on site.

(D) Subdivision Review Criteria. Approval of a subdivision shall require compliance with the following:

- (1) Each lot shall satisfy the dimensional standards and density standard of the applicable zoning district, unless the Planning Commission approves a variance from these standards.

Applicant Response: All lots satisfy base zone dimensional standards and no variance is sought. Proposed plan complies.

- (2) Adequate public facilities shall be available to serve the existing and newly created lots.

Applicant Response: Adequate facilities exist to serve proposed lot. Proposed plan complies.

- (3) The proposed subdivision complies with the design and layout standards in Section 6.020.

Applicant Response: Proposed subdivision complies as noted below.

6.020 SUBDIVISION DESIGN REQUIREMENTS

- (A) All lots shall comply with applicable design standards in Article 2.

Applicant Response: As demonstrated in the above responses to the Article 2 standards, the proposed plan complies.

- (B) In addition, the subdivision shall comply with the following layout design standards, where applicable.
- (1) General. The length, width, and shape of blocks shall provide adequate building sites for the use contemplated, consideration of needs for convenient access, circulation, control, and safety of street traffic - including pedestrian and bicyclist - and recognition of limitations and opportunities of topography.

Applicant Response: No new blocks required or proposed. Consideration of the topography, circulation, traffic flow and safety have been considered. Proposed plan complies.

- (2) Street. The street system shall comply with applicable public and private street standards in Article 3, including required improvements.

Applicant Response: As demonstrated in the above responses to the standards in Article 3, the proposed plan complies.

- (3) Block length and access spacing. Proposed block length and access spacing shall extend the existing grid pattern where present. Otherwise, a new development shall comply with the following:

Functional Class	Maximum Block Length	Minimum Block Length and Width*	Minimum Driveway Spacing	Minimum Intersection Set Back
Arterial	800 feet	100 feet	100 feet	150 feet
Collector	500 feet	100 feet	75 feet	75 feet
Residential	500 feet	100 feet	None	25 feet

*The maximum block width shall be 250-feet.

Applicant Response: No new blocks or changes to existing block length are proposed. Drive access off of Meadows Dr. exceeds 150' from intersections and space between drives exceed 100'. Proposed plan complies.

(4) Access and Spacing for Highway 101.

Applicant Response: No access to Highway 101 is proposed, therefore this standard does not apply.

(5) Traffic Circulation. The subdivision layout shall provide safe, convenient, and direct vehicles, bicycles, and pedestrian access to nearby residential areas, neighborhood activity centers (e.g., schools and parks), shopping areas, and employment centers. At a minimum, “nearby” means the distance from the subdivision boundary – quarter mile for pedestrians and one mile for bicyclists.

Applicant Response: Subdivision circulation is designed to be safe, convenient, and as direct as possible to nearby amenities and services. As noted in the responses to the Article 3 requirements, care has been taken to reduce pedestrian and vehicular conflicts. Access has been provided through the subdivision from Classic Street to Meadows Drive to enhance neighborhood connectivity. A community-oriented structure is intended for Lot 25 of the subdivision, providing additional amenities for the members of the homeowners' association. Proposed plan complies.

(6) Connectivity. The City shall require the following:

- (a) Stub-End Streets: Where the potential exists for additional residential development on adjacent property. (See Figure 2).
- (b) Accessways: Public accessways to provide a safe, efficient, and direct connection to cul-de-sac streets, to pass through oddly shaped, or blocks longer than 600-feet, to provide for public paths accessing nearby residential areas, neighborhood activity centers (e.g., parks, schools), shopping areas, and employment centers. (See Figure 2).

Applicant Response: No stub-end streets proposed. As noted above, an accessway is provided through middle of long, odd shaped existing block reducing the length of the block without pedestrian access to less than 600'. Proposed plan complies.

- (7) Design Standards for Accessways. Pedestrian/bicycle accessways at the ends of cul-de-sacs shall meet the following design standards:
 - (a) Minimum dedicated width: 10-feet
 - (b) Minimum improved width: 8-feet
 - (c) The accessway shall be designed to prohibit vehicle traffic.

Applicant Response: No accessways proposed at the end of cul-de-sacs. Proposed plan complies.

- (8) Collector and Arterial Connections. Accessway, bikeway, or sidewalk connections with adjoining arterial and collector streets shall be provided if any portion of the site's arterial or collector street frontage is over 600-feet from either a subdivision access street or other accessway. The accessway placement may be modified or eliminated if natural features (e.g., adverse topography, streams, wetlands) preclude such a connection.

Applicant Response: No Collector or Arterial connections exist or are required, therefore this standard does not apply.

SECTION 6.030 IMPROVEMENT REQUIREMENTS AND FINAL PLAT

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Applicant Response: The requirements in this section refer to the required improvements required before the approval of the final plat. The applicant can and intends to comply with these requirements. Upon approval of the subdivision preliminary plat, the applicant will proceed to develop engineering drawings for review and approval. The required improvements will be made in phases as described in the summary of the proposal.