



PLANNING COMMISSION REGULAR SESSION AGENDA
Monday, July 25, 2016 - 7:00 PM
City Hall, Council Chambers, 169 SW Coast Hwy, Newport, OR 97365

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting to Peggy Hawker, City Recorder at 541.574.0613.

The agenda may be amended during the meeting to add or delete items, change the order of agenda items, or discuss any other business deemed necessary at the time of the meeting.

1. CALL TO ORDER AND ROLL CALL

2. APPROVAL OF MINUTES

2.A. Approval of the Planning Commission regular session meeting minutes of June 13 , 2016, and the work session minutes of June 27, 2016.

[Draft Minutes-PC Reg Session 6-13-16.pdf](#)

[Draft Minutes-PC Work Session 6-27-16.pdf](#)

3. CITIZENS/PUBLIC COMMENT

A Public Comment Roster is available immediately inside the Council Chambers. Anyone who would like to address the Planning Commission on any matter not on the agenda will be given the opportunity after signing the Roster. Each speaker should limit comments to three minutes. The normal disposition of these items will be at the next scheduled Planning Commission meeting.

4. ACTION ITEMS

5. PUBLIC HEARINGS

5.A. File No. 1-NCU-16. A request submitted by First Baptist Church (Pastor Glen W. Small, authorized representative) for approval per Section 14.32/"Nonconforming Uses, Lots, and Structures" of the Newport Municipal Code, for nonconforming use status of an existing building located on C-1 zoned property at 628 N Grove Street (Lincoln County Assessor's Map 11-11-05-CD;Tax Lot 02300) that does not conform to the height buffer (NMC 14.18.010) and separated yard buffer (NMC 14.18.030) requirements of the Newport Zoning Ordinance. The church intends to construct an addition to the building and use the structure for church activities. The balance of the church property, to the west, is within an R-2 zone district.

[File 1-NCU-16 Staff Report with Attachments.pdf](#)

5.B. File No. 1-SUB-16/1 & 2-PD-16/2-CP-16/1-Z-16. A request submitted by Ronald L. Adams, Oregon State University (Bonnie Serkin, Landwaves, Inc., Property owner) (Elizabeth Decker, JET Planning, authorized representative) for modifications in order to allow for development of student housing to support OSU's expanding Newport operations centered around the Hatfield Marine Science Center and for multi-family development for Samaritan House. The proposed modifications would amend the Comprehensive Plan map designations by shifting locations of about 11 acres of low density and high density residential designated areas within the planned development with no net change to the total number of permitted dwelling units.

[File 1-SUB-16--Staff Report and Attachments.pdf](#)

6. NEW BUSINESS

7. UNFINISHED BUSINESS

8. DIRECTOR COMMENTS

9. ADJOURNMENT

Draft MINUTES
City of Newport Planning Commission
Regular Session
Newport City Hall Council Chambers
Monday, June 13, 2016

Commissioners Present: Jim Patrick, Rod Croteau, Lee Hardy, Jim Hanselman, Bob Berman, and Mike Franklin.

Commissioners Absent: Bill Branigan (*excused*).

City Staff Present: Community Development Director (CDD) Derrick Tokos and Executive Assistant Wanda Haney.

1. **Call to Order & Roll Call.** Chair Patrick called the meeting to order in the City Hall Council Chambers at 7:00 p.m. On roll call, Hardy, Berman, Croteau, Patrick, Franklin, and Hanselman were present. Branigan was absent but excused.

2. **Approval of Minutes.**

A. Approval of the Planning Commission work session and regular session meeting minutes of May 9, 2016.

MOTION was made by Commissioner Croteau, seconded by Commissioner Berman, to approve the Planning Commission meeting minutes with a couple of minor grammatical corrections that he had mentioned to Haney. The motion carried unanimously in a voice vote.

3. **Citizen/Public Comment.** No public comments.

4. **Action Items.** No action items.

5. **Public Hearings.** At 7:01 p.m. Patrick opened the public hearing portion of the meeting by reading the statement of rights and relevance. He asked the Commissioners for declarations of conflicts of interest, ex parte contacts, bias, or site visits; and nothing was declared. Patrick called for objections to any member of the Planning Commission or the Commission as a whole hearing this matter; and none were heard.

A. **File No. 1-UGB-16/1-CP-16.** A request for a minor amendment to the Newport Urban Growth Boundary submitted by Terry Lettenmaier & Laurie Weitkamp on behalf of themselves and Fox N Bush, LLC, the other property owner to accommodate a property line adjustment that will add and remove 6 acres of land. The land within the UGB is part of the Wolf Tree Destination Resort Planned Development. Property outside the UGB is designated for forest uses. The proposal would also include an amendment to the Newport Comprehensive Plan map designating the property being added to the UGB as "High Density Residential" with the limitation that it can only be developed in an urban manner as part of the destination resort.

Patrick opened the public hearing for File No. 1-UGB-16/1-CP-16 at 7:02 p.m. by reading the summary of the file from the agenda. He called for the staff report. Tokos noted that included in the meeting packets was the application, which was broken down into the various attachments along with a memo he put together addressing the concerns raised by DLCD. He noted that with UGB amendments there are a lot of complicated steps. He said what it boils down to is that you have to have a demonstrated need; and once that's done, you have to be able to demonstrate that the land you're bringing in actually effectively addresses that need. The analysis we go through looks at the 20-year land supply, which is based on population forecasts. We have a housing needs analysis that's included as part of the Comprehensive Plan. We also have a commercial and industrial lands need. Our buildable lands inventory in sum covers both needs. Tokos said this application falls under the housing side of it. We last did the housing update in 2014 when we were working with OSU. The Wolf Tree Destination Resort is broken out separately. There aren't very many undeveloped destination resorts inside cities in the state. The type of housing provided by the destination resort is a little bit different than typical residential development. Tokos said the Commission may recall that a few years back Lettenmaier approached the City to have his property taken out of the city so it wasn't subject to that destination resort overlay because he couldn't develop it in any capacity unless he did the full-out destination resort.

Lettenmaier was successful in withdrawing his property from the city limits and can develop under County rules even though the property is still within the Urban Growth Boundary and could at some point in the future be annexed again if the destination resort concept comes to fruition. Since that time, they have done some work figuring out how they want to site their homes. In the process of doing that, they determined that a land swap was ideal. It not only positioned the Lettenmaier/Weitkamp home properly, but the neighboring property owner also benefits. As Tokos pointed out in the analysis, adjusting the UGB with the 6-acre swap in this manner actually aligns it a little bit better with the terrain. He said that what the State mentioned was that in 2015 they made changes to the law. We had brought our code up to speed in 2013 with current rules and will probably have to go through that again to address the changes made in 2015. In the meantime, we address it through direct application of the Administrative Rules. DLCD said even with land swaps, you have to meet the rules which tell you basically how you have to do the analysis to tell you if that land actually is the right land to address your need. Because it's a land swap, under the State law we can rely on the destination resort there now, and it's already part of our Comp Plan. We don't have to demonstrate that there's a need for the 6 acres for destination resort purposes; that's already established in our plan. What we had to do was establish that the 6 acres they want to swap out and bring in, which happens to be timber conservation, was the right acreage. The way the rules are set up, we have to look at all land within a mile of the City; and we have to go through a set of criteria to establish that those lands that are not farm or forest aren't suitable for various reasons. He addressed that in his memo he included in the packet that we can establish that exception lands that aren't contiguous to the destination resort can't reasonably be developed as part of the destination resort. We can establish that those exception lands that have two acre or less type parcelization development aren't suitable because we can't hobble those together to any kind of coherent destination resort development; at least not easily. That was easy enough to kick it out. There was some exception land next to the Airport, which because of its proximity to the Airport and the approach zones was easy enough to kick out. Tokos thought he included in the packet enough to address DLCD's concerns at this point. Tokos had a conversation with Patrick Wingard, our regional representative, and believes that he is satisfied with this. Tokos expects that he will have something to that effect in writing from him prior to the City Council meeting. Tokos said the applicant in his narrative put in a fair amount of time explaining how the various other criteria have been satisfied both in terms of the need and location analysis.

Proponents: Coming forward, the applicant, Terry Lettenmaier, PO Box 550, South Beach, OR 97366, noted that he didn't have a formal presentation, but could answer any questions. Croteau noted that he had a hard time going through all the detail; but he thought the applicant covered all of his bases. Lettenmaier said that if they could have figured out a simpler way, they would have. Patrick said he noticed the part that they have to be 50 feet from the timber zone. Lettenmaier said that's an issue. He mentioned that there are a whole bunch of advantages. There's more room for the septic and fire turn around. He said the biggest thing that's driven it is that there's been a lot of conflict with timber and residential uses in that area. They were just really worried about that. He said there was no other way to eliminate that possibility. He doesn't like the idea of a house next to an area where there are issues with logging. It's difficult not having good access to that property for logging purposes. That's the biggest motivator they have.

There were no other proponents, opponents, or interested parties present wishing to testify.

Patrick closed the public hearing at 7:11 p.m. for deliberation. Hardy thought it makes sense as presented. Berman agreed. He didn't follow through looking at the statutes, but he assumes Tokos did and that the requirements have been met. He said it seems like a perfectly sensible idea. Croteau said he spent some time with this and didn't see a downside at all. Franklin thought it's straightforward. He said it's a great plan, and he looks forward to seeing it completed. Hanselman thought the applicant had been very thorough. He said it took him several hours to figure it out. He was impressed and thought that this is something the applicant really wants to do. He thanked Lettenmaier for making it straightforward actually even though it doesn't seem so. He said it read well, and he understood what the applicant is trying to do. Patrick agreed. He said it trades some hard-to-access land for some easy-to-access land. He said it's kind of a no-brainer. He said it's taking a lot of work for something that should have been fairly straightforward. Tokos said sometimes the small, what seems very straightforward projects get hooked up with the larger battles that happen statewide about changing the UGBs and what lands should or shouldn't be brought in. What we have going for us in this case is that it's a destination resort site, which is unique and is not going to pop itself up in Portland or any of these other areas where you have larger land use palettes. So it's not precedent-setting. It allows us to get through even with this level of detail. Patrick discussed having to look at everything one mile outside the UGB. He said it's a good thing there's ocean on one side. Tokos said he looks at it too and wonders if this is streamlining. But on the flip side, those things weren't defined previously; so that got duked out in court. What

criteria was justifiable to shoot down not bringing in certain exception lands in certain areas. Was that valid enough criteria? When you don't have that level of detail, it's open to interpretation; which means they duke it out in court.

MOTION was made by Commissioner Croteau, seconded by Commissioner Franklin, to forward a positive recommendation to the City Council on File No. 1-UGB-16/-CP-16. The motion carried unanimously in a voice vote.

Patrick noted that on page 14 of one of the attachments, there were references to mobile homes in our Comp Plan. Tokos asked him to flag it and he would grab it at the end of the meeting.

6. New Business. Tokos noted that the Senior Planner position was funded effective January. We did one advertisement for recruitment, but didn't get very many applications. The recruitment was stretched for either an associate or senior planner and was re-advertised; and we got a better candidate pool. The advertisement closed last Friday, and we will go through them and set up interviews. Tokos asked if any of the Commissioners would like to participate in that process. Patrick said he would like to but doesn't have the time. Croteau said he will if he doesn't have a conflict. Berman asked how many applicants there were. Tokos said probably around twenty. The first time there were four. Croteau asked how many of those would be interviewed. Tokos said he would have to go through and check the qualifications. Typically, we interview no more than a half dozen and then have the final one or two for the second round.

7. Unfinished Business.

A. Tokos noted that the second meeting of the parking study advisory committee will be on June 22nd from 3:30 to 5:00 p.m. Branigan, the appointed Commission member, indicated to Tokos that he will be unavailable because he is out of town. He wondered if the Commission wanted to appoint a back-up. Hanselman will stand in as a substitute.

B. Regarding workforce housing, Tokos noted that City Manager Nebel is trying to arrange a meeting with the county and Lincoln City. Tokos will let the Commissioners know when it's arranged.

8. Director Comments. Tokos wanted to review the Commission's upcoming calendar. June 27th and July 11th will both be just work sessions only.

Tokos will be talking to the Council in work session on Monday going over the rules and statutes related to island annexations. They want to think about whether they want to push the button on taking in those unincorporated properties in South Beach that are surrounded by the City. There are a number of industrial pieces along 101 between 40th down to 62nd that are surrounded by the city limits that haven't annexed. We've extended services through Urban Renewal, and only one person has connected. The primary driver is they have Police and Fire complaints about it. It's gets confusing about who is supposed to respond where. The Council wants Tokos to walk through the annexation provision. So that may be something the Commission will talk about as well, particularly if they want to start pushing that because it would go through the Planning Commission first. Berman asked Tokos what his feeling was of what the reception would be among the property owners. Tokos said most will not be excited because they will have to pay more taxes. Those properties that are surrounded by the City, whether they want to be annexed or not, the City Council can by statute unilaterally bring them in. It's not like with an LID where they can remonstrate against it and stop it. Berman wondered if we're only going to look at the ones in South Beach. Tokos said the Council may talk about a few other areas as well; but that's the one pushing it. He noted that some of those properties are still in the Seal Rock Water District. We took care of that for the properties we annexed, but not the unincorporated ones. We can't force that issue. We can only address that in the areas where we have jurisdiction. Franklin asked, so those properties are still being charged twice; and Tokos confirmed that's the case. We can encourage them to petition to the County to get out of Seal Rock, but we have no jurisdiction outside the city limits. Patrick asked, they are paying both Seal Rock and the City; and Tokos confirmed they are. Franklin asked how long that would continue; and Tokos said for quite a while. He said it should have been addressed with the original service agreement in '06 or '07. We fixed it with the annexed territory; and the City ended up having to pay them a bunch of money to fix it because what they're charging those people are rates that were intended to retire their bond debt. You take those properties out, and that's that fewer property owners to help pay that bond debt. So we ended up having to pay that difference to Seal Rock. If we take these island properties out, we'll probably have to pay something similar. Patrick noted that it should get smaller because the bond is being paid down. Tokos said over time, yes; but it's going to take time. He said that's assuming

Seal Rock doesn't pass new bonds and include those properties. They did that in 2010. They're paying us for it, and it's a little higher because they're not inside the City. But we're at least providing them service.

Also, Tokos will have the RFP for the SDC methodology review to run by the Commission; and that's for work session.

On July 25th the Commission will have a public hearing on changes to the Comprehensive Plan map and the Zoning map for OSU housing in Wilder. There won't be a work session that night. Senator Roblan has a public outreach meeting scheduled here from 5:00 to 7:00 p.m. on septic systems. Patrick thought that deals with failed septic systems. That's being driven mostly by people on the east side of Devils Lake.

Patrick noted that he won't be in town for the second work session.

Tokos said one other thing he would like to work into the Planning Commission work session is a discussion about doing a concept plan for the block in South Beach from 32nd Street to 40th Street involving commercial stuff east of 101. Tokos will be doing some outreach with the property owners to gauge their temperature. It's really a conversation about if we should be doing some commercial zoning and changing from light industrial as that area changes. He thinks that it's a timely conversation because the Urban Renewal Agency is pumping a lot of money into infrastructure down there; and you're starting to see that change to more of a commercial orientation. If we don't put some provisions in place zoning-wise to support that, we may see some of those properties getting developed with auto repair or things of that nature or other industrial uses that we may not want to see down there long-term. We will talk to folks down there to see what they see as the long-term vision for their own properties down there and what kind of partnerships there might be. Tokos noted that there's a little bit on 40th Street that's not in the city. At Ferry Slip there are some little homes between Ash and 101 that are not in the city until you get to Rich Richmond's property. South Beach Grocery is not in the city limits. The property with the boat sitting on it is not in the city; and there are a number south of that. He explained that Rich Richmond's property is across from the glassblowing shop and is in city limits; but the properties immediately north of his are not. The trailer park is outside city limits. Tokos said that almost everything on the west side south of 40th is out. The State Park surrounds it. The east side is a little trickier. That's what the City Council wants to talk about; is it timely to take care of it. Patrick thought we need to do it before it gets to be a problem like Roads End; we don't want to end up like Lincoln City.

Tokos summed up that those are the things coming down for work sessions.

Patrick again raised the reference to mobile homes in the Comprehensive Plan. He thought it was on something like page 14 of Attachment "A", the Urbanization element where it talks about "suitable for mobile home overlay zone." Tokos said that's on page 274. He didn't think that was cleaned up in the past because it was past justification for bringing those areas into the city. We ran into this and talked about it briefly when we did the policy updates. All those areas were brought in the past; that's what the rationale was for bringing them in. He said that's not to say we can't purge from this moving forward.

9. Adjournment. Having no further business, the meeting adjourned at 7:34 p.m.

Respectfully submitted,

Wanda Haney
Executive Assistant

MINUTES
City of Newport Planning Commission
Work Session
Newport City Hall Conference Room A
June 27, 2016
6:00 p.m.

Planning Commissioners Present: Jim Patrick, Lee Hardy, Rod Croteau, Bob Berman, Mike Franklin, and Jim Hanselman.

Planning Commissioners Absent: Bill Branigan (*excused*).

PC Citizens Advisory Committee Members Present: Dustin Capri, Karmen Vanderbeck, and Bob Heida.

City Staff Present: Community Development Director (CDD) Derrick Tokos and Executive Assistant Wanda Haney.

1. **Call to Order.** Chair Patrick called the Planning Commission work session to order at 6:02 p.m.

2. **Unfinished Business.**

A. **Review draft RFP for System Development Charges (SDCs) methodology update.** Tokos noted that included in the packet was the draft RFP to update the City's SDC methodology, which was last addressed with wholesale revisions in 2007. This is also to take a hard look at the construction excise tax (CET) option that we now have available, which came out of the last Legislative session. Tokos said he tried to convey the reason the two are put together. The tax option requires that a portion be filtered back as developer incentives; and the most likely candidate would be to buy down SDCs. So, we want to see these two interplay as we go through the process. He noted that we've had discussions about this; and it was a Council goal.

Tokos noted that included with the materials was a PowerPoint that he presented to the Council; which gives a pretty good overview of what SDCs are and how Newport utilizes that tool and how that compares to other jurisdictions. SDCs are something we can impose on new development to help pay for the impact to the capital system. There are five areas for which State law allows us to collect SDCs; and we collect all five. The City has had SDCs for a very long time, but there was just a loose arrangement until 2007 when it got more formalized and aligned with current statutes. In part, that was homebuilders saying they wanted to make sure SDCs aren't something jurisdictions are doing "willy-nilly" without methodology behind them. They wanted consistency. Jurisdictions have to follow methodology; you have to show that what you're charging relates to the capital improvements you need. That's why we have such a formal methodology adopted in 2008. We made changes in the capital program. Since 2007, we overhauled the TSP in 2012; the storm drainage master plan is just about wrapped up; we are far enough in the sewer master plan that we can roll the capital plan into this; and the water master plan was done in 2008. Parks is the only thing dragging its funding; but we don't want to tackle it until visioning is done. We can cobble something together for parks for the purpose of this.

Tokos said what we are trying to accomplish is to ensure the formulas we use accurately account for the impact of the development and are proportional to the scale of the project. We had a problem with restaurants. As it's reflected in the methodology, he's not sure it's entirely right. It's pretty steep for a restaurant. Because of that, restaurants seem to locate where former restaurants have been. Also with this, Tokos tried to show that the City's credits aren't inconsequential. He showed sample SDCs from 2014. He said you can see what Local Ocean paid; while O'Reilly's located where there was a prior restaurant and only ended up paying \$3,000. Franklin asked if Wilder received such high credits because it's a new subdivision as compared to Jeffries Court. Tokos said Wilder oversized infrastructure. He said it helps for a large development when you think about it. They basically get credits to wipe out charges for their initial phases. The credits will be drawn down. Wilder didn't need a collector road to serve forty lots. They didn't need the water and sewer they installed. We went through what the minimum was they needed as opposed to what they constructed, and the difference was what they got in credits. Basically everything except storm drainage they have credits for. They also built a park.

Franklin said if they added another master plan, they would have to have oversized sewer even if they were just starting with forty lots. Tokos said they never disputed the need for it. If they oversize, they get credits and are not paying through SDC funds to build what they have already constructed. Franklin asked what's wrong with just a flat price for every lot within a subdivision, and no credits. Tokos said we're required by law to give credits for public improvements. If they oversize, by law, they get credit if it's on the capital projects list. Berman asked, they paid for oversized utilities up front and then get credit until what? They built up a pool, and as they build they get credit? When it's gone, they pay full bore? Tokos said unless Landwaves is extending Harborton as a collector, then they would get more credits. Franklin said he was confused; it's not oversized on the full size of the subdivision. Tokos said it's oversized for the initial phase. Patrick said they shouldn't need a collector road for the entire subdivision. Tokos said it's needed for the master plan because it's huge; but not for the initial phase.

Tokos said for clarification he would walk through the SDC overview PowerPoint. He reiterated that the purpose of SDCs is basically to impose a portion of the cost of capital improvements for water, wastewater, storm drainage, transportation, and parks on new developments and redevelopments that create the need for or increase the demands on capital improvements. The existing tax share by itself isn't paying for new collector roadways to serve future developments, or sewer treatment, or storm water mains; the kinds of things that growth needs to pay a portion of. He said that's the concept with SDCs. He said there are two kinds of SDCs; improvement fees and reimbursement fees, the combination of which is the assessment basically. We collect them and have to before we issue a building permit. If someone has septic and is connecting to the sewer, they pay just the sewer SDC. It's when the impact happens. Berman asked if there's ever been any consideration to lien and have time payments; assuming that at some point developers say they can't afford to pay SDCs up front. Tokos said we do have the option in the code where they could pay over time up to ten years. Berman asked if anybody does. Tokos said we have two he can think of. While with the expense on single-family developments, which is in the \$11,000 range, they usually roll them into the cost. He said the one that comes to mind that's been financed is Pig 'n Pancake.

Tokos said, when talking about capital improvements, included in the PowerPoint is the definition out of the SDC statute (public facilities). It's not routine maintenance of those facilities; that's addressed by the tax base and through utility fees for water and sewer. For transportation, we have some gas tax money we can apply to that. System development charges can only go to projects that need support. Vanderbeck wondered if we have a bunch of people behind on their water payments. If so, how could we address that; add something? Tokos said that's something the Finance Director handles; he's not sure how many may be in arrears. There are tools the City has for collecting from folks that aren't paying for services. Services could be shut off. Some people just don't have it; and that's when you get into the dilemma about shutting off service.

Heida said from the credit aspect, it almost seems it's a better idea to bring SDCs down a little bit and make fewer credits. He noted that they oversized Wilder for now; but it will not be when everything is done. He said they aren't doing anything that doesn't benefit them. He doesn't see that they necessarily deserve a credit for oversizing to begin with. Franklin said he sees it's designed so there's less capital expenditure at the start. Tokos said one thing to keep in mind is the challenge for up-front capital costs to bring land on line for a development. In many cases, if they're doing something of significant consequence such as Wilder has done, we have to think of what it will look like at build-out and require that goes in there although they are not going to need that for a considerable time. This is a way for them to absorb that cost so they don't have SDCs on top of that. Capri said either they put in a park or pay at the end. Tokos noted that in Ksenya's Ridge up off 71st they put in conventional infrastructure just to support the sixteen lots. As each home was constructed, there was a \$10-\$11 thousand hit per home because they were all new construction. That will lead to other improvements. The City just upsized the water tank up there. Those are the expenses of growth.

Tokos explained that the next slide talked about improvement and reimbursement fees. Improvement is collected for something we will have to build in the future. With reimbursement fees, we are collecting a share of something we had to build. For Abalone, which is a collector, we could do reimbursement; and the big water tank is a good example. Tokos explained that through the methodology update, we'll determine how many projects we need to support growth and how many projects we should program in for reimbursement fees. He said it's a balancing act. We don't want to put more projects on the capital list than we think we will need over the period of time. If there are more projects than we should have, it will drive the cost up. Hanselman asked, so you're relying on projects. Tokos said there's growth projections. It was rosier in 2008 when the water system plan was done and before the recession. Now we will be going in with a more conservative growth projection.

Tokos noted that he already mentioned that methodology is required. It has to include certain things. State law requires that it include: a capital improvement plan, growth projections, evidence that system capacity needs to be improved to meet service needs of future users, projected costs of improvements that increase system capacity, and a portion of those costs attributed to future demand. He said we may have a project where the bulk of it is not growth-related, but some percentage would be; a good example would be the daisy chain improvements to the pump stations. That would be when we figure out 10-15%. He said there's an art there; it's not all science.

Looking at the City's history with SDCs, Tokos explained that we've had them in some form since at least 1981. In 2008, the methodology became based on EDUs (equivalent dwelling units) where a dwelling is a dwelling. He said that's one piece to take a look at on the affordability side. Do we need to tweak EDUs? As we go through this process, we want to engage folks to see if that's what we need to address. The formula needs to be easy for the public to understand and for us to administer. Franklin asked if that's not just a base price. Tokos said some jurisdictions do that and do a fixture-based methodology. Capri thought it should be based on bedrooms. Tokos said without doing away with EDUs, a tiny house could be half an EDU, and a larger home would be a full EDU. Going to fixture-based is an option; but that runs into what Corvallis did when you add a bedroom. Hanselman asked if it could be defined by occupancy; by the number of bedrooms, you figure there's a corresponding amount of people and water usage. Patrick noted that almost all homes being built here now are second homes.

Going on to the slide about authorized expenditures, Tokos explained that these fees can only be used on capital improvements associated with the systems for which we assess the fees. We can't budget street SDCs to pay for a water project. That's why

when we collect SDCs we collect for all the categories. We have to have the project in the Capital Improvements Plan (CIP). We can spend some on updating plans and methodology, which is part of the funding for this project.

The next slide showed how we figure out the SDC fee per EDU. The correlation for commercial is that an office, for example, is a certain number of EDUs per 1,000 square feet. Restaurants should be higher than an office, but is "4" the right number? He said another piece for discussion is how to calculate square footage and usage. A larger warehouse could have that usage and a portion for an office. We can handle it that way. Or a brewery could have a kitchen, restaurant, and warehouse. Patrick noted that Local Ocean had retail upstairs; and when they turned it into restaurant space, they paid more SDCs. Tokos said we have to be careful what we load in here, or in a 20-year period, SDCs will go through the roof.

Tokos went on to the slide explaining what triggers an SDC assessment; new construction or alteration, expansion, or replacement of a building or development that has local impact by adding square footage or increasing usage. He said you can take general retail and put a restaurant in there, which will have an impact on water and sewer and transportation. Berman asked how the City would find out about that; a building permit? Tokos said yes, they would have to come in for a building permit because they would have to put in a commercial kitchen. Tokos was asked about a bookstore that puts in a coffee shop. Tokos said if they need a new water service or are changing the plumbing in a building, they will have to get a permit. The Health Department is in the loop, too. They make sure everything is in line on our side before they do an authorization.

Tokos noted that the PowerPoint had charts about collections, which are valuable. He noted that the NOAA Marine Operations Center paid pretty hefty SDCs. By type, collections for streets, water, and sewer are the most; parks is small, and administration would be the smallest portion. There's a fee comparison chart showing how Newport's SDCs compare to other jurisdictions. Tokos said we will update this through this process. He just filled out a survey for the League of Oregon Cities, and the results of that will probably be coming out as we get into this process. So, this chart will look different down the road. Patrick asked if most jurisdictions didn't do EDUs, but some did EDUs plus something else. Tokos said it varies. Next, he presented a chart that showed how large projects such as the NOAA Moc-P influenced collections. Commercial and industrial are higher collections than residential. Hanselman wondered if that changes by industry. Tokos noted that the Rogue will be doing a 40,000 square-foot expansion; and they just pulled permits to do 26,000 right now. Their SDCs were around \$30,000 or something. It's warehouse, so not a heavy-hitter on commercial. Hanselman asked about heavy water users such as Pacific Shrimp. Tokos said he didn't know that they added any meter at Pacific Shrimp. They already had meters. When they do renovations but not increasing their footprint, they're not increasing meter size. If they use the existing size meter for a commercial project, they don't pay anything for the water SDC. The way it's set up, we assume there's no impact.

Franklin asked on collections versus expenditures, what are we shooting for? He noted that in FY 2010/11 collections were huge compared to expenditures. He assumes that took into account the NOAA collections. Then moving forward to FY 2012/13, the collections were less than a quarter of the expenditures. He wondered if that is what we are trying to shake out; make it balance. Tokos said we can't; collections will always be volatile. If we're collecting less, there's not as much growth as was anticipated. The City Council was more interested in making sure that what we are charging is proportional to the impact of the development; right size it. What that shows is that funds get used. Often there will be a few years when funds collect for a while and we don't have a project where funds get used; then one hits and draws down three years' worth, and water SDCs around \$400 thousand get dropped down to \$100 thousand or we find other ways to pay. In South Beach Urban Renewal has paid for a lot that we could have used SDCs for. Tokos explained that the next slide showed significant SDC-funded projects. Vanderbeck noted that there are two matches listed there. Tokos said that we rearranged quite a bit of money with the Agate Beach Wayside. We had federal money, but we ended up having to pay more of the reserves. He said it was the same with Naterlin Drive. He said we do the same with Urban Renewal; we leverage federal and state money with city matches.

Franklin noted that in 13/14 wastewater & water both went up the same amount, and he wondered if that was where we increased the rates. Tokos said this whole chart shows the increased rates. It means we expended money on something when the beginning balances drop. There's years we don't use SDCs, and then a project hits and it will drop down two or three years' worth. Tokos said that we don't collect anywhere near what we projected we need. We went through a recession, and we probably didn't need it all anyway. Tokos said, to be fair, we had some ridiculously high permit traffic prior to that. Patrick agreed that there were contractors who tried to beat the increased rates.

Tokos said if growth isn't what we thought it would be, we have to be careful about where SDCs can be an impediment. He said by and large that hasn't been an issue except for restaurants. We will want to see if we can come up with a way to address that. He noted that on the residential side, there's a growing desire for accessory dwelling units. That small house concept is worth looking at. Do we want to parse EDUs up? For ADUs water and sewer SDCs would be wiped out because they have to connect to the same service so they don't get hit with water and sewer fees; but they do with transportation and parks. It comes out pretty small; about half, in the \$3 or \$4 thousand range. But is that right? Do we want to do any other adjustments? Vanderbeck asked what about the impact of tourists; is that through hotel and restaurant usage. Tokos said it is. Those are impacts to the system; like a hotel expansion. It was around \$60 thousand when the Inn at Nye Beach expanded. It's a per room thing; like a half EDU. They will get hit with transportation and parks.

Tokos said one thing that we have talked about that we will start work on is to take a hard look at the credits and whether they are where they should be. His hope is to do away with the thirty-year credit because it's hard to look back. He said possibly ten years would work. Capri mentioned a client having to pay SDCs for sewer, which is not readily available to them, so they also have to pay to run the private line to connect to the sewer. Tokos said this is getting at SDCs, which is the impact to the system; not the cost to actually connect to it. Through the credit system, they may be able to come up with credits for the connection to the public system; but not on the private. Tokos said there were times in the past when the City wasn't as diligent to verify that lots were fully serviceable before they were split up. He noted that those owners had that information disclosed to them. He said it is "buyer beware." Capri said you're supplying an avenue for people to get a credit. Are those people going to have to pay Wilder or the City? Tokos said it's the responsibility of the person who wants to develop the property to get services out there. He said Wilder will most likely work with them. If services were extended, Wilder would get the credit; and if that person wants to have access to that system, they are paying SDCs, but they wouldn't pay for the extension. Patrick thought that on Vista Drive when they extended the sewer to service one house, they got credit for extending the service and the others hooked in.

Franklin wondered why ADUs would not have to pay for water and sewer. Tokos said it's because they are connected through the same meter. It's basically just footage extension of the house. Franklin wondered if that's something we can look at. Tokos said because of the desire for affordability, it's to make sure ADU charges aren't excessive. They fill a housing need, and we want to see more. Tokos said that affordability is in the methodology, so we will be able to come up with something on that. He said there are tradeoffs. He noted that Portland has something like that, which comes with deed restrictions. We would have to be careful. Capri mentioned the upsized lines for the hospital. Tokos said that would be demand driven; that line is needed for their use. Berman said the hospital is a public facility; but if we build a fire station, they don't pay SDCs. Tokos said, yes they do. We can't distinguish between public and private. Tokos said with the hospital project and the NOAA Moc-P project, in both cases the engineers fine-tuned the numbers and made sure they didn't need that big of a water meter. It forces that kind of fine-tuning so that they right size it and don't pay additional costs.

Moving on to discussion of the RFP, Tokos said that he noted in there that we do adjust SDCs. We didn't do it this year because we are walking into this process. The adjustment accounts for changes in construction costs. They don't always go up annually; but more often than not they do. We don't update cost estimates for each project on the capital list. How we handle that is by annually adjusting the SDCs to keep up with construction cost estimates. Tokos noted that the project overview section explains that the purpose of the project is to ensure that formulas used to establish SDC fees accurately account for the impact new development has on the capital system and are proportional to the scale of the project; confirm that growth projections are reasonable; promote affordable housing; update capital project lists to align with current facilities plans and confirm that projects listed are likely to be needed in a 20-year planning period; and gauge the cumulative impact of proposed SDC rate adjustments to ensure that they are in line with other similarly-situated communities. In terms of the construction excise tax, the consultant is to calculate what the likely revenues are for 1% on permit valuation for residential and give a range from 1-3% on commercial and how the developer incentive piece of that would work in driving down SDC costs and how that plays out. The scope of work begins with the project kick-off. We give them information they need. Another piece is the overview of the methodology alternatives. Tokos said he's framing this as an advisory committee. Ultimately he thinks it will be a recommendation from the full Planning Commission. The advisory committee can be formed with developers and interested parties, and Planning Commission and City Council representation. He has four to five times plugged in for the committee to meet to look at the deliverables. The scope of work will include the confirmation of eligible capital projects. This would involve working with Public Works and Parks to come up with these. Something else would be the SCD methodology alternatives analysis where the consultant would say, "for Newport this is what we propose as part of the methodology." It would be much more detailed. The CET assessment would follow.

Croteau said that construction excise tax is pretty new ground, isn't it? Tokos noted that Portland is doing one right now with 1% for residential and commercial, so the dominos are starting to fall. He said that affordable housing is a statewide issue. You have to balance costs. That's an additional chunk of change that has to be paid. People build vacation homes and have no problem paying that money. Maybe this is the way they contribute with each home so you have the resources to deal with affordability. He said that the hospital is dying for affordable housing; and that's a way for them to contribute, too. If they pay up front when they have the impact of expanding their business, they can let the City sort that out for how to create additional units. Vanderbeck noted that Tokos had mentioned "workforce" housing, but in the RFP it says "affordable." She said it seems that workforce is suffering the most. She pointed out that it mentions "affordable" on page 2 under project overview item c. The PowerPoint said "affordable workforce housing." She said it seems that workers can't live here in town. Croteau said it's defined in the Senate bill. Tokos said Senate Bill 1533 talks about equals 80% of median family. That would hit workforce more so. They use affordable housing, but that would be workforce range. Hanselman asked if it wouldn't target a small group of people with the excise tax. Tokos said we would collect for every development. Hanselman said in comparison to the number of residents in the community, those who are building homes and paying that excise tax to fund a whole lot of things would be only a small percentage. It's still a small number in terms of the community. Tokos said we work with the tools we have available to us. The excise tax is available to us. There are other tools where the broader population could be involved. Portland used a general obligation bond for the general public. That would hit everybody. The normal taxes don't get at this issue. The CET, if adopted, applies moving forward. We can't make it retroactive, but there is a logic to it; particularly on commercial and industrial. They are adding a demand for homes that you are not addressing. Hanselman said those who are building homes are

building their own house; they're not putting pressure on housing. They just built for themselves. He didn't think you can do it for residential. Tokos thinks you can. He said there's a coastal connection here because so much of our housing stock is locked up in second homes. By having the CET conversation at the same time as the SDCs, we are looking at the overall development costs. If we put the CET in place that drives down the SDCs. We're not looking at a significant increase overall; just making a policy choice that less will go to infrastructure and a piece will go to affordable housing.

Hardy said she doesn't see that as being more than a drop in the bucket over a long period of time given what's the alleged housing demand for affordability. Tokos said we are capped at 1% on residential by law. Bend is on 3%. We do have the ability to flex on commercial and industrial. If Newport, Lincoln County, and Lincoln City collected CETs and pool them; it could be more significant. Hardy wondered if we even have the developers or the land. Croteau asked about the utilization of the monies collected and what sort of restrictions were on that. Tokos said as he set it up for the RFP he kept with the limitations of the statute; and that's as far as he wanted to go. He didn't want to define it in the RFP. It's up to the consultant how to handle that. It could be an excise tax and not address how to use the money up front. Hardy asked what the consultant would cost. Tokos said he had \$30 thousand budgeted. Berman said, maybe based on the detailed scope of work; but they can always add to it later. Tokos said the question is, do you put the number out there? That that's the defined budget to hit. If you don't put it out there, then you don't know what you're going to get. This says this is what we have; and we take the best proposal. He said if it were at \$32 thousand, he has enough in his budget to cover it. If it's \$45 thousand, then we have an issue. Then you cut the scope of work down and put it out again. He thinks we will probably get four to five proposals on this.

Tokos asked if the Commissioners had any comments on the RFP; changes, or modifications. He asked if it seems reasonable. Berman thought it was very well done, other than the loose statement in point F that he raised. Franklin noted that they get 15 points for being able to meet the 6-month timeline, but only 10 for past experience. Tokos said he could flip that.

Vanderbeck asked what the median family income is for Lincoln County. Tokos said it's by size of family. In 2016 for a family of four it's \$44,150. Vanderbeck said affordable would be 80% or more. Tokos said that affordable doesn't mean owner-occupied; it could be apartments, a duplex, or a four-plex. Capri said if a developer builds ten units and some have to be affordable; if they can increase the density by 20%, the developer comes out ahead. Tokos said we probably should talk about inclusionary zoning at a work session. There is some option for that. Projects have to be at least twenty units before that can be employed. Do you want to maintain a certain number as affordable? Patrick said developers come with projects below density. They are building what they can sell. You can't sell increased density here.

3. New Business.

A. Work session on upcoming changes to the FEMA National Flood Insurance Program. Tokos said he had this item on the agenda for information for the Commissioners about what's coming down the pipe. He said if the Commissioners were interested, they could attend the July meeting in Tillamook that he will be attending. He said the point is that we are going to have to make changes between now and 2018 for how the Flood Insurance Program works to provide for the protection of salmon habitat. What those protections look like will be sorted out. Hopefully we will have state assistance so we're not left implementing this, and it's going to be each city doing something different. There's not a lot of exposure. He noted that the new handout being provided tonight is further refinement for when we get the maps. It should be later this summer. They are working with LIDAR mapping and high resolution imagery. They've really cleaned up the maps. There's more property coming out than is going in. There's still exposure in South Beach and the Bay Front and Big Creek. The landward side of Bay Boulevard is all out with the new maps. There are big changes in South Beach. A good chunk of the brewery will be out now. Franklin asked if they are really taking into consideration the suggestions we made to them about which locations should be in or out. Tokos said yes, he was told those changes were made. We will actually see when the maps come out. The South Beach townhouses on 35th should be in; we have pictures showing flooding there. From a public safety standpoint, if it's an area that floods, it should be in the floodplain. That's where we need construction standards to make sure it's elevated so water passes through and electrical wiring is built up. Tokos said we will learn more about how this plays out. With the habitat piece, that will jack up prices; that's the unfortunate side. Tokos said this is about staying tuned. There's the one meeting on July 14th. He told the Commissioners to let us know if they would like to attend any one of the meetings; and we can cover fees or expenses for travel.

Tokos said we could set up a session down the road. Anything we have to do for implementation, he would like to do it legislatively. We have two years. Hopefully we can come up with a coordinated way to roll it out intelligently so the public can understand; particularly those who are impacted.

Regarding the SDC review, Tokos said maybe at the next regular meeting we can put in a placeholder for discussion about who wants to serve on the SDC committee.

4. Adjournment. Having no further discussion, the meeting adjourned at 7:21 p.m.

Respectfully submitted,

Wanda Haney,
Executive Assistant

PLANNING STAFF REPORT
Case File No. 1-NCU-16

- A. **APPLICANT:** First Baptist Church (Pastor Glen Small, authorized representative).
- B. **REQUEST:** Approval of a request per Section 14.32/“Nonconforming Uses, Lots, and Structures” of the Newport Municipal Code, for nonconforming use status of an existing 30-ft x 48-ft, 1,440 sq. ft. pole building on C-1 zoned property that does not conform to the height buffer (NMC 14.18.010) and separated yard buffer (NMC 14.18.030) requirements of the Newport Zoning Ordinance. The church intends to construct a 37-ft x 24-ft, two story 1,780 +/- sq. ft. addition to the building and use the structure for church activities. The balance of the church property, to the west, is within an R-2 zone district.
- C. **LOCATION:** 628 NW Grove Street
- D. **LEGAL DESCRIPTION:** Lincoln County Assessor’s Tax Map 11-11-05-CD, Tax Lot 02300.
- E. **LOT SIZE:** Approximately 0.11 acres.
- F. **STAFF REPORT**
1. **REPORT OF FACT**
 - a. **Plan Designation:** Commercial.
 - b. **Zone Designation:** C-1/“Retail and Service Commercial.”
 - c. **Surrounding Land Uses:** Residential uses to the west and commercial uses to the north, south and east. The property is bordered on the east and north by Pro-Build Lumber, on the south by Bike Newport, and on the west by the First Baptist Church.
 - d. **Topography and Vegetation:** The lot is level.
 - e. **Existing Structures:** A pole building with metal roof and siding.
 - f. **Utilities:** All are available to the site.
 - g. **Development Constraints:** None known.
 - h. **Past Land Use Actions:** None of record.
 - i. **Notification:** Notification to surrounding property owners and to city departments/public agencies was mailed on June 30, 2016; and the notice of public hearing was published in the Newport News-Times on July 15, 2016.

j. **Attachments:**

- Attachment "A" – Applicant’s Written Findings of Facts
- Attachment "A-1" – Site Photographs
- Attachment "A-2" – Sketch of Survey
- Attachment "A-3" – Proposed Building and Site Plans
- Attachment "B" – 1935 Building Survey
- Attachment "C" – 1998 Building Permit
- Attachment "D" – 2007 Demolition Permit
- Attachment "E" – Zoning Map of Area
- Attachment "F" – Public Hearing Notice and Map

2. **Explanation of the Request:** Pursuant to Section 14.32.070/“Alteration, Expansion, or Replacement of Nonconforming Uses and Structures” of the Newport Municipal Code, after verification of the status of a nonconforming use pursuant to Subsection 14.32.060, the approval authority may authorize alteration, expansion, or replacement of any nonconforming use or structure when it is found that such alteration, expansion, or replacement will not result in a greater adverse impact on the neighborhood.

Assessor records show that the applicant owns the property identified as Tax Lot 02300 on Tax Map 11-11-05-CD as well as the property to the west and northwest. A portion of the property is undeveloped, and the northerly portion contains a metal pole building that is approximately 30-ft x 48-ft in size. City records show that the building was constructed in 1998 (Attachment "C"). The subject property was purchased by the First Baptist Church in 2007. The existing pole building had previously been used as an automotive shop specializing in the installation of aftermarket pickup truck accessories. It was constructed adjacent to a 26-ft x 30-ft commercial/residential building, built as early as 1935, that was abandoned and demolished in 2007 under permit number 12325 (ref: Attachments "B" and "D"). Since acquiring the property, the church has used the existing pole building in various ways including vehicle storage and as an indoor play area and youth group meeting space.

The property, zoned C-1, is located on NW Grove Street, a dead-end road right-of-way that runs between the main church building and Bike Newport and accesses only property owned by the church. The balance of the church property, to the west, is zoned R-2. The existing building does not conform to the height buffer (NMC 14.18.010) and separated yard buffer (NMC 14.18.030) requirements of the Newport Zoning Ordinance. These requirements limit the height of new construction to 10-feet at a property line abutting a residential zone with an allowance that the height may increase at a rate of one foot for every foot of building setback. A 10-foot planted and landscaped yard is also required along the property line bordering the residential district. The existing metal pole building was constructed up to the property line adjoining the R-2 district (Attachments "A-2") and exceeds 10-feet in height. The property does not appear to have ever had a landscaped yard to serve as a buffer between the C-1 and R-2 zones (ref: Attachments "A-1" and "E").

The applicant states in their findings that their intention is to expand the existing building to provide additional meeting space for church activities and to landscape the surrounding property to enhance the area. For that reason, this nonconforming use permit application was submitted.

d. **Applicable Criteria (Section 14.32.070):** After verification of the status of a nonconforming use pursuant to Subsection 14.32.060, the approval authority may authorize alteration, expansion, or replacement of any nonconforming use or structure when it is found that such alteration, expansion, or replacement will not result in a greater adverse impact on the neighborhood. In making this finding, the approval authority shall consider the factors listed below. Adverse impacts to one of the factors may, but shall not automatically, constitute greater adverse impact on the neighborhood.

- (1) The character and history of the use and of development in the surrounding area;
- (2) The comparable degree of noise, vibration, dust, odor, fumes, glare, or smoke detectable within the neighborhood;
- (3) Adequacy of infrastructure to accommodate the use. For the purpose of this subsection, infrastructure includes sewer, water, and streets;
- (4) The comparative numbers and kinds of vehicular trips to the site;
- (5) The comparative amount and nature of outside storage, loading, and parking;
- (6) The comparative visual appearance;
- (7) The comparative hours of operation;
- (8) The comparative effect on solar access and privacy;
- (9) Other factors that impact the character or needs of the neighborhood.

The approval authority must consider the purpose of the current zoning provisions that cannot be satisfied when determining whether or not the alteration, expansion, or replacement of a nonconforming use or structure will have a greater adverse impact on the neighborhood.

To the extent there is a rational nexus, and the City can establish that needed improvements are roughly proportional to proposed development, and alteration, expansion, or replacement of a nonconforming use or structure shall be brought into compliance with provisions of the Zoning Ordinance that relate to:

- (1) Surfacing or parking areas and landscaping;
- (2) Exterior design of structures;
- (3) Outdoor displays, storage, and signage.

e. **Staff Analysis:**

In order to grant the permit, the Planning Commission must find that the applicants have provided a complete application, that there is substantial evidence that the Commission can rely upon to verify the nature and extent of the existing nonconformity, and that the expansion will not result in a greater adverse impact on the neighborhood considering the criteria listed under NMC 14.32.070. With that in mind, staff offers the following analysis:

- (1) The subject property is located in a C-1/“Retail and Service Commercial” zoning district (Attachment “C”). Nonresidential sites abutting or adjacent to a

residential zone shall have a height limitation beginning at a height of ten feet at the property line abutting the residential zone and increasing at a slope of 1:1 for R-2 property until intersecting the height limit otherwise established in that district (NMC 14.18.010/“Height Buffer”). On any portion of a nonresidential site that is opposite from a residential district and separated therefrom by a street, alley, creek, drainage facility, or other open area, a minimum yard of ten feet shall be require. The minimum yard shall be planted and maintained as a landscape screen (excluding areas required for access to the site) (NMC 14.18.030).

(2) Consistent with NMC 14.32.040, the applicant submitted a completed application form, narrative, names and addresses of property owners within the notification area, survey, site plan, floor plan, and architectural elevations. In sum, this constitutes substantial evidence upon which the Planning Commission can make a decision as to whether or not the approximate 37' x 24' 2-story addition to the building satisfies the City's standards for the alteration and expansion of a nonconforming use.

(3) With respect to NMC 14.32.060, regarding the nonconforming status of the building, the applicant provided assessment information, utility statements, and building permit documents. Per the Newport Zoning Ordinance, the building is nonconforming if it is established that the facility existed and has been continuously maintained since September 7, 1982. City permit records indicate that the property was developed as early as 1935 and, as of the date of the field survey in 1961, was occupied by a furniture upholstery business (Attachment "B"). The survey notes indicate that there were two buildings at the time, one of which as 30-ft x 30-ft in size and the other 27-ft x 30-ft. The 27-ft x 30-ft building appears to be the structure labeled “existing building” on the site plan provided at the time the metal pole building was constructed in 1998 (Attachment "C"). The site plan included with the 1998 permit shows that the pre-existing building, which appears to have been the residence that was later torn down in 2007, was constructed adjacent to the lot line that serves as the boundary between the C-1 and R-2 zone districts. The pole building was appended to that structure and was likewise built adjacent to the property line. Photographs provided by the applicant (Attachment "A-1"), and utility records contained in the case record, show that the pole building has been maintained in serviceable condition since it was constructed. Considering the above, it would be reasonable for the Planning Commission to find that the pole building qualifies as a nonconforming structure given that there is substantial evidence to demonstrate that lawfully constructed buildings have existed at this location with a zero setback from the property line adjacent to the R-2 zone since 1935 and that this setback has been maintained, in some form, continuously since the structures were rendered nonconforming in September 7, 1982.

(4) After verification of the status of a nonconforming use, pursuant to NMC 14.32.070, the approval authority may authorize alteration, expansion, or replacement of any nonconforming use or structure when it is found that such alteration, expansion or replacement will not result in a greater adverse impact on the neighborhood. In making this finding the Planning Commission should consider the following factors:

a. The character and history of the use and of development in the surrounding area.

- i. The applicant notes that the property was purchased by the church in 2007. An abandoned, dilapidated house was since demolished. The existing pole building has been used by the church for vehicle storage, indoor play area, and youth group meeting space since it was purchased. Building permit No. 10609 indicates that the pole building was constructed in 1998 (Attachment "C").
- ii. The applicant further states that the property is located on NW Grove Street, which is a dead-end right-of-way that runs between the main church and Bike Newport and accesses only property owned by the church. The existing building had previously been used as an automotive shop specializing in the installation of aftermarket pickup truck accessories. The subject property is bordered on the east and north by Pro-Build Lumber, on the south by Bike Newport, and on the west by the church.
- iii. The applicant explains that the appearance and secluded, sheltered location of the property has occasionally invited transient traffic, abandoned vehicles, and dumped garbage to the detriment of the neighborhood. They believe that the development of this lot will benefit the surrounding area.
- iv. The alteration to the nonconforming use is the addition of a 24' x 37', 2-story building with a meeting room and garage on the first floor and a storage area on the second floor. The anticipated activities if the remodeled building already take place on the adjoining church property.
- v. Unlike the existing pole building, the addition is setback from the R-2/C-1 zone district boundary line a distance of almost 24-feet. This provides enough separation for the addition to satisfy the height buffer requirements (NMC 14.18.010). While landscaping to serve as a separated yard buffer is not proposed, given that the structure is to be a part of the larger church facility, there is room for landscaping to be introduced between the addition and property line in accordance with the separated yard requirements should the property be sold and repurposed in the future (NMC 14.18.030).
- vi. Considering the above, it is reasonable for the Planning Commission to conclude that the building expansion is consistent with the character and history of development in the area given that the change will not further exacerbate the nonconforming situation.

b. The comparable degree of noise, vibration, dust, odor, fumes, glare, or smoke detectable within the neighborhood.

- i. As discussed previously, the applicant notes that the activities within the expanded building already take place on the adjoining property of the church;

therefore, the increase in noise and light glare, if any, will be minimal. Smoke, odors, fumes, etc. are not a by-product of church activities or the anticipated building use and are not a factor in their use.

ii. Considering the above, it is reasonable for the Planning Commission to conclude that the building expansion will not create noise, vibration, dust, odor, fumes, glare, or smoke in a manner that would result in a greater adverse impact on the neighborhood.

c. Adequacy of infrastructure to accommodate the use (including sewer, water, and streets).

i. The applicant explains that because the anticipated uses of the remodeled building already take place in the other buildings on the church property there will be little, if any, additional demands placed on infrastructure.

ii. Water and sewer service is available in the NW Grove Street right-of-way.

iii. Considering the above, it is reasonable for the Planning Commission to conclude that the building expansion will not cause any greater adverse impact on the neighborhood as it relates to the adequacy of infrastructure to serve the use.

d. The comparative numbers and kinds of vehicular trips to the site.

i. The applicant's written findings state that the property abuts the other lots owned by First Baptist Church. The existing church parking lot, which utilized NW Grove as a secondary exit, will continue to be used; therefore, the additional traffic impact will be minimal.

ii. The applicant further notes that the only neighboring property directly impacted by increased traffic using NW Grove will be Bike Newport (abutting property to the south). It should be noted that the usual hours of operation (services and activities) of First Baptist Church and of Bike Newport do not coincide.

iii. Considering the above, it is reasonable for the Planning Commission to conclude that the building expansion will not cause any greater adverse impact on the neighborhood relative to this criterion.

e. The comparative amount and nature of outside storage, loading, and parking.

i. The applicant indicates that the expanded building will be used for meeting and activities; outside storage and loading are not anticipated in the development plans for this site. The existing church parking lot will continue to be used for primary parking with two or three parking spaces established on the developed site to accommodate ADA accessibility.

ii. The site plan provided by the applicant shows that there are significant portions of the property that will remain undeveloped, and would be available for parking should the property be sold and repurposed in the future (Attachment "A-3"). This includes a 30-ft x 50-ft portion of the property between the addition and Bike Newport and a 23-ft x 37-ft area in front of the addition.

iii. Given the above, it is reasonable for the Planning Commission to conclude that the proposed building expansion will not cause any greater adverse impact on the neighborhood with respect to comparative amount and nature of outside storage, loading, and parking.

f. The comparative visual appearance.

i. The applicant fully anticipates the building expansion and the development of the lot to enhance the appearance of the area. As previously noted, the present condition and non-use of the undeveloped portion of the lot are unattractive and often attract transient traffic and occasionally the disposal of garbage.

ii. Considering the above, it is reasonable for the Planning Commission to conclude that the proposed building expansion will not cause any greater adverse impact on the neighborhood as it relates to comparative visual appearance.

g. The comparative hours of operation.

i. The applicant notes that the anticipated activities for which the building would be used already take place on adjoin property; and, therefore, there will be no increase or adjusted hours of operation.

ii. Based on the above, it is reasonable for the Planning Commission to conclude that the proposed building expansion will not cause any greater adverse impact on the neighborhood as far as comparative hours of operation.

h. The comparative effect on solar access and privacy.

i. The applicant notes that the subject property abuts the rear entrance of Bike Newport, the storage yard of Pro-Build Lumber, and is across the NW Grove Street right-of-way from the main building of the First Baptist Church. None of these vantage points appear to generate solar access or privacy concerns relative to the proposed building remodel.

ii. Given the above, it is reasonable for the Planning Commission to conclude that the proposed building expansion satisfies this criterion.

i. Other factors which impact the character or needs of the neighborhood.

i. The applicant states that this lot is largely hidden from view from all but the noted neighbors. Because of its secluded nature, it has been the site for abandoned

vehicles, dumped garbage, and transient camps. The applicant believes that the development of this lot will eliminate much of the undesired use and be a benefit to the surrounding area.

ii. It is reasonable for the Planning Commission to accept the likely elimination of “trespass use” of the property as an additional factor supporting the approval of this request to expand a non-conforming structure.

j. The approval authority must consider the purpose of the current zoning provisions that cannot be satisfied when determining whether or not the alteration, expansion, or replacement of a nonconforming use or structure will have a greater adverse impact on the neighborhood.

i. The height buffer and separated yard requirements were put in place to lessen impacts that commercial uses can have on residential uses when they are built in close proximity to each other. This includes solar impacts from larger buildings, noise, traffic, etc. In this case, the abutting use in the R-2 zone is not a residence, but rather it is a church and the proposed building addition on the C-1 zoned land is an expansion of the church use.

iii. Based on the above, it is reasonable for the Planning Commission to conclude that the conditions the height buffer and separated yard requirements are intended to address do not exist at this location and; therefore, the proposed building expansion will not result in a greater adverse impact on the neighborhood relative to the objectives of the current zoning provisions.

4. **Conclusion:** If the Planning Commission finds that the alteration/expansion of the nonconforming use will not result in a greater adverse impact on the neighborhood, and the applicant has met the criteria established in the Zoning Ordinance for authorizing alteration/expansion of a nonconforming use, then the Commission should approve the request. The Commission can attach reasonable conditions that are necessary to carry out the purposes of the Zoning Ordinance and the Comprehensive Plan. If the Commission finds that the request does not comply with the criteria, then the Commission should deny the application.

- G. **STAFF RECOMMENDATION:** As outlined in this report, this application to expand the existing nonconforming building with a 24’ x 37’ addition can satisfy the approval criteria provided conditions are imposed as outlined below. Accordingly, the Commission should approve this request, subject to the following:

1. Approval of this land use permit is based on the submitted written narrative and plans listed as Attachments to this report. No work shall occur under this permit other than that which is specified within these documents. It shall be the responsibility of the property owner to comply with these documents and the limitations of approval described herein.



Derrick I. Tokos AICP
Community Development Director
City of Newport

July 22, 2016

Written Finding of Facts

Submitted in support of our Application for a Nonconforming use.

The Character and History of use of and of development in the surrounding Neighborhood.

The subject property was purchased by First Baptist church in 2007 from the previous owner Terry Snoderly. The existing building had previously been used as an automotive shop specializing in the installation of aftermarket pickup truck accessories. The purchased property included an abandon, dilapidated house which has since been razed. Since purchasing the property First Baptist church has used the existing pole building in various ways including vehicle storage, indoor play area and youth group meeting space. The property, zoned Light commercial is located on NW Grove Street, a dead end easement that runs between the main church building and Bike Newport, The easement accesses only property owned by First Baptist Church. It is bordered on the East and North by Pro-Build Lumber, on the South by Bike Newport and on the west by First Baptist Church. The existing structure is a pole building with metal roof and siding, the lot remains unimproved and has the appearance of a vacant lot. The appearance and secluded, sheltered location of the property occasionally invited transient traffic to the detriment of the neighborhood.

First Baptist Church plans to expand the existing building so that it might provide additional meeting space for church activities and to landscape the surrounding property to enhance the area.

The comparable degree of noise, vibration, dust, odor, fumes, glare, or smoke detectable within the neighborhood.

The anticipated activities with-in the expanded building already take place on the adjoining property of First Baptist church therefore the increase in noise and light glare, if any, will be minimal. Smoke, odors, fumes etc. are not a by-product of church activities or the anticipated building use and are not a factor in our use.

Adequacy of the infrastructure to accommodate the use.

Because the anticipated uses of the remodeled building already take place in the other buildings on the property of First Baptist Church there will be little, if any, additional demands placed on the infrastructure. Sewer and water are on site and are easily utilized.

The Comparative number and kinds of vehicular trips to the site.

The property abuts the other lots owned by First Baptiste church. The existing church parking lot which utilized NW Grove as a secondary exit will continue to be used, therefore the additional traffic impact will be minimal. The only neighboring property directly impacted by increased traffic using NW Grove will be Bike Newport (Abutting the property on the south.) It should be noted that the usual hours of operation (services and activities) of First Baptist Church and of Bike Newport do not coincide.

The comparative amount and nature of outside storage, loading and Parking.

The expanded building will be used for meeting and activities; outside storage and loading are not anticipated in the development plans for this site. The existing church parking lot will continue to be used for primary parking with 2 or 3 parking spaces established on the developed site to accommodate ADA accessibility.

The comparative visual appearance.

We fully anticipate the building expansion and the development of the lot to enhance the appearance of the area. As previously noted the present condition and non-use of the undeveloped portion of the lot are unattractive and often attract transient traffic and occasionally the disposal of garbage.

The comparative hours of operation.

The anticipated activities for which the building would be used already take place on adjoining property and therefore there will be no increase or adjusted hours of operation.

The comparative effect on solar access and privacy.

The subject property abuts the rear entrance of Bike Newport, the storage yard of Pro-Build Lumber and is across the easement road (NW Grove) from the main building of First Baptist Church. None of these properties have a view interest from their respective locations relative to the proposed development and building remodel.

Other Factors which impact the Character or needs of the neighborhood.

This lot is largely hidden from view from all but the noted neighbors. Because of its secluded nature it has been the site abandon vehicles, dumped garbage and transient camps. We believe that the development of this lot will eliminate much of undesired use and be a benefit to the surrounding area.

Application for Nonconforming Use Nature of the Request

This application for a nonconforming use is submitted so that the subject property, zoned C1 might be developed and used for activities allowable in an R2 designation. The property (County Assessor's Map: 11-11-5CD, lot 2300) is on the dividing line between R2 and C1 zoning designations and is adjacent to R2 lots owned by First Baptist Church.

THE UNIVERSITY OF CHICAGO

DEPARTMENT OF CHEMISTRY

RESEARCH REPORT

NO. 1000

BY

J. H. GOLDSTEIN

AND

R. F. W. WILSON

IN

COOPERATION WITH

THE NATIONAL BUREAU OF STANDARDS

WASHINGTON, D. C.

1954



Photo #1: Existing Building

The existing structure is a "Pole Building" with metal roof and siding.



Photo #2: Adjacent Lot

Undeveloped portion of the subject property. (Northeast corner)



Photo #3: Adjacent Lot

Undeveloped portion of the subject property. (Southeast corner)



**Photo #4: Subject Property
Facing North**

Photo shows the existing structure and the easement road (NW Grove) which leads to the church owned residence at 631 NW Grove



**Photo #5: Subject Property
Facing East**

Photo shows the abutting property owned Pro-Build Lumber Co. Beyond the concrete wall, which sits on the property line, is a loading dock and access drive.



**Photo #6: Subject Property
Facing South**

Photo shows the back door of Bike Newport. (This is a secondary/emergency exit and is not used for public access.)



Photo #8: Subject Property Facing West

Photo shows the main building of First Baptist Church, secondary parking lot exit (Ramp) and Easement Road (NW Grove)



Photo #6: View of existing building from NW Sixth St.

Photo shows Easement Road (NW Grove) which runs between Bike Newport on the right and First Baptist Church on the left.

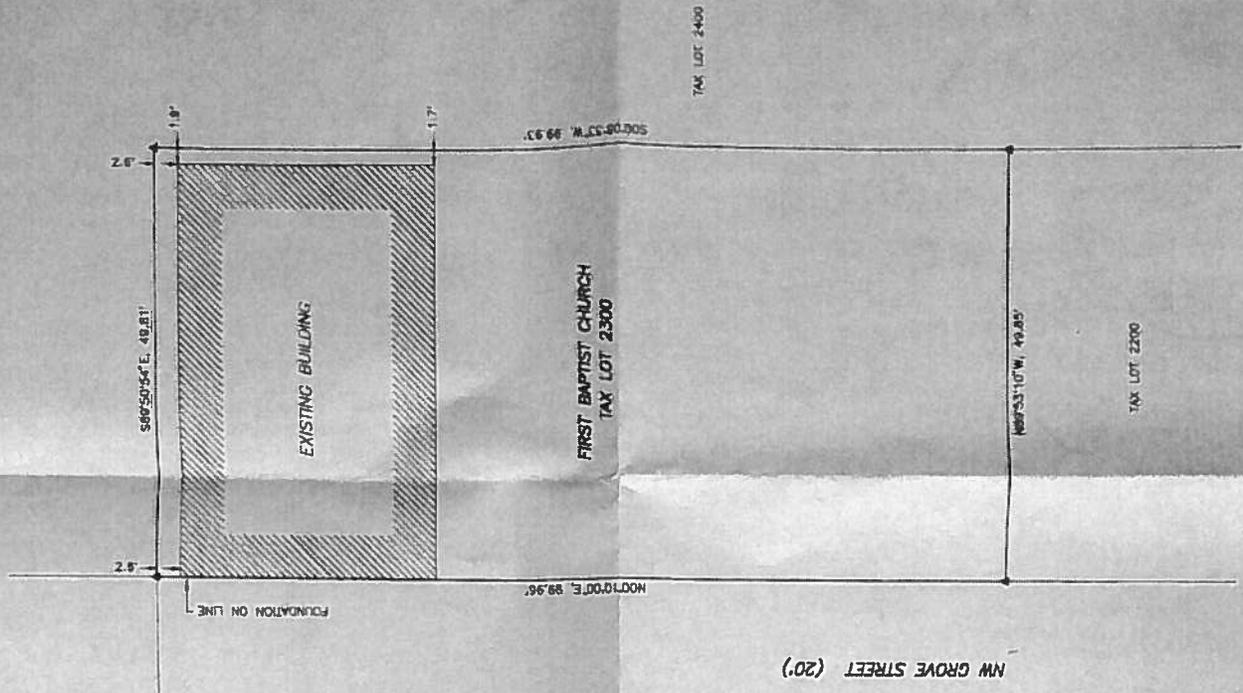


Photo #9: View of existing building from church parking lot

Photo, facing East from church parking lot, shows the existing building and Pro-Build beyond.

SKETCH OF SURVEY PREPARED FOR
THE FIRST BAPTIST CHURCH OF NEWPORT
 LOCATED IN THE SE 1/4 - SW 1/4 OF SECTION 5, T11S, R11W, W.M.
 CITY OF NEWPORT, LINCOLN COUNTY, OREGON

FEBRUARY 9, 2016
 (11-11-05-00 TAX LOT 2300)



SCALE
 1" = 10'



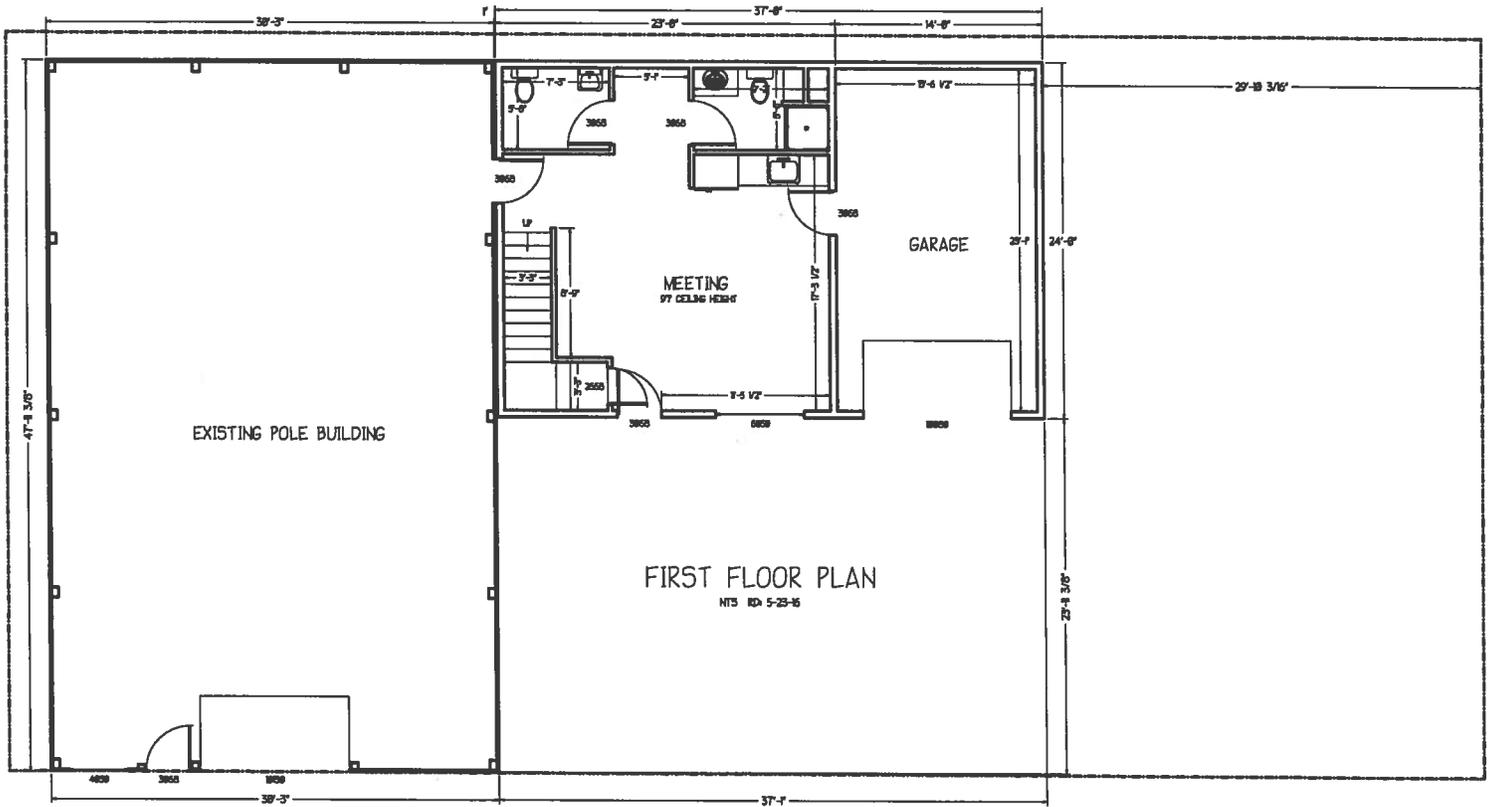
LEGEND

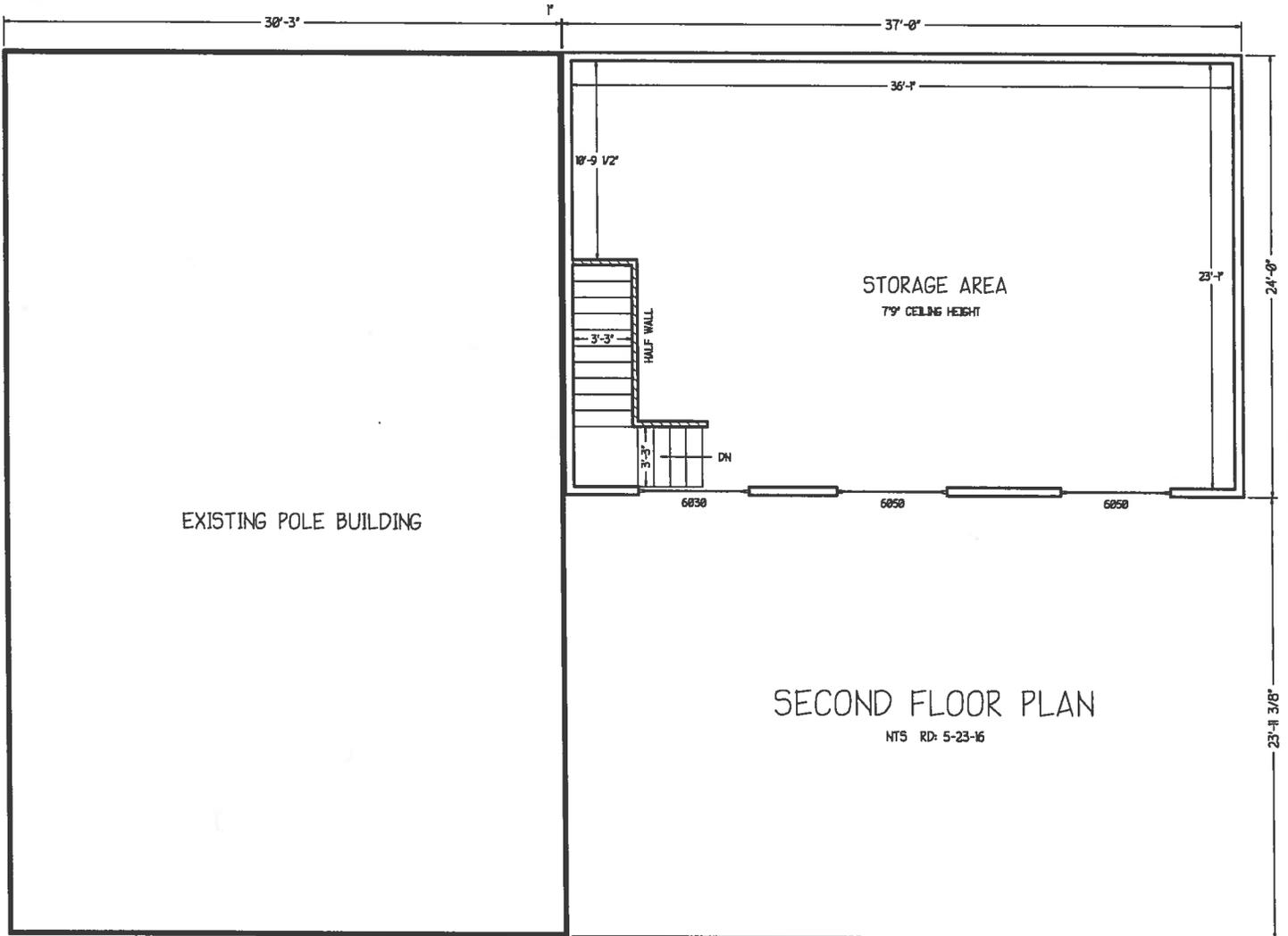
▲ MONUMENT FOUND: HELD FOR CONTROL
 REF COUNTY SURVEY No. 15,107

NYHUS SURVEYING INC.		CHECKED BY: GAN
-GARY NYHUS- PROFESSIONAL LAND SURVEYOR		DRAWN BY: GAN
P.O. BOX 206		DATE: 2-9-2016
740 E. THISSELL RD. TIDEWATER, ORE 97390		SCALE: 1" = 10'
(541) 528-3234		PROJECT: 18025
DRAWN BY: CH WAPPING -OREG SURVEY- (541) 574-0566 / 081021		RENEWAL DATE: DEC. 31, 2016

REGISTERED
 PROFESSIONAL
 LAND SURVEYOR
 GARY KEITH NYHUS
 JULY 21, 1981
 OREGON
 RENEWAL DATE
 DEC. 31, 2016







Address 628 NW Grove DBA Burnette's Custom Upholstery 1960
Occupancy Furniture upholstery Occupied from 2/1/60 M
Manager Paul Burnette Address _____ Ph _____
Custodian Sue Tudd Address Siletz Ph. 444-2492
Owner Burnette Address _____ Ph. _____
Date Built 1935 Stories 1 1/2 Bldg. Area 30x30 Bsmt. Area -
Bsmt. Access _____ Drains _____
Contents and location _____

Attic (ht.) 3 1/2 Draft Stops _____ False Ceilings _____
Attic Scuttles Upstairs Hall -
Bldg. Const. Frame Structural Members (vert.) _____ (hor.) _____
Wall Covering (Ext.) Wd Shingle (Int.) Plywood - Firtex
Floors Conc. Wd Joistings Firtex Plywood Roof Mopped Sking 10
Skylights (Location) _____

Lightwells _____ Nite Lights None
Stairs (Type and Location) _____
Elevators, dumbwaiters, etc. _____
Firewalls and parapets (ht.) _____
Firedoors (type) _____
Exits (No. and location) - Front
Fire escapes _____ Units of Exits OK Pop. _____
Heat System Elec Fuel Location _____ Flue _____
Vents _____

Electric Service Entrance Front
Fuse Boxes (Type and location) Dividing wall RT of Shop. center Phy
Sprinklered (Type) _____ Valve Location _____ 10/12
Fire Department Connection _____ Standpipes _____
Hydrant location and flow _____ Running time _____ Min.
Size of Mains _____
Manual Alarm _____ Heat detection _____
Portable Extinguishers (location) None
Remarks: Wiring - FX 4th DC

Date Surveyed 1/19, 1967. By R. Defer Title _____

FOR OFFICE USE ONLY

and Zone C-1 Type of Building V Residence _____ No. Fa. _____
Motel _____ Occupancy Group 5-3 Apartment _____ Sprinkler System or
Fire Walls Required _____

Permit To _____ Erect Bldg
Address 628 NW Grove St.
Tax Lot 2300 Map 11-11-5CD Lot _____ Block _____ Addition _____

BUILDING PERMIT

Application is made to { Erect Relocate Building Fill
Alter Demolish Structure Excavation
Repair Reroof Residence Construction
Demolition Fee \$ 80.50

Entire work when completed will cost, including labor and materials: \$ 10,000

EXCAVATION & FILL

Excavation Cubic yds. _____
Fill Cubic yds. _____ Fee \$ _____

MISCELLANEOUS PERMITS

Sewer \$ _____ Curb Cut \$ _____ Sign _____ SQ. FT. _____
Sidewalk \$ _____ Temporary Structures \$ _____ Temporary Sign _____ SQ. FT. _____
Driveway \$ _____ Street Opening \$ _____ Other \$ _____
Plan Review Fee \$ 52.33
% STATE \$ 4.03
TOTAL FEES \$ 136.86

Owner Sharon Golbek Address 325 SW Bay Blvd Phone 5-2911
Builder Denny Edwards Address 707 NE 7th Phone 5-2999
Builder's Board No. _____ Exp. Date _____
Architect _____ Address _____ Phone _____
Geologist _____ Address _____ Phone _____

DESCRIPTION OF WORK Erect 30 x 48 Show room for
exist. 29 x 48 bldg. sh. 55' x 70'.

ONLY WORK DESCRIBED ABOVE INCLUDED IN PERMIT

I agree to build according to above description, plans and specifications and the Ordinances and Codes of the City of Newport. Variance No. _____ Date _____

Applicant X Sharon Golbek

APPLICATION RECEIVED By <u>[Signature]</u> Date <u>7/30/98</u>	PLANS CHECKED BY PLAN EXAMINER Approved _____ Not Approved _____ By _____ Date _____	PERMIT ISSUED By <u>[Signature]</u> Date _____
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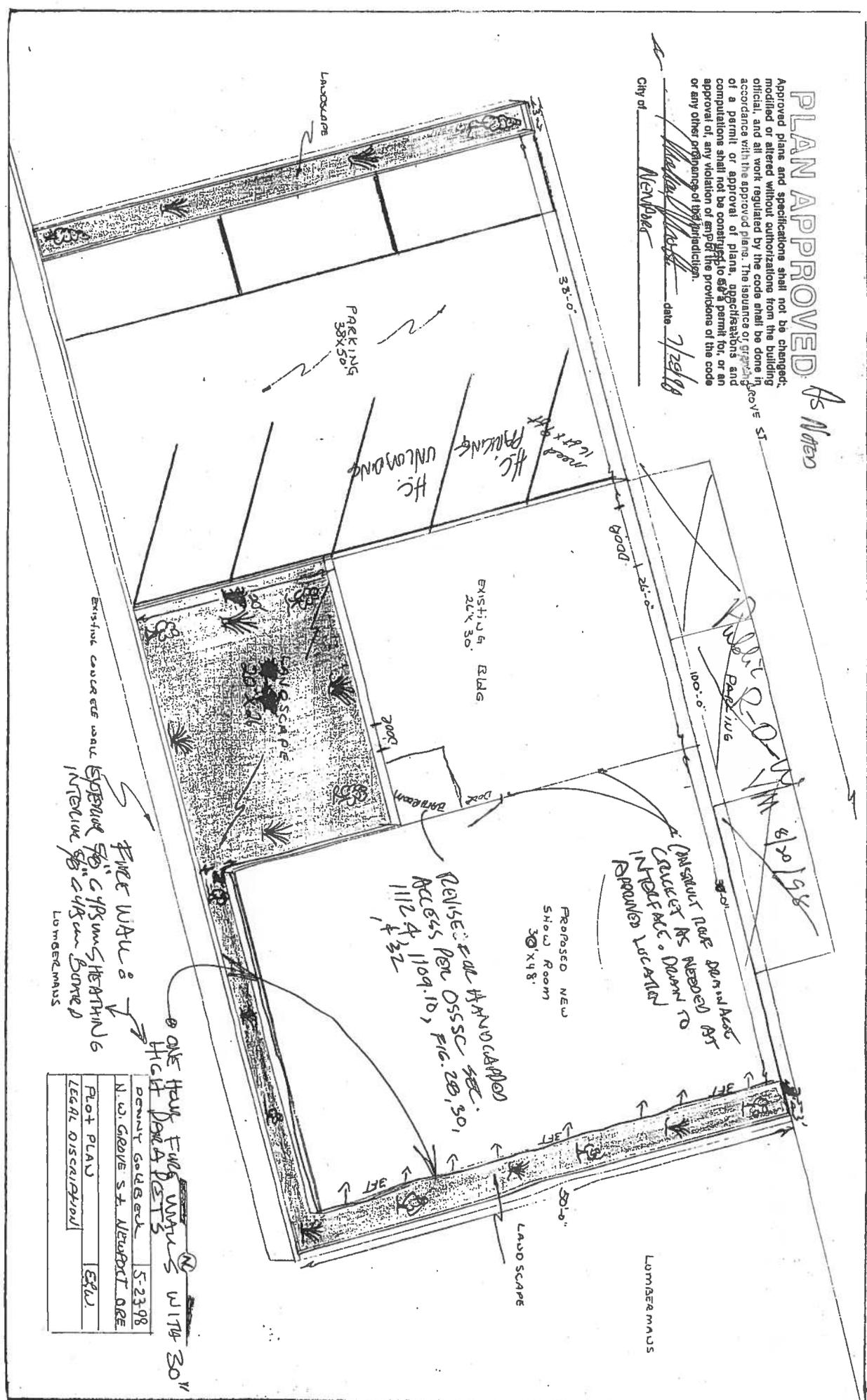
Final Date _____

PLAN APPROVED

As Noted

Approved plans and specifications shall not be changed, modified or altered without authorizations from the building official, and all work regulated by the code shall be done in accordance with the approved plans. The issuance of permits of a permit or approval of plans, specifications and computations shall not be construed to give permit for or an approval of, any violation of or any of the provisions of the code or any other provisions of the jurisdiction.

City of New York date 7/29/18



EXISTING CONCRETE WALL
 INTERIOR 8'0" CYSPUNNING REBAR
 INTERIOR 8'0" CYSPUNNING REBAR
 INTERIOR 8'0" CYSPUNNING REBAR

PERMIT GOLDEN	5-23-98
N.W. GROVE ST. NEW YORK CITY	NEW YORK CITY
PLAT PLAN	NEW YORK CITY
LEGAL DESCRIPTION	NEW YORK CITY

ONE HALF FIVE WAYS WITH 30' HIGH DRIVE PASTS

REVISIONS PER DSSC SEC. 20.30, 1112.4, 1109.10, FIG. 20.30, 1112.4, 1132

REPROPOSED NEW SHOW ROOM 30' x 48'

REVISIONS PER DSSC SEC. 20.30, 1112.4, 1109.10, FIG. 20.30, 1112.4, 1132

REVISIONS PER DSSC SEC. 20.30, 1112.4, 1109.10, FIG. 20.30, 1112.4, 1132

REVISIONS PER DSSC SEC. 20.30, 1112.4, 1109.10, FIG. 20.30, 1112.4, 1132

REVISIONS PER DSSC SEC. 20.30, 1112.4, 1109.10, FIG. 20.30, 1112.4, 1132

REVISIONS PER DSSC SEC. 20.30, 1112.4, 1109.10, FIG. 20.30, 1112.4, 1132

FOR OFFICE USE ONLY

Land Zone R-2 Type of Building _____ Residence _____ No. Families _____ Occ. Cert. No. _____
 Motel _____ Occupancy Group _____ Apartment _____ Sprinkler System or Fire Walls Required _____
 Permit To _____ Demolish house
 Address 628 NW Grove
 Tax Lot 1800 Map 11-11-5-CD Lot _____ Block _____ Addition _____

BUILDING PERMIT

Application is made to { Erect Relocate Building Fill
 Alter Demolish Structure Excavation
 Repair Reroof Residence Construction
 Demolition
 Entire work when completed will cost, including labor and materials: \$ _____ Fee \$ 10.00

EXCAVATION & FILL

Excavation Cubic yds. _____
 Fill Cubic yds. _____ Fee \$ _____

MISCELLANEOUS PERMITS

Sewer \$ _____ Curb Cut \$ _____ Sign _____ % State \$ _____
 Sidewalk \$ _____ Structures \$ _____ Temporary _____ Plan Review Fee \$ _____
 Driveway \$ _____ Opening \$ _____ Other \$ _____ SO. FT. _____
 SO. FT. _____

TOTAL FEES → \$ 10.00

Owner First Baptist Church Address 208 NW 6th St. Newport Phone 265-5811
 Builder Lake Street Builders Address 1414 NW Lake St Newport Phone 574-9022
 Builder's Board No. 119384 Exp. Date _____
 Architect _____ Address _____ Phone _____
 Geologist _____ Address _____ Phone _____

DESCRIPTION OF WORK
Demolish residence

ONLY WORK DESCRIBED ABOVE INCLUDED IN PERMIT

I agree to build according to above description, plans and specifications and the Ordinances and Codes of the City of Newport.
 Applicant [Signature] Variance No. _____ Date _____

<p>APPLICATION RECEIVED</p> <p>By <u>Wanda Haney</u></p> <p>Date <u>9-10-07</u></p>	<p>PLANS CHECKED BY PLAN EXAMINER</p> <p>Approved _____ Not Approved _____</p> <p>By _____</p> <p>Date _____</p>	<p>PERMIT ISSUED</p> <p>By <u>Wanda Haney</u></p> <p>Date <u>9-10-07</u></p>
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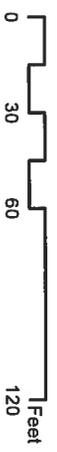
Final Date _____



City of Newport
Community Development Department
188 SW Coast Highway
Newport, OR 97365
Phone: 541.574.0229
Fax: 541.574.0844

Zoning Map - 628 NW Grove Street

Image Taken July 2013
4-inch, 4-band Digital Orthophotos
David Smith & Associates, Inc. Portland, OR



This map is for informational use only and has not been prepared for, nor is it suitable for, legal, engineering, or surveying purposes. It includes data from multiple sources. The City of Newport assumes no responsibility for the completion or use and users of this information are cautioned to verify all information with the City of Newport Community Development Department.

CITY OF NEWPORT
NOTICE OF A PUBLIC HEARING

ATTACHMENT "1"
File No. 1-NCU-16
Public Hearing Notice & Map

The City of Newport Planning Commission will hold a public hearing on Monday, July 25, 2016, at 7:00 p.m. in the City Hall Council Chambers to consider File No. 1-NCU-16, a request submitted by First Baptist Church (Pastor Glen W. Small, authorized representative) for approval of a request per Section 14.32/"Nonconforming Uses, Lots, and Structures" of the Newport Municipal Code, for nonconforming use status of an existing building on C-1 zoned property that does not conform to the height buffer (NMC 14.18.010) and separated yard buffer (NMC 14.18.030) requirements of the Newport Zoning Ordinance. The church intends to construct an addition to the building and use the structure for church activities. The balance of the church property, to the west, is within an R-1 zone district. The subject property is located at 628 NW Grove St. (Lincoln County Assessor's Map 11-11-05-CD; Tax Lot 02300). Pursuant to NMC Section 14.32.060(A), the approval authority shall determine that the structure was legally established at the time the Zoning Ordinance was enacted or amended, and that the use has not been discontinued for a continuous 12-month period. The approval authority must also verify the nature and extent of the nonconforming use, considering (1) a description of the use; (2) The types and quantities of goods or services provided and the activities conducted; (3) The scope of the use (volume, intensity, frequency, etc.) including fluctuations in the level of activity; (4) The number, location and size of physical improvements associated with the use; (5) The amount of land devoted to the use; and (6) Other factors the approval authority may determine appropriate to identify the nature and extent of a particular use (NMC Section 14.32.060(B)). Pursuant to NMC Section 14.32.070, after verification of the status of a nonconforming use pursuant to subsection 14.32.030, the approval authority may authorize alteration, expansion, or replacement of any nonconforming use or structure when it is found that such alteration, expansion, or replacement will not result in a greater adverse impact on the neighborhood when considering the following factors: (A) (1) The character and history of the use and of development in the surrounding area; (2) The comparable degree of noise, vibration, dust, odor, fumes, glare, or smoke detectable within the neighborhood; (3) Adequacy of infrastructure, including sewer, water, and streets, to accommodate the use; (4) The comparative numbers and kinds of vehicular trips to the site; (5) The comparative amount and nature of outside storage, loading, and parking; (6) The comparative visual appearance; (7) The comparative hours of operation; (8) The comparative effect on solar access and privacy; (9) Other factors which impact the character or needs of the neighborhood. (B) The approval authority must consider the purpose of the current zoning provisions that cannot be satisfied when determining whether or not the alteration, expansion, or replacement of a nonconforming use or structure will have a greater adverse impact on the neighborhood. (C) To the extent there is a rational nexus, and the City can establish that needed improvements are roughly proportional to proposed development, an alteration, expansion, or replacement of a nonconforming use or structure shall be brought into compliance with provisions of the Zoning Ordinance that relate to: (1) Surfacing of parking areas and landscaping; (2) Exterior design of structures; and (3) Outdoor displays, storage, and signage. Testimony and evidence must be directed toward the criteria described above or other criteria in the Comprehensive Plan and its implementing ordinances that the person believes to apply to the decision. Failure to raise an issue with sufficient specificity to afford the city and the parties an opportunity to respond to that issue precludes an appeal (including to the Land Use Board of Appeals) based on that issue. Testimony may be submitted in written or oral form. Oral testimony and written testimony will be taken during the course of the public hearing. Letters sent to the Newport Community Development (Planning) Department, City Hall, 169 SW Coast Hwy, Newport, OR 97365, must be received by 5:00 p.m. the day of the hearing to be included as part of the hearing or must be personally presented during testimony at the public hearing. The hearing will include a report by staff, testimony (both oral and written) from the applicant and those in favor or opposed to the application, rebuttal by the applicant, and questions and deliberation by the Planning Commission. Pursuant to ORS 197.763 (6), any person prior to the conclusion of the initial public hearing may request a continuance of the public hearing or that the record be left open for at least seven days to present additional evidence, arguments, or testimony regarding the application. The staff report may be reviewed or a copy purchased for reasonable cost at the Newport Community Development Department (address above) seven days prior to the hearing. The application materials, the applicable criteria, and other file material are available for inspection at no cost; or copies may be purchased for reasonable cost at this address as well. Contact Derrick Tokos, Community Development Director, (541) 574-0626, d.tokos@newportoregon.gov (mailing address above).

(FOR PUBLICATION ONCE ON FRIDAY, JULY 15, 2016)

Wanda Haney

From: Wanda Haney
Sent: Thursday, June 30, 2016 11:27 AM
To: Derrick Tokos; Jim Protiva; Joseph Lease; Mark Miranda; Mike Murzynsky; Rob Murphy; Spencer Nebel; Ted Smith; Tim Gross; Victor Mettle
Subject: File No. 1-NCU-16
Attachments: File 1-NCU-16 Notice.pdf

Attached is a public notice concerning a land request for a nonconforming use permit. The notice contains a brief explanation of the request, property description and map, and a date for a public hearing. Please review this information to see if you would like to make any comments. We must receive comments at least 10 days prior to the hearing in order for them to be considered. **Should no response be received, a "no comment" will be assumed.**

Thanks,

Wanda Haney

Executive Assistant

City of Newport

Community Development Department

169 SW Coast Hwy

Newport, OR 97365

541-574-0629

FAX: 541-574-0644

w.haney@newportoregon.gov

**CITY OF NEWPORT
PUBLIC NOTICE¹**

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Newport, Oregon, will hold a public hearing to consider the following Nonconforming Use Permit request:

File No. 1-NCU-16:

Applicant: First Baptist Church, 208 NW 6th St, Newport, OR 97365 (Pastor Glen W. Small, authorized representative).

Request: Approval of a request per Section 14.32/"Nonconforming Uses, Lots, and Structures" of the Newport Municipal Code, for nonconforming use status of an existing building on C-1 zoned property that does not conform to the height buffer (NMC 14.18.010) and separated yard buffer (NMC 14.18030) requirements of the Newport Zoning Ordinance. The church intends to construct an addition to the building and use the structure for church activities. The balance of the church property, to the west, is within an R-2 zone district.

Location: Lincoln County Assessor's Map 11-11-05-CD; Tax Lot 02300 (628 NW Grove St.).

Applicable Criteria: Pursuant to NMC Section 14.32.060(A), the approval authority shall determine that the structure was legally established at the time the Zoning Ordinance was enacted or amended, and that the use has not been discontinued for a continuous 12-month period. The approval authority must also verify the nature and extent of the nonconforming use, considering (1) a description of the use; (2) The types and quantities of goods or services provided and the activities conducted; (3) The scope of the use (volume, intensity, frequency, etc.) including fluctuations in the level of activity; (4) The number, location and size of physical improvements associated with the use; (5) The amount of land devoted to the use; and (6) Other factors the approval authority may determine appropriate to identify the nature and extent of a particular use (NMC Section 14.32.060(B)). Pursuant to NMC Section 14.32.070, after verification of the status of a nonconforming use pursuant to subsection 14.32.030, the approval authority may authorize alteration, expansion, or replacement of any nonconforming use or structure when it is found that such alteration, expansion, or replacement will not result in a greater adverse impact on the neighborhood when considering the following factors: (A) (1) The character and history of the use and of development in the surrounding area; (2) The comparable degree of noise, vibration, dust, odor, fumes, glare, or smoke detectable within the neighborhood; (3) Adequacy of infrastructure, including sewer, water, and streets, to accommodate the use; (4) The comparative numbers and kinds of vehicular trips to the site; (5) The comparative amount and nature of outside storage, loading, and parking; (6) The comparative visual appearance; (7) The comparative hours of operation; (8) The comparative effect on solar access and privacy; (9) Other factors which impact the character or needs of the neighborhood. (B) The approval authority must consider the purpose of the current zoning provisions that cannot be satisfied when determining whether or not the alteration, expansion, or replacement of a nonconforming use or structure will have a greater adverse impact on the neighborhood. (C) To the extent there is a rational nexus, and the City can establish that needed improvements are roughly proportional to proposed development, an alteration, expansion, or replacement of a nonconforming use or structure shall be brought into compliance with provisions of the Zoning Ordinance that relate to: (1) Surfacing of parking areas and landscaping; (2) Exterior design of structures; and (3) Outdoor displays, storage, and signage.

Testimony: Testimony and evidence must be directed toward the criteria described above or other criteria in the Comprehensive Plan and its implementing ordinances that the person believes to apply to the decision. Failure to raise an issue with sufficient specificity to afford the city and the parties an opportunity to respond to that issue precludes an appeal (including to the Land Use Board of Appeals) based on that issue. Testimony may be submitted in written or oral form. Oral testimony and written testimony will be taken during the course of the public hearing. Letters sent to the Newport Community Development (Planning) Department (address below under "Reports/Application Material") must be received by 5:00 p.m. the day of the hearing to be included as part of the hearing or must be personally presented during testimony at the public hearing. The hearing will include a report by staff, testimony (both oral and written) from the applicant and those in favor or opposed to the application, rebuttal by the applicant, and questions and deliberation by the Planning Commission. Pursuant to ORS 197.763 (6), any person prior to the conclusion of the initial public hearing may request a continuance of the public hearing or that the record be left open for at least seven days to present additional evidence, arguments, or testimony regarding the application.

¹Notice of this action is being sent to the following: (1) Affected property owners within 200 feet of the subject property (according to Lincoln County tax records); (2) affected public/private utilities/agencies within Lincoln County; and (3) affected city departments.

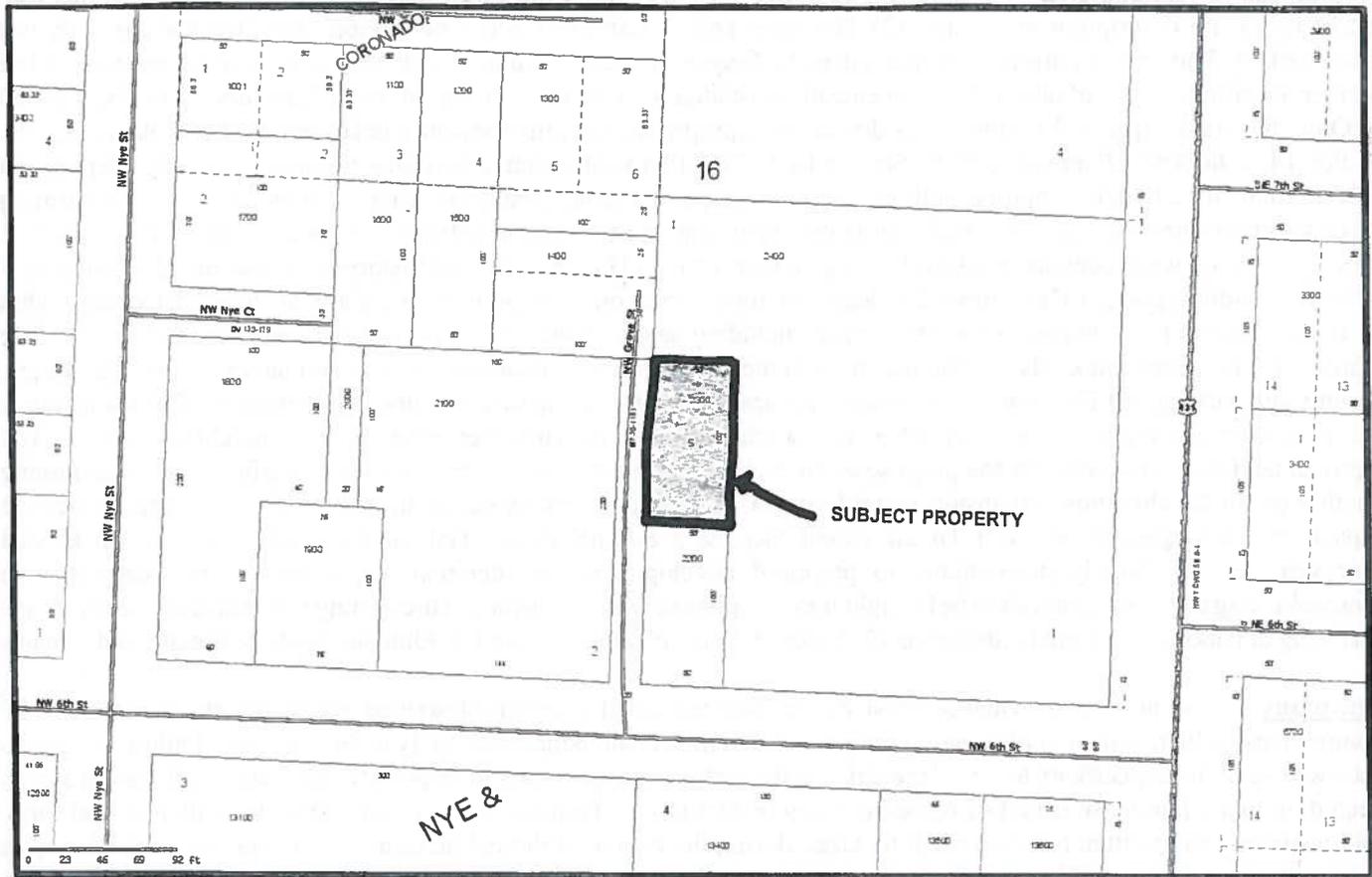
Reports/Application Material: The staff report may be reviewed or a copy purchased for reasonable cost at the Newport Community Development (Planning) Department, City Hall, 169 SW Coast Hwy, Newport, Oregon 97365, seven days prior to the hearing. The application materials (including the application and all documents and evidence submitted in support of the application), the applicable criteria, and other file material are available for inspection at no cost; or copies may be purchased for reasonable cost at this address.

Contact: Derrick Tokos, Community Development Director, (541) 574-0626, d.tokos@newportoregon.gov (mailing address above under "Reports/Application Material").

Time/Place of Hearing: Monday, July 25, 2015; 7:00 p.m.; City Hall Council Chambers (address above in "Reports/Application Material").

MAILED: June 30, 2016.

PUBLISHED: Friday, July 15, 2016/News-Times.



FIRST BAPTIST CHURCH
ATTN: PASTOR GLEN SMALL
208 NW 6TH ST
NEWPORT OR 97365

BOHMAN FAMILY LLC & ETAL
ATTN: HAWKINS CO
5 MILE PLAZA
855 W ROAD ST #300
BOISE ID 83702

ISAIAS A ESTRADA &
SANDRA CORNEJO LOPEZ
237 NW 7TH ST
NEWPORT OR 97365

ALAN L JOHNSON
12765 SE ELDERBERRY DR
SOUTH BEACH OR 97366

JAMES A & BRENDA G CHASE
209 NW 7TH ST
NEWPORT OR 97365

JOHN SCOTT MALVITCH
236 NW NYE CT
NEWPORT OR 97365

J RAYMOND HALL
TRUSTEE
628 NW NYE ST
NEWPORT OR 97365

DANIELLA & ELLIOTT CROWDER
312 SW 29TH ST
NEWPORT OR 97365

LN REAL ESTATE LLC
ATTN: THOMSON REUTERS
PO BOX 460069
HOUSTON TX 77056

ND MANOR LLC
6107 SW MURRAY BLVD STE 106
BEAVERTON OR 97008

MICHAEL L WILSON
PO BOX 113
NEWPORT OR 97365

EXHIBIT 'A'
MAILING LABELS
ADJACENT PROPERTIES

NW Natural
ATTN: Alan Lee
1405 SW Hwy 101
Lincoln City, OR 97367

Charter Communications
355 NE 1st St
Newport OR 97365

CenturyLink/Qwest
ATTN: Corky Fallin
740 State St
Salem OR 97301

Central Lincoln PUD
ATTN: Randy Grove
PO Box 1126
Newport OR 97365

email
DLCD Coastal Services Ctr

Joseph Lease
Building Official

Rob Murphy
Fire Chief

Tim Gross
Public Works

Victor Mettle
Code Administrator/Planner

Mark Miranda
Police Chief

Mike Murzynsky
Finance Director

Ted Smith
Library

Jim Protiva
Parks & Rec

Spencer Nebel
City Manager

EXHIBIT 'A'
(Affected Agencies)

PLANNING STAFF REPORT

1. **APPLICANT:** Ronald L. Adams, Oregon State University (Bonnie Serkin, Landwaves, Inc., property owner) (Elizabeth Decker/JET Planning, authorized representative).
2. **REQUEST:** Approval of amendments to the Newport Comprehensive Plan Map, Zoning Map, Preliminary Development Plan, Final Development Plan and Tentative Subdivision Plat for Phase 1 of Wilder. The proposals accomplish the following:
 - A. Revises the Newport Comprehensive Plan Map from “Low-Density Residential” to “High Density Residential” for Phase 4 and Phase 6. This involves approximately 8.1 acres of land.
 - B. Revises the Newport Zoning Map for Phase 4 and Phase 6 from R-2/"Medium Density Single-Family Residential" to R-3/"Medium Density Multi-Family Residential."
 - C. Revises the Newport Comprehensive Plan Map from “High Density Residential” to “Low-Density Residential” in the southerly portion of Phase 5. This involves approximately 2.2 acres of land.
 - D. Revises the Newport Zoning Map for the same southerly portion of Phase 5 from R-3/"Medium Density Multi-Family Residential" to R-2/"Medium Density Single-Family Residential."
 - E. Adjusts the range of development in preliminary and final development plan to reflect inclusion of additional multifamily units for student housing in Phase 4 and Phase 6 with corresponding decrease in single-family units. The maximum number of permitted dwelling units for Phase 1 of Wilder is 345, which is the same as what was previously approved.
 - F. Adds “Multi-Family: Clustered” as an additional multifamily residential development type in the “Kit of Parts” to describe intended building form and design for student housing in Phase 4.
 - G. Allows a variance to the City’s parking standard for clustered multifamily residential uses, decreasing required spaces by approximately 13% relative to City code standards, to reflect increased access to multimodal transportation options within Wilder and multimodal connections to primary destinations, specifically the OSU Hatfield Marine Science Center.
 - H. Modifies the preliminary development plan to show revised mix of single-family and multifamily development in future phases east of Harborton Street.
 - I. Introduces ‘Day Care’ and additional supporting Community Service uses as allowed uses in the R-3 Medium-Density Multifamily zone to facilitate colocation of support services for affordable housing residents in Phase 6.
 - J. Expands Final Development Plan to include Phase 6.
 - K. Eliminates Accessory Dwelling Units (ADUs) as a development option for Phase 4.
 - L. Amend Preliminary Development Plan, Final Development Plan and Tentative Plat to divide Phase 2B, planned for apartment development, into two separate lots.

3. **LOCATION:** The subject property is located in the South Beach neighborhood directly east and northeast of Mike Miller Park and is accessed from US 101 at SE 40th Street.
4. **LOT SIZE:** Approximately 62 acres, including Tax Lots 100 and 103 of Assessor's Map 11-11-20 (Parcels 1 and 2, Partition Plat 2015-01) and the Plat for Wilder Phase 1, Book 18 Page 46.
5. **STAFF REPORT**
 - A. **REPORT OF FACTS**
 - i. **Plan Designation:** Commercial, High Density Residential, and Low Density Residential.
 - ii. **Zone Designation:** R-2/"Medium Density Single-Family Residential," R-3/"Medium Density Multi-Family Residential," and C-1/"Retail and Service Commercial."
 - iii. **Surrounding Land Uses:** The South Beach neighborhood contains a mix of public, commercial, water-dependent and water-related, industrial and residential uses. Land uses in the area near the subject property include a mix of developed and undeveloped industrial land, residential zoning that allows for single-family and multi-family uses, a trailer park, a mix of commercial uses, the Central Lincoln People's Utility District (PUD) warehousing and substation facility, and public uses such as the Oregon Coast Community College (OCCC) Campus, Mike Miller Park and the Newport Waste Water Treatment facility.
 - iv. **Topography and Vegetation:** The subject property contains a mix of level and moderately steep sloped property. The site is forested except where land has been cleared for development.
 - v. **Existing Structures:** The initial subdivision plat of 40 lots is substantially developed with a range of residential housing types and the public park and playground area included with that phase has been completed. A retail commercial building has also been constructed at the intersection of Harborton Street and College Way
 - vi. **Utilities:** Infrastructure to serve the 40 unit residential development is complete, including SE 40th Street/SE Harborton Street (a collector roadway that provides access to the Wilder planned development) and associated local street, water, and sewer infrastructure from Highway 101 to the Village Center and the OCCC campus site. Street lights have also been installed along SE 40th Street/Harborton Street.
 - vii. **Development Constraints:** Portions of the property contain moderately steep slopes. There are also isolated pockets of wetlands, the locations of which have been delineated by the property owner.

viii. **Past Land Use Actions:**

File No. 2-PD-15/3-PD-15/1-SUB-15. The preliminary planned development plan was amended to include a change to the zoning district boundary between R-3 Multi-Family Residential and C-1 Commercial zones that expanded the commercial area along the full length of College Way and increased the range of allowed uses in the C-1 zoned Village Center area to include retail sales and services, offices, lodging, community services like churches, educational institutions, and day care. The revised preliminary planned development plan also included a variance to the Zoning Ordinance satellite and shared parking regulations to permit future shared parking arrangements between Village Center users and the Oregon Coast Community College. The range of development anticipated in the preliminary and final planned development plans was amended to reflect completed build-out, current market conditions, and revised predictions and Accessory Dwelling Units (ADUs) were added as a development option in Phases 2-4 subject to conditions approved by Newport Planning Commission. The Final Development Plan included a detailed site design for Phases 2-4, with updated street names and cross-section drawings. New street cross-sections and a micro-cottage development type were added to the “Kit of Parts.” Amendments were adopted by final order on June 24, 2015.

File No. 1-PD-14/2-PD-14. A minor amendment to the Preliminary Development Plan and Final Development Plan for Phase 1 of Wilder. Changes to the Preliminary Development Plan were limited to the Village Center commercial area, including authorization for required parking to extend across zoning boundaries when provided on the same lot or parcel as the proposed use and an allowance that on-street spaces count against off-street parking requirements provided the spaces are located within 200-feet of the lot or parcel upon which the use is located. The Final Development Plan included a layout for three commercial buildings in the Village Center. Amendments were adopted by final order on February 11, 2015.

File No. 2-PAR-14. Partitioned property identified as Tax Lot 100 of Lincoln County Assessor’s Tax Map 11-11-20 into two separate parcels. Additional right-of-way was also dedicated along College Way and adjacent to Harborton Street. The partition was approved by final order on September 15, 2014.

File No. 1-PD-10/2-PD-10/1-SUB-10. Modified the plans approved in File No. 5-PD-09/6-PD-09/3-SUB-09 by (1) modifying setbacks, (2) revising lot coverage standards, (3) adjusting lot size and densities for commercial and residential uses, (4) updating street, tract and housing category names, and (5) updating the subdivision lot configurations. The number of multi-family units was increased from a maximum of 120 to 150, bringing the total for all Phase 1 dwelling units to 383. The maximum commercial square footage was increased from 25,000 square feet to 36,000 square feet. Amendments were adopted by final order on June 28, 2010.

File No. 5-PD-09/6-PD-09/3-SUB-09. Modified the preliminary planned development plan to refine proposed residential areas, local street and pedestrian

circulation patterns, open space and other tracts within sub phases 1A, 1B, and 1C; modified the final planned development plan illustrating the changes requested in File 5-PD-09; modified the tentative subdivision plat showing lots for mixed use and single and multi-family development, as well as various tracts for common open space and other common elements, and dedication of right-of-way and easements for public streets, pathways, and utilities. Amendments were adopted by final order on July 27, 2009.

File No. 1-PD-09/2-PD-09/3-PD-09/1-SUB-09. Modified the preliminary planned development plan to adjust land use designations consistent with Comprehensive Plan and Zoning Map amendments, revised the preliminary plan due to site conditions, and removed a portion of property that was being transferred to an abutting residential property owner; modified the final planned development plan to reflect Comprehensive Plan and Zoning Map amendments and adjusted the boundary and size of the OCCC site; approved the final planned development plan for a portion of Phase 1; and tentative subdivision plan for a portion of Phase 1. Amendments were adopted by Final Order on March 30, 2009.

File No. 4-CP-08/2-Z-08. Modified the zoning designations of the approximate 86 acres annexed in 2007 to allow more flexibility and to reflect the OCCC parcel by Ordinance No. 1968 adopted December 1, 2008.

File No. 5-PAR-07. Partitioned the annexed property so that a portion could be conveyed to OCCC for construction of their central campus by final order adopted September 11, 2007.

File No. 1-AX-07/2-Z-07. Annexed property, which included the subject property, into the City and established zoning to allow the implementation of the South Beach Plan by Ordinance No. 1922 adopted June 18, 2007, and amended by Ordinance No. 1931 adopted August 6, 2007.

File No. 2-PD-07. Approved final development plan for OCCC central campus by final order adopted May 29, 2007.

File No. 1-PD-07. Approved tentative Plan for “South Beach Village” Phase 1 mixed use development and OCCC central campus by final order adopted May 29, 2007.

File No. 1-CP-06/1-UGB-06/2-CP-06/2-Z-06 (South Beach Neighborhood Plan as adopted in December 2006 by Newport Ordinance No. 1899) (concurrence with Urban Growth Boundary adjustment by Lincoln County Ordinance No. 447 adopted April 18, 2007).

- ix. **Notice:** Public notice of the application and public hearing was mailed to surrounding property owners within 200 feet of the subject property and public entities and agencies on June 15, 2016. Notice of the public hearing was also published in the Newport News-Times on July 15, 2016.
- x. **Pre-application Meeting:** An initial pre-application meeting between the applicant and city staff was held on February 16, 2016.

xi. **Planning Staff Report Attachments:**

Attachment "A" – Applicant's Narrative, prepared by JET Planning, revised July 20, 2016 with Appendices A through K, summarized as follows:

Appendix A – Application Form

Appendix B – Assessor's Tax Map

Appendix C – List of Property Owners within Notification Area

Appendix D – Preliminary Title Report

Appendix E – Written Letters from Utility Providers

Appendix F – Preliminary Development Plan

Appendix G – Final Development/Tentative Subdivision Plan (reduced set)

Appendix H – Kit of Parts

Appendix I – Comprehensive Plan Maps and Legal Descriptions

Appendix J – SE Harborton Street Cross-Section

Appendix K – Cross-Section Drawing Through Phases 3 and 4

Attachment "B" – Wilder Community Master Development Plan Set, prepared by 2G Associates and JET Planning, revised July 20, 2016 (19 sheets, scaled drawings).

Attachment "C" – Copy of Newport Ordinance No. 2076, Amending the Housing Element of the Newport Comprehensive Plan

Attachment "D" – Notice of Public Hearing and Map

Attachment "E" – Notice of June 28, 2016 Neighborhood Outreach Meeting, mailed by Oregon State University and dated June 17, 2016

Attachment "F" – Email Exchange between Community Development Director Derrick Tokos and Jon Holbrook, dated June 23, 2016

Attachment "G" – Email Exchange between Community Development Director Derrick Tokos and Valerie Grigg Devis with the Oregon Department of Transportation (dated June 24th to July 5th)

Attachment "H" – Staff Completeness Review Letter, dated July 1, 2016

Attachment "I" – Letter from Sara Schreiber, Wilder Resident, dated July 7, 2016

Attachment "J" – Email from Lola Jones, Executive Director, Samaritan House, Inc., dated July 20, 2016

Attachment "K" – July 21, 2016 email from Elizabeth Decker responding to the staff completeness review.

- B. **Explanation of the Request:** The owner, Landwaves, Inc., received multiple previous approvals for Phase 1 of Wilder, a Planned Development in the South Beach neighborhood designed to be a sustainable, vibrant, mixed-use development.

The applicant, Oregon State University (OSU), is applying for modifications to allow development of 130 student housing apartments to support their expanding Newport operations

centered around the Hatfield Marine Science Center. The proposed modifications would transfer density and multifamily units already approved in Wilder from phases near the Village Center to the northwest corner of the site, closest to the OSU campus on the south shore of the Yaquina Bay. OSU is applying for a Comprehensive Plan Map Amendment and Zoning Ordinance Map Amendment to allow multifamily development in the northwest corner of the site known as Phase 4, and a related Tentative Subdivision Plan, Preliminary Planned Development Major Modification and Final Planned Development Major Modification.

The owner, Landwaves, is also applying for additional modifications to facilitate development of a 12-unit affordable housing project and support services in the northern portion of the site known as Phase 6. The project will require changes to the Comprehensive Plan Map, Zoning Ordinance Map, Tentative Subdivision Plan, Preliminary Planned Development and Final Planned Development. Phase 4 and Phase 6 modifications are bundled in this application for streamlined review.

This application also includes minor changes proposed to Phase 2B, planned for apartment development, to split an existing lot to better facilitate development financing and timelines. The total site for Phase 1 of Wilder is approximately 60 acres in size, including lots that have already been final platted, dedicated parks and open space, and right-of-way.

This application affects Tax Lots 100 and 103 of Assessor's Tax Map 11-11-20 consisting of approximately 41.24 acres. The site is located in the South Beach neighborhood directly east of Mike Miller Park and south of 40th Street on land zoned R-2, R-3 and C-1. Full build-out of Phase 1 of Wilder will include four different sizes of single-family lots, cottage clusters, flex lots suitable for row houses, duplexes and micro-cottages, multifamily units, and commercial development.

As previously approved, Phase 1 of Wilder will be constructed in several phases and micro-phases to allow phasing of needed improvements to each portion of the Master Plan site as it develops.

C. **Evaluation of the Request:**

- i. **Comments:** Notice of the request was mailed on June 15, 2016, to affected property owners and various City departments, public/private utilities and agencies within Lincoln County, and other individuals. As of July 20, 2016, three responses were received. Valerie Grigg Devis, Senior Region Planner, Oregon Department of Transportation provided an email response on July 5, 2016 indicating that their agency does not have any concerns with the proposal (Attachment "G"). A letter was also submitted by Sara Schreiber, a Wilder resident, expressing concerns about noise, traffic congestion, and environmental impacts of the project (Attachment "I"). Lola Jones, Executive Director, Samaritan House, Inc., responded to Ms. Schreiber's letter in a July 20, 2016 email (Attachment "J").
- ii. **Applicable Criteria:** Amendments to the Newport Comprehensive Plan must comply with the Newport Comprehensive Plan Section entitled "Administration of the Plan" (p. 287-289), which requires findings describing the nature of the changes to the Comprehensive Plan Map and why they are necessary to carry-out (a) a public need for the change; or (b) a significant change in community attitudes

or priorities; or (c) a demonstrated conflict with another plan goal or policy that has a higher priority; or (d) a change in a statute or statewide agency plan; or (e) applicable statewide planning goals.

Revisions to Newport Zoning Maps must satisfy the provisions of NMC 14.36.010, which requires that the change furthers a public necessity and promotes the general welfare of the community.

Major changes to approved Preliminary and Final Development Plans must satisfy the same standards that would apply to a new application (NMC 14.35.110(D)). Criteria for approval of a Preliminary Development Plan are listed in NMC Sections 14.35.020, 14.35.030, and 14.35.070 and criteria for Final Development Plans are listed in Section 14.35.100. Additionally, the criteria for tentative subdivision plat approval must be satisfied. Those standards are listed in Chapter 13.05 of the Newport Municipal Code.

- iii. **Amendments to the Newport Comprehensive Plan Map:** An amendment to the Newport Comprehensive Plan Map must comply with the Newport Comprehensive Plan Section entitled “Administration of the Plan” (p. 287-289), which requires findings describing the nature of the changes to the Comprehensive Plan Map and why they are necessary to carry-out, what is in this case a public need for the change.

The applicant points out that this request seeks to modify the location of the Low-Density Residential and High-Density Residential designations within the Wilder Planned Development boundaries. In total, the applicant proposes to add 8.1 acres of High-Density Residential in place of existing Low-Density Residential in the northeast corner of the site, with a corresponding reduction of 2.2 acres of High-Density Residential to the north and east of the Village Center to be changed to Low-Density Residential. (See Attachment "A," Appendix I, Proposed Comprehensive Plan Map.) The proposed amendment will result in a net increase of 4.7 acres of High-Density Residential and a net decrease of 5.2 acres of Low-Density Residential as shown in the following table:

	Existing (acres)	Proposed (acres)
Retail Commercial	5.3	5.5 ¹
High-Density Residential	9.5	14.2
Low-Density Residential	45.1	39.9
Total	59.9	59.6²

Notes: (1) Minor boundary adjustment approved with Case file #2-PD-15 and #3-PD-15.

(2) Acre discrepancy due to rounding; total area remains the same as proposed.

The applicant notes that the proposed amendment will not result in a net increase to housing units, traffic generation or infrastructure demand because the subject areas remain bound by the terms of the Wilder Planned Development. The Planned Development limits the applicant to a maximum of 345 dwelling units, with associated traffic and infrastructure improvements, across a 60-acre site. The applicant does not propose any increase to the total dwelling units as a result of the requested Comprehensive Plan Map Amendment, simply a relocation of multifamily and single-family units within the development to better site

multifamily development serving OSU students closest to the Hatfield Marine Science Center to the north of the development.

The proposed map amendment is necessary to carry-out a public need for the change, which is one of the criteria for amending the Comprehensive Plan. The proposed map amendment accommodates student housing for Oregon State University (OSU), which is expanding its campus at the Hatfield Marine Science Center (HMSC). The City, Lincoln County and OSU collaborated in 2014 to complete a housing study. That study resulted in an amendment to the Housing Element of the Newport Comprehensive Plan that calls for the City to work with the owners of the Wilder Development and other area partners to adjust zoning to allow student housing and other multi-family housing in South Beach, given that the Wilder property is located outside of the tsunami inundation area and is in close proximity to HMSC (Attachment "C," Policy 9, Implementation Measure 3). As the applicant notes, providing student housing in the location identified as Phase 4 will decrease pressure citywide for multifamily or other reasonably priced rental accommodations, decreasing competition with Newport residents for an already limited supply of housing. This Comprehensive Plan Map amendment places High-Density Residential land as close to the OSU facilities as is reasonably possible, and is necessary in order for zoning to be placed on the property that would allow for multi-family development.

The Housing Element of the Comprehensive Plan also calls for the City to collaborate with its partners on the provision of government assisted housing (Policy 2) and to locate high-density development along major transportation corridors (Policy 4). Both of these objectives are accomplished with respect to the Samaritan House proposal. The 12-unit Samaritan House project is situated across from the OSU student Housing site in Phase 6. It borders SE Harborton Street, which is a collector roadway and transit corridor. The applicant notes that accommodating the Samaritan House proposal in Wilder helps to satisfy urban housing needs, by meeting the needs of low-income families transitioning from a temporary homeless shelter to more permanent housing accommodations that are affordable to very low-income households. They note that there are no similar facilities elsewhere in Newport or Lincoln County to meet these needs, and additional High-Density Residential designated land is needed to site this development in an area with ready access to amenities such as parks, multimodal transportation, and commercial services in the Village Center.

For these reasons, it is reasonable for the Planning Commission to conclude that sufficient information has been provided to justify the proposed Comprehensive Plan Map amendment.

iv. **Amendments to the Newport Zoning Map:**

This application seeks to modify the location of the R-2 Medium-Density Single Family and R-3 Medium-Density Multifamily zones within the Wilder Planned Development boundaries consistent with the requested Comprehensive Plan Map Amendment. (See Attachment "A", Exhibit F.) The changes result in an 8.1-acre increase in R-3 zoning in the northeast corner of the site for Phases 4 and 6 of the

Wilder Planned Development that is partially offset by a 2.2-acre reduction in R-3 zoning to the north and east of the Village Center, resulting in a net 4.7-acre increase of R-3 zoning. Because the changes are proposed within a Planned Development, the overall density and housing units approved through the planned development process will limit the development potential that would otherwise be allowed in the proposed R-3-zoned areas, ensuring that there will be no net increase in housing units or traffic impacts resulting from the proposed zoning change.

Revisions to Newport Zoning Maps must satisfy the provisions of NMC 14.36.010, which requires that the change furthers a public necessity and promotes the general welfare of the community. The above analysis, along with that contained in the previous section justifying the Comprehensive Plan Amendment, are sufficient reasons for the Commission to conclude that these standards have been met.

- v. **Compliance with NMC Section 14.35.020, Permitted Uses.** *An approved Planned Development Permit may only include those uses permitted outright or conditionally in the underlying district...*

The applicant proposes uses permitted both outright and conditionally. In the C-1 commercial zone, the following uses have been approved, as defined by the Newport Municipal Code:

- Retail sales and services, excluding bulk retail
- Community services, including churches
- Hotels
- Offices
- Educational institutions
- Day care facilities
- Housing over commercial including live-work units

The applicant proposes single-family and two-family residential uses in the R-2 zone, and single-family, two-family and multifamily uses in the R-3 zone. With this application, the applicant also proposes to allow Day Care Facilities with accessory Community Service uses such as personal development education, counseling, and distribution of donations to clients as outright permitted uses; they are permitted conditionally in the R-3 zone.

Parks and trails are proposed in all zones of the Planned Development.

- vi. **Compliance with NMC 14.35.030, Accessory Uses in Planned Development.** *In addition to the accessory uses typical for the primary or conditional uses authorized, accessory uses approved as part of a planned development may include the following uses:*

- A. *Golf courses.*
- B. *Private parks, lakes or waterways.*
- C. *Recreation areas.*

D. Recreation buildings, clubhouses or social halls.

E. Other accessory structures that the Planning Commission finds are designed to serve primarily the residents of the planned development and are compatible to the design of the planned development.

Accessory Dwelling Units (ADUs) have previously been approved for Phases 1, 2D, 3 and 4 in Wilder; however, they are no longer proposed for Phase 4 and are not requested for Phase 6. No other accessory uses are proposed other than those customary for the primary and conditional uses.

- vii. **Compliance with NMC Section 14.35.070, Criteria for Approval of a Preliminary Development Plan.** The criteria for modifying a preliminary development plan have been addressed as follows:

- (a) *NMC Section 14.35.070(A) Except as set forth in sub-section (A)(2) of this section, a planned development shall be on a tract of land at least two acres in low-density residential areas.*

Wilder Phase 1 is 62 acres in size, exceeding the 2-acre minimum site size for a planned development.

- (b) *NMC Section 14.35.070(B)(1) The minimum lot area, width, frontage, and yard requirements otherwise applying to individual buildings in the zone in which a planned development is proposed do not apply within a planned development.*

The applicant previously received approval for modifications to the minimum lot area, minimum lot widths, and setbacks required for lots within the R-2, R-3, and C-1 zoning districts for each development type. See pages 13-14 (Attachment "A") for approved dimensional standards. No further modifications are requested with this application.

- (c) *NMC Section 14.35.070(B)(2) If the spacing between main buildings is not equivalent to the spacing that would be required between buildings similarly developed under this Code on separate parcels, other design features shall provide light, ventilation, and other characteristics equivalent to that obtained from the spacing standards.*

The applicant notes that, as previously proposed, design features will be incorporated into the development that provide light, ventilation, and other characteristics equivalent to that obtained from the spacing standards. The design features of the development are identified in the "Kit of Parts" (Appendix H, Attachment "A") and include such things as buildings with multi-planed sloped roofs, porches, balconies, variations in materials and colors, use of natural materials to blend with the surroundings, large shared common green spaces, etc.

- (d) *NMC Section 14.35.070(B)(3) Buildings, off-street parking and loading facilities, open space, landscaping, and screening shall provide protection*

outside the boundary lines of the development comparable to that otherwise required of development in the zone.

The applicant points out in their narrative that buildings, off-street parking and loading facilities, open space, landscaping, and screening will provide protection outside the boundary lines of the development comparable to that otherwise required of the development in the zone.

The proposed residential areas of the site are shielded/buffered from adjacent property to the north, west, and east by steep ravines and dense existing vegetation. Each lot will be fully landscaped, and street trees are provided along all streets, which will provide another level of buffering.

The Village Center area abuts the Oregon Community College (OCCC) campus, a non-residential use, to the south and west. The proposed buildings, proposed landscaping, and existing vegetation will provide a level of screening from the OCCC campus.

Furthermore, the surface parking areas within the Village Center area, which will serve apartments, commercial and mixed-use buildings, are located behind or to the side of buildings rather than between buildings and adjacent streets and off-site properties. This greatly limits noise and glare from vehicles and parking lot lighting relative to adjoining properties. There will not be any bright or noisy loading docks for large trucks, given the small-scale operation of the retail being proposed.

The off-street parking areas in Phases 4 will be screened with a mixture of topographic changes, landscaping buffers, and location of facilities primarily to the sides of buildings. In Phase 6, the parking area will be located in front of the buildings to comply with the terms of the PUD easement along the parcel, which prohibits any permanent structures within the easement and allows parking. Landscaping will be provided in Phase 6 between the parking area and Harborton Street to minimize the visual impacts; consistent with the terms of the easement, landscaping will consist of grass and shrubs rather than trees that could interfere with the electric lines. (See Attachment "A," Appendix G, Sheet 19 for landscaping plan for Phases 4 and 6.)

- (e) *NMC Section 14.35.070(B)(4) The maximum building height shall, in no event, exceed those building heights prescribed in the zone in which the planned development is proposed, except that a greater height may be approved if surrounding open space within the planned development, building setbacks, and other design features are used to avoid any adverse impact due to the greater height.*

The applicant has previously received approval for three-story buildings that are up to 45 feet in height in the R-3 District, which will apply to development in Phases 4 and 6. No other building height modifications are proposed. The height of multifamily structures in Phase 4 will be visually mitigated from other areas within and adjacent to the development through a combination of

topographical changes and existing tree buffers. (See cross-section in Appendix K, Attachment "A").

- (f) *NMC Section 14.35.070(B)(5)* The building coverage for any planned development shall not exceed that which is permitted for other construction in the zone exclusive of public and private streets.

The building coverage in the Preliminary Planned Development shall not exceed the maximum allowed in the zones, such standards being as follows:

Zone	Percentage Building Coverage Maximum Allowed
R-2	57%
R-3	60%
C-1	85-90%

- (g) *NMC Section 14.35.070(C)(1)* The planned development may result in a density in excess of the density otherwise permitted within the zone in which the planned development is to be constructed not to exceed 5%...

In their narrative, the applicant notes that they are not seeking to increase the density above what is permitted in the R-2 and R-3 base zones. The total units proposed for Phase 1 of Wilder in the preliminary development plan is 258-345 units on 54.3 gross acres of land zoned R-2 and R-3, or an average density of 4.7 to 6.3 units per acre. Density of individual developments in Phases 4 and 6 will also comply with the maximum density for the R-3 zone of no more than one unit per 1,250 SF. Phase 4 is proposed at 130 units on 5.09 acres, or one unit per 1,706 SF. Phase 6 is proposed at 12 units on 1.78 acres, or one unit per 6,461 SF due to development constraints associated with the 75-foot PUD easement. Phase 2B is proposed at 28 units on a combined 34,369 SF, or one unit per 1,227 SF, which is less than a 2% increase in density relative to the 1,250 SF per unit standard consistent with the 5% increase allowed by this section.

- (h) *NMC Section 14.35.070(D)(1)* No open areas may be accepted as common open space within a planned development unless it meets the following requirements: (1) The location, shape, size, and character of the common open space is suitable for the planned development; (2) The common open space is for amenity or recreational purposes, and the uses authorized are appropriate to the scale and character of the planned development, considering its size, density, expected population, topography, and the number and type of dwellings provided; (3) Common open space will be suitably improved for its intended use, except that common open space containing natural features worthy of preservation may be left unimproved. The buildings, structures, and improvements to be permitted in the common open space are appropriate to the uses which are authorized for the common open space; (4) The development schedule that is part of the development

plan coordinates the improvement of the common open space and the construction of buildings and other structures in the common open space with the construction of residential dwellings in the planned development; and (5) If buildings, structures, or other improvements are to be made in the common open space, the developer shall provide a bond or other adequate assurance that the buildings, structures, and improvements will be completed. The City Manager shall release the bond or other assurances when the buildings, structures, and other improvements have been completed according to the development plan.

The applicant points out that they completed recreation improvements in Tract “A” and Tract “B” of Wilder Phase 1 to create Wilder Twin Park and trail connections to Mike Miller Park, both dedicated to the public. With this application, the applicant will create Tract “G” which is an open space parcel that extends the existing trails from Tract “B” and Wilder Twin Park north to Harborton Street, to be dedicated with Phase 4.

These tracts are designed and configured to accommodate the trail connections shown on the plans. The trails create a pedestrian amenity that enhances the development and establish connectivity between residential areas that would not otherwise exist given the layout of the residential phases. This criterion calls for construction of the trails to be coordinated with the residential development that they will serve and the applicant has indicated that they are prepared to construct the trails at the time Phase 4 is built.

- (i) *NMC Section 14.35.070(E) The planned development is an effective and unified treatment of the development possibilities on the project site while remaining consistent with the Comprehensive Plan and making appropriate provisions for the preservation of natural features such as streams and shorelines, wooded cover, and rough terrain.*

The proposed Planned Development Modification is an effective and unified treatment of the development possibilities on the site and makes appropriate provisions for preservation of natural features. The proposal also meets the purpose statement of the Planned Development pursuant to NMC 14.35.010, which is “to encourage variety in the development pattern of the community and the use of a creative approach to land development.”

The applicant points out that the design intent of the Planned Development is to create a livable, viable mixed-use community built on the principles of environmental sustainability. It will feel indigenous to the Oregon Coast in scale, design, and economics. The proposal achieves the purpose statements of the Planned Development by meeting the following design objectives:

- Create a vibrant Village Center that will provide commercial, office, and higher density residential uses to serve the residential population, support the OCCC campus, and create jobs for local residents.

- Graduate residential density outward from the Village Center to create an appropriate transition to the lower density areas of the site, with a second node of multifamily density at the northeast corner of the site buffered from the intervening single-family development.
- Provide for a variety of housing types to accommodate different needs, incomes, and a sense of place and community.
- Design and construct to sustainable standards to lessen the impact to the natural environment and to reduce long term operational costs.
- Develop a transportation system that accommodates multiple-modes of transportation to encourage walking, bike riding, etc., and reduce energy use.
- Provide for an extensive network of open space and parks, including walking and biking trails, throughout the site.
- Protect and provide for management of significant natural resource areas on site, including wetlands, streams, and natural vegetation, by clustering development on buildable portions of the site.

The modifications to Phases 4 and 6 will integrate a dynamic element of student housing and affordable housing, respectively, into Wilder to better maximize and activate the multimodal transportation options, mixed-use development in the Village Center, and open space opportunities throughout Wilder. The lotting changes to Phase 2B will have no impact on the provision of a mix of residential densities to support a vibrant Village Center.

- (j) *NMC Section 14.35.070(F) The planned development will be compatible with the area surrounding the project site and with no greater demand on public facilities and services than other authorized uses for the land.*

The proposed uses within the Master Plan for Phase 1 of Wilder comply with the City's Comprehensive Plan and zoning and are consistent with the adopted South Beach Neighborhood Plan, as well as other approved development applications for the site. The Phase 1 site is compatible with the surrounding area in that it is consistent with these previously approved plans and it is reasonable to assume that the surrounding area will continue to develop according to these plans.

The location and level of public services needed to support this planned development, including utilities and streets, were also estimated and planned for in the South Beach Neighborhood Plan and a detailed infrastructure analysis and traffic study was prepared for the prior Phase 1 Planned Development approvals. The applicant has also obtained service letters from the various utility providers that serve the site indicating that services are available and can be further extended to serve the site (Appendix E, Attachment "A").

The major infrastructure necessary to serve the overall Phase 1 site identified in the previously approved plans has already been constructed. This includes the Collector roadway facilities, 40th Street and Harborton Street, from Highway 101 to College Way. College Way has also been constructed between Harborton Street and the College's main campus building. Major utility facilities, including water and sewer lines, have also been constructed within 40th Street, Harborton Street, and College Way to serve Phase 1 of Wilder. All streets and utilities are in place to serve the proposed development in Phases 4 and 6, the subject of this modification. Additional infrastructure will be developed for Phases 2 and 3 as detailed in the previous application, #2-PD-15, and no changes are proposed to those phases with the exception of additional utility connections to serve the two lots now proposed in Phase 2B.

The Newport Public Works Department provided preliminary feedback on the proposed utility plans and driveway alignments that was incorporated into the July 1, 2016 completeness review letter (Attachment "H"), but has not had an opportunity to review the July 20, 2016 revised plan set (Attachment "B"). The question before the Planning Commission is whether or not the planned development modifications will place a greater demand on public facilities and services than other authorized uses for the land. The applicant has aligned the driveways for Phases 4 and 6 in response to staff feedback, added sidewalk along the Phase 6 street frontage, and has put together a program for extending utilities to Phases 2B, 4 and 6 that is not dissimilar to what might be proposed with a conventional subdivision outside of the context of a planned development. Therefore, it is reasonable for the Commission to conclude that this standard has been satisfied even though there may be a need for minor modifications to the layout of utilities, streets and drive isles.

- (k) *NMC Section 14.35.070(G) Financial assurance or bonding may be required to assure completion of the streets and utilities in the planned development prior to final approval.*

The applicant agrees to either complete construction of streets and utilities or provide the necessary financial assurances or bonding to ensure completion of the streets and development within each phase or micro-phase prior to recordation of a final subdivision plat for such phases.

- viii. **Compliance with NMC Section 14.35.100, Criteria for Approval of the Final Development Plan.** The criteria for modifying a final development plan have been addressed as follows:

- (a) *NMC Section 14.35.100(A) The Final Development Plan must substantially conform to the land use and arterial street pattern as approved in the Preliminary Development Plan.*

As shown in the attached Final Development Plan/Tentative Subdivision Plan (Attachment "B"), the Final Development Plan land uses and street pattern match the approved Preliminary Development Plan for the overall Phase 1 of Wilder, as modified by the accompanying Preliminary Development Plan

Major Modification. (See Appendix G, Attachment "A"). A change in the R-2 and R-3 zoning districts and related land uses is proposed with this application, and is reflected in the proposed Final Development Plan. No changes are proposed to the street pattern.

- (b) *NMC Section 14.35.100(B) The proposed uses shall be compatible in terms of density and demand for public services with uses that would otherwise be allowed by the Comprehensive Plan.*

The Proposed Final Development Plan includes uses that are allowed in the Comprehensive Plan and is compatible with the adopted South Beach Neighborhood Plan. The proposed maximum density for the site remains as previously approved, with a maximum of 345 dwelling units in the development and an increase to the minimum density from 172 units to 258 units. A total of 245 of the allowed 345 units are proposed within the Final Development Plan. The location and level of public services necessary to serve the site were estimated and planned for in the South Beach Neighborhood Plan. Therefore, the proposal will not result in any additional demand on public services beyond what was planned for this site.

- (c) *NMC Section 14.35.100(C) Adequate services normally rendered by the city to its citizens must be available to the proposed development at the time of approval of the Final Development Plan. The developer may be required to provide special or oversize facilities to serve the planned development.*

The applicant states that they intend to ensure that adequate services are in place or will be made available at time of development of Wilder as outlined within the infrastructure report that was prepared for the original Preliminary Development Plan approval.

The major Collector roadway facilities that serve the development, 40th Street and Harborton Street, have already been constructed through the site from Highway 101 to College Way. Harborton Street will be completed with a sidewalk on the north/east side along the Phase 6 frontage with this application.

Major utility facilities, including water and sewer lines, have also already been constructed within 40th Street, Harborton Street, and College Way to serve Phase 1 of Wilder and the College campus. The applicant has prepared detailed utility plans that illustrate how these facilities will be further extended to serve development within the site. (See Attachment "A," Appendix G, Sheets 15-18.) Storm water facilities will also be constructed on site to collect and treat run-off from impervious surfaces prior to being discharged to on-site drainage ways.

As previously noted, the City of Newport Public Works Department has not had an opportunity to review the July 20th plan set. While the applicant has made provisions for extending public services to the proposed lots in Phases 2B, 4 and 6 that the Commission can rely upon to conclude that this standard

has been satisfied, some modifications to the layout of utilities may be required before the City will accept them as part of the public system.

One such change may relate to how storm drainage is managed. The plans show it being channeled through Phase 4 before discharging into a natural drainage. In a July 1, 2016 completeness review letter, the City asked why it was necessary to channel storm drainage from Harborton through the development? Additionally, if the run-off must be routed through the property then the system will need to be modelled to confirm that it is adequately sized and that the outfall is sufficient to dissipate anticipated flows. It does not appear that this issue has been addressed.

- (d) *NMC Section 14.35.100(D) Access shall be designed to cause minimum interference with traffic movement on abutting streets.*

The planned access systems have been designed to efficiently and safely access the site while minimizing impacts on local abutting streets.

Primary traffic access will be provided by two-lane Collector roadways, 40th Street and Harborton Street, and College Way. The Collector roadways have been constructed from US 101 east and south to College Way pursuant to prior approvals for the Planned Development. These streets constitute the northern part of a loop road system that will ultimately connect to 50th Street on the south and then west to US 101. The remaining portion of the loop connecting to 50th Street will be constructed as the Master Plan builds out, providing secondary access to the site. In the mean-time, the southern part of the loop system has been constructed as a gravel access road for emergency vehicles and construction vehicles only. The City has been granted an access easement to the southern part of the loop system.

Phases 4 and 6 will take access from Harborton Street, and provide internal circulation with private drive aisles. In response to staff feedback, the applicant modified the driveway approach points for Phases 4 and 6 so that they are aligned across from each other, improving traffic safety. Phase 2B will front Harborton Street, and take access from the proposed 46th Street with additional frontage and on-street parking along Ellis Street.

- (e) *NMC Section 14.35.100(E) The plan shall provide for adequate landscaping and effective screening for off-street parking areas and for areas where nonresidential use or high-density residential use could be detrimental to residential uses.*

The applicant points out in their narrative that a revised landscaping plan has been prepared for Phases 4 and 6, refining a plan previously approved as part of Case file #2-PD-09. (See Attachment "A," Appendix G, Sheet 19.) Sustainable native plantings have been used where appropriate throughout the site to blend with the natural landscape. Street trees and landscaped curb extensions are provided along all local streets. Landscape curb-extensions will double as stormwater planter swales that provide for a natural means to collect and treat run-off from the development.

The surface parking areas for Phases 4 and 6 serving medium-density development will be screened with a combination of landscaping, topographical changes, and location of parking areas to the sides of buildings where feasible.

A combination of enhanced entry landscaping and enhanced forest edge planting is proposed along the east side of Harborton Street, which will be part of the screening for the off-street parking area in Phase 6. Grass and shrubs will be planted under the power lines and trees will be planted beyond 75-feet. This will create a transition between the street and the off-street parking area in Phase 6 and between the street and the adjacent residential areas in future Phase 5.

The surface parking area in Phase 2B is located interior to the site and will be screened by proposed apartment buildings and site landscaping.

- (f) *NMC Section 14.35.100(F) The arrangement of buildings, parking areas, signs, and other facilities shall be designed and oriented to minimize noise and glare relative to adjoining property.*

The applicant points out that the buildings and parking areas in Phases 2B, 4 and 6 will be located to screen adjacent properties from noise and glare. Phase 4 will be buffered from Wilder properties to the south and east by significant open space and a ravine, from properties to the west by open space and landscaping, and from Harborton Street to the north by landscaping. The majority of the parking in Phase 4 is located internal to the site and screened by the proposed apartment buildings to minimize the noise and glare that may be associated with the parking areas. In Phase 6, landscaping will be used to minimize the noise and glare associated with parking areas and buildings; landscaping along Harborton to screen the parking areas will be consistent with the restrictions for development in the PUD easement.

- (g) *NMC Section 14.35.100(G) Artificial lighting, including illuminated signs and parking areas lights, shall be so arranged and constructed as not to produce direct glare on adjacent property or otherwise interfere with the use and enjoyment of adjacent property.*

Artificial lighting used on site will be arranged and constructed to minimize direct glare on adjoining property. Low-impact pedestrian scale lighting will be used throughout the development and will be shielded where necessary. As noted above, surface parking areas and associated parking lot lighting within Phases 2B, 4 and 6 will be shielded by building placement and landscaping buffers.

- (h) *NMC Section 14.35.100(H) The area around the development can be developed in substantial harmony with the proposed plan.*

The applicant notes that the areas proposed within the Final Development Plan are designed to be compatible with the overall Master Plan for the greater

Wilder site, which extends beyond the limits of the current Preliminary Development Plan for Phase 1 of Wilder and the city limits, and includes off-site properties. The design features a pedestrian-oriented Village Center adjacent to the College that will be the hub of activity within the site, supplemented by a node of multifamily development in the northeast corner of the site. The lower density residential portions of the site are buffered from the Village Center by graduated density and from the multifamily node by significant open space and topographical changes in Tract "G." Enhanced pedestrian connections link all uses within the Final Development Plan area.

- (i) *NMC Section 14.35.100(I) The plan can be completed within a reasonable period of time.*

As shown in the proposed development schedule (Page 19, Attachment "A"), the plan can be completed within a reasonable period with steady development planned over the next 10 years. The major public infrastructure necessary to serve the development, including 40th Street and Harborton Street to College Way, have already been constructed per the prior development approvals for the site.

- (j) *NMC Section 14.35.100(J) The streets are adequate to serve the anticipated traffic.*

As part of the prior annexation of the site into the City of Newport, the City adopted Ordinance 1931 to address potential transportation impacts of Phase 1 by adopting a trip cap. A traffic analysis was prepared in conjunction with the annexation of the Wilder site to demonstrate how proposed development within Phase 1 can be accommodated within the limitations of the trip cap.

Subsequently, the City, Lincoln County, and ODOT worked to establish an alternative mobility standard for US 101 south of the Yaquina Bay Bridge which resulted in the creation of increased transportation system capacity, replacing the trip cap. The City reserved 403 trips from the Trip Budget for properties in the annexation area, including 257 weekday PM peak hour trips allocated to Wilder. Under the City's trip vesting standards, Phase 1 of Wilder will have tentatively vested 313 trips total for development proposed within this Final Development Plan, superseding the Trip Budget limit. (See discussion of trips at page 25, Attachment "A".) The City will confirm the actual number of vested trips by letter should these amendments to Phase 1 Wilder be approved, consistent with NMC 14.43.080. The streets have been shown to be adequate for proposed development in the Final Development Plan, which is a portion of the full build-out of 345 units analyzed and approved in the Preliminary Development Plan.

- (k) *NMC Section 14.35.100(K) Proposed utility and drainage facilities are adequate for the population densities and type of development proposed.*

The applicant notes that they believe the planned utilities that will serve the development to be adequate and appropriate for the land use. Utilities,

including water and sewer, have already been constructed through the Wilder site along 40th Street and Harborton Street from Highway 101 to the OCCC campus. As shown in the proposed utility plans, water and sewer will be extended from existing stubs in Harborton to serve development in Phases 4 and 6 and new water and sewer will be constructed in 46th Street to serve Phase 2B (Attachment "A," Appendix G, Sheets 15-18). Stormwater facilities are also proposed that will collect and treat run-off from impervious surfaces within the development before being discharged to on-site drainage ways.

It is reasonable for the Commission to conclude that the applicant has established that it is feasible to construct utility and drainage facilities adequate to serve the population densities and types of development envisioned for Phases 2B, 4 and 6. Additional information is needed to confirm that the size and location of the infrastructure conforms to Public Works Department design guidelines for acceptance as part of the City system. The City and applicant must also reach an agreement as to whether or not public storm drainage should be routed through Phase 4 as opposed to being handled within the Harborton Street right-of-way. These details can be worked through prior to the City Council hearing.

- (l) NMC Section 14.35.100(L) *Land shown on the Final Development Plan as common open space shall be conveyed under one of the following options: 1) To a public agency that agrees to maintain the common open space and any buildings, structures, or other improvements that have been placed on it; 2) To an association of owners of tenants, created as a non-profit corporation under the laws of the State, which shall adopt and impose a declaration of covenants and restrictions on the common open space that is acceptable to the Planning Commission as providing for the continuing care of the space. Such an association shall be formed and continued for the purpose of maintaining the common open space.*

The applicant notes that Tracts "G" will be conveyed to the City for trail and open space uses, which is one of the listed options.

- (m) NMC Section 14.35.100(M) *The Final Development Plan complies with the requirements and standards of the Preliminary Development Plan.*

The Final Development Plan will comply with the provisions of the modified Preliminary Development Plan proposed concurrently with this application.

- (n) NMC Section 14.35.100(N) *No building shall be erected in a planned development district except within an area contained in an approved Final Development Plan, and no construction shall be undertaken in that area except in compliance with the provisions of said plan. All features required in the Final Development Plan shall be installed and retained indefinitely or until approval has been received from the Planning Commission or Community Development Director for modification.*

In their narrative, the applicant acknowledges that no construction will be completed outside of the area or out of compliance with the approved Final Development Plan.

- iv. **Compliance with NMC Chapter 13.05, Criteria for Approval of the Tentative Subdivision Plat.** The criteria for modifying a tentative subdivision plat have been addressed as follows:

(a) *NMC Section 13.05.015(A), Criteria for Consideration of Modification to Street Design. As identified throughout the street standard requirements, modifications may be allowed to the standards by the approving authority. In allowing for modifications, the approving authority shall consider modifications of location, width, and grade of streets in relation to existing and planned streets, to topographical or other geological/environmental conditions, to public convenience and safety, and to the proposed use of land to be served by the streets. The street system as modified shall assure an adequate traffic circulation system with intersection angles, grades, tangents, and curves appropriate for the traffic to be carried considering the terrain. Where location is not shown in the Transportation System Plan, the arrangement of streets shall either:*

- (a) *Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or*
 (b) *Conform to a plan for the neighborhood approved or adopted by the Planning Commission to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical.*

An updated street circulation plan for Phase 1 of the Wilder Master Plan is provided as part of the concurrent Preliminary Planned Development Modification application. (See Attachment "A," Appendix G.) The proposed circulation plan has been refined to accommodate grading, utilities, and site layout for Phases 2B, 4 and 6.

No new roads are proposed to serve Phases 2B, 4 and 6. The Phase 2B lots will be served by the existing SE Harborton Street, and the proposed 46th Street and Ellis Street. The development in Phases 4 and 6 will take access from SE Harborton Street, an existing collector constructed with previous phases of development, and will provide onsite circulation within the phases through private drive aisles.

Natural features, such as steep topography, creeks, and wetlands, prevent any additional local street connections to surrounding parcels through Phases 4 and 6.

- (b) *NMC Section 13.05.015(B), Minimum Right-of-Way and Roadway Width. Unless otherwise indicated on the development plan, the street right-of-way and roadway widths shall not be less than the minimum width in feet shown in the following table:*

<i>Type of Street</i>	<i>Minimum Right-of-Way Width</i>	<i>Minimum Roadway Width</i>
<i>Arterial, Commercial and Industrial</i>	<i>80 feet</i>	<i>44 feet</i>
<i>Collector</i>	<i>60 feet</i>	<i>44 feet</i>
<i>Minor Street</i>	<i>50 feet</i>	<i>36 feet</i>
<i>Radius for turn-around at end of cul-de-sac</i>	<i>50 feet</i>	<i>45 feet</i>
<i>Alleys</i>	<i>25 feet</i>	<i>20 feet</i>

Modifications to this requirement may be made by the approving authority where conditions, particularly topography, geology, and/or environmental constraints, or the size and shape of the area of the subdivision or partition, make it impractical to otherwise provide buildable sites, narrower right-of-way and roadway width may be accepted. If necessary, slope easements may be required.

The previously approved Planned Development application for the site included a “Kit of Parts” that identified typical neo-traditional street sections, including roadway and right-of-way widths, for each unique street type that could be located within the Master Plan site. (See Attachment "A," Appendix H.) SE Harborton Street, which provides access to both Phases 4 and 6, has already been constructed to approved “Kit of Parts” standards and approved engineering drawings, with a 75-foot right-of-way and 24-foot roadway width. (See Attachment "A," Appendix J, Detail 4.) No new streets are planned with Phases 4 and 6; however, a sidewalk will be constructed along SE Harborton Street fronting Phase 6 within the existing right-of-way to provide connectivity to the west.

In Phase 2B, 46th Street and Ellis Street will be built to approved standards for Village Center Road sections. (See Attachment "A," Appendix H, pages 14-15.) No changes to the roadways are proposed to accommodate the creation of two lots in place of one lot; the two lots will continue to have frontage on public streets.

The applicant’s narrative notes that the new sidewalk they will be constructing along the north side of Harborton, where it abuts Phase 6, will; be 4-feet in width. The sidewalk may need to be at least 5-feet in width to meet accessibility standards for disabled persons. There appears to be sufficient room for a 5-foot wide walkway, and the City and applicant can work through this issue prior to the City Council hearing.

- (c) *NMC Section 13.05.015(C), Reserve Strips. Reserve strips giving a private property owner control of access to streets are not allowed.*

This criterion is not applicable. There are no reserve strips proposed for the subdivision.

- (d) NMC Section 13.05.015 (D), Alignment. *Streets other than minor streets shall be in alignment with existing streets by continuations of their center lines. Staggered street alignment resulting in "T" intersections shall leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction and, in no case, shall be less than 100 feet. If not practical to do so because of topography or other conditions, this requirement may be modified by the approving authority.*

The applicant notes that this criterion is not applicable; the applicant does not propose any new streets creating any new alignments in Phases 4 and 6 and 46th and Ellis Street alignments have already been approved.

- (e) NMC Section 13.05.015(E), Future Extensions of Streets. *Proposed streets within a land division shall be extended to the boundary of the land division. A turnaround if required by the Uniform Fire Code will be required to be provided. If the approval authority determines that it is not necessary to extend the streets to allow the future division of adjoining land in accordance with this chapter, then this requirement may be modified such that a proposed street does not have to be extended to the boundary of the land division.*

As described above, the collector roadway that serves the site, identified as Harborton Street, has already been constructed through Phase 1 of the Wilder Master Plan site south to a point just beyond the intersection of Harborton Street and College Way. Harborton Street transitions to 40th Street in the north of the Planned Development, which extends across the development's western boundary running east-west to intersect with Highway 101. No new streets are proposed within Phases 4 and 6 that would require additional extensions. In Phase 2B, 46th and Ellis Streets have been approved, with Ellis Street continuing to the south to intersect with College Way.

- (f) NMC Section 13.05.015(F), Intersection Angles.

1. *Streets shall be laid out to intersect at right angles.*
2. *An arterial intersecting with another street shall have at least 100 feet of tangent adjacent to the intersection.*
3. *Other streets, except alleys, shall have at least 50 feet of tangent adjacent to the intersection.*
4. *Intersections which contain an acute angle of less than 80 degrees or which include an arterial street shall have a minimum corner radius sufficient to allow for a roadway radius of 20 feet and maintain a uniform width between the roadway and the right-of-way line.*
5. *No more than two streets may intersect at any one point.*
6. *If it is impractical due to topography or other conditions that require a lesser angle, the requirements of this section may be modified by the approval authority. In no case shall the acute angle in Subsection F.1. be less than 80 degrees unless there is a special intersection design.*

The applicant notes that this criterion is not applicable because no new streets are proposed.

- (g) *NMC Section 13.05.015(G), Half Street.* *Half streets are not allowed. Modifications to this requirement may be made by the approving authority to allow half streets only where essential to the reasonable development of the land division, when in conformity with the other requirements of these regulations and when the city finds it will be practical to require the dedication of the other half when the adjoining property is divided. Whenever a half street is adjacent to a tract property to be divided, the other half of the street shall be provided.*

This criterion is not applicable. The proposed subdivision does not include any half-street improvements.

- (h) *NMC Section 13.05.015(H), Sidewalks.* *Sidewalks in conformance with the city's adopted sidewalk design standards are required on both sides of all streets within the proposed land division and are required along any street that abuts the land division that does not have sidewalk abutting the property within the land division. The city may exempt or modify the requirement for sidewalks only upon the issuance of a variance as defined in the Zoning Ordinance.*

On Harborton Street, a 12-foot wide multiuse path has been constructed on the south/west side of the street that serves Phase 4. An additional sidewalk will be constructed on the north/east side of Harborton along the Phase 6 frontage to provide a direct pedestrian connection from the multifamily residential development to an existing sidewalk along the north side of 40th Street at its intersection with Chestnut Street. In sum, these improvements will provide adequate pedestrian circulation for both sides of the street.

Future pedestrian connectivity along the north side of Harborton Street, south and east of Phase 6, will be developed with plans for Phase 5 and may include alternative connections such as an off-street trail. Sidewalks will be constructed along 46th and Ellis Streets in Phase 2B consistent with approved Village Center roadway cross-sections. Sidewalks are supplemented with multiuse pathways and nature trails to enhance pedestrian connectivity throughout Wilder.

- (i) *NMC Section 13.05.015(I), Cul-de-sac.* *A cul-de-sac shall have a maximum length of 400 feet and serve building sites for not more than 18 dwelling units. A cul-de-sac shall terminate with a circular turn-around meeting minimum Uniform Fire Code requirements. Modifications to this requirement may be made by the approving authority. A pedestrian or bicycle way may be required by easement or dedication by the approving authority to connect from a cul-de-sac to a nearby or abutting street, park, school, or trail system to allow for efficient pedestrian and bicycle connectivity between areas if a modification is approved and the requested easement or dedication has a rational nexus to the proposed development and is roughly proportional to the impacts created by the proposed land division.*

This criterion is not applicable as there are no cul-de-sacs proposed in Phases 2B, 4 and 6.

- (j) *NMC Section 13.05.015(J), Street Names. Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of an existing street. Street names and numbers shall conform to the established pattern in the city, as evident in the physical landscape and described in City of Newport Ordinance No. 665, as amended.*

The applicant notes that street names in Wilder Phase 1 have been previously approved by the Planning Commission and no changes are proposed. Ellis, Fleming, Geneva and Harborton Streets will continue through the development, and numbered streets will be named consistent with the established pattern in the city. The street names are identified on the plat. (See Attachment "A," Appendix G, Sheets 7-10).

- (k) *NMC Section 13.05.015(K), Marginal Access Street. Where a land division abuts or contains an existing or proposed arterial street, the Planning Commission may require marginal access streets, reverse frontage lots with suitable depth, screen planting constrained in a non-access reservation along the rear or side property line, or other treatment necessary for adequate protection of residential properties and to afford separation of through and local traffic.*

This criterion is not applicable. The proposed land division does not abut or contain an existing or proposed arterial street.

- (l) *NMC Section 13.05.015(L), Alleys. Alleys shall be provided in commercial and industrial districts. If other permanent provisions for access to off-street parking and loading facilities are provided, the approving authority is authorized to modify this provision if a determination is made that the other permanent provisions for access to off-street parking and loading facilities are adequate to assure such access. The corners of alley intersections shall have a radius of not less than 12 feet.*

This criterion is not applicable because there are no alleys proposed within Phases 2B, 4 and 6. Off-street parking in Phases 4 and 6 will be accessed directly from Harborton Street and served with private drive aisles. Off-street parking in Phase 2B will be accessed from 46th Street.

- (m) *NMC Section 13.05.020(A), Blocks General. The length, width, and shape of blocks for non-residential subdivisions shall take into account the need for adequate building site size and street width, and shall recognize the limitations of the topography.*

Not applicable because there is no non-residential development proposed with Phases 2B, 4 and 6.

- (n) *NMC Section 13.05.020(B), Block Size. No block shall be more than 1,000 feet in length between street corners. Modifications to this requirement may be made by the approving authority if the street is adjacent to an arterial street or the topography or the location of adjoining streets justifies the modification. A pedestrian or bicycle way may be required by easement or dedication by the approving authority to allow connectivity to a nearby or abutting street, park, school, or trail system to allow for efficient pedestrian and bicycle connectivity between areas if a block of greater than 1,000 feet if a modification is approved and the requested easement or dedication has a rational nexus to the proposed development and is roughly proportional to the impacts created by the proposed land division.*

Block lengths in excess of 1,000 feet are not proposed.

- (o) *NMC Section 13.05.025(A), Utility lines. Easements for sewers and water mains shall be dedicated to the city wherever a utility is proposed outside of a public right-of-way. Such easements must be in a form acceptable to the city. Easements for electrical lines, or other public utilities outside of the public right-of-way shall be dedicated when requested by the utility provider. The easements shall be at least 12 feet wide and centered on lot or parcel lines, except for utility pole tieback easements, which may be reduced to six (6) feet in width.*

Easements for sewer and water mains, public utilities and electrical lines outside of the public right-of-way will be provided within the subdivision plat per the above requirements. Public sewer, water and drainage easements will be provided in Phases 4 and 6 based on location of utilities and fire hydrants, as needed, in a form acceptable to the city. A 75-foot-wide easement for the electrical lines on the northeast side of Harborton Street has already been recorded, and will be maintained with development of Phase 6. No sewers or water mains are proposed outside of public right-of-way in Phase 2B and the applicant is prepared to put in place a drainage easement that will run along the property line running through the Phase 2B parking lot.

- (p) *NMC Section 13.05.025(B), Utility Infrastructure. Utilities may not be placed within one foot of a survey monument location noted on a subdivision or partition plat.*

The applicant notes that utilities will not be placed within one foot of a survey monument location. Final utility locations will be provided in future construction plan submittals to the City.

- (q) *NMC Section 13.05.025(C), Water Course. If a tract is traversed by a water course such as a drainage way, channel, or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially to the lines of the water course, and such further width as will be adequate for the purpose. Streets or parkways parallel to the major water courses may be required.*

Stormwater drains through the site in existing stormwater systems, roadside swales, and natural low spots in undeveloped areas. There are no significant water bodies or water courses identified within the Wilder site except for two small wetlands. The small wetland in Phase 4 will be filled. The small wetland in Phase 6 will be retained. The applicant proposes to route Phase 4 stormwater in a public storm drain from Harborton Street to an existing drainage way to the south of Phase 4. As previously discussed, additional analysis is needed to determine whether or not a public storm drain system is needed to adequately convey Phase 4 runoff. City staff and the applicant can work through this issue prior to the City Council hearing.

- (r) *NMC Section 13.05.030(A) The size (including minimum area and width) of lots and parcels shall be consistent with the applicable lot size provisions of the Zoning Ordinance, with the following exception:*

Where property is zoned and planned for business or industrial use, other widths and areas may be permitted at the discretion of the Planning Commission. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.

R-3 zoning is proposed for both Phases 4 and 6, to facilitate multifamily development. Phase 4, Lot 1 will total 5.08 acres and Phase 6, Lot 1 will total 1.78 acres, satisfying the 5,000 SF minimum requirement for the R-3 zone. Phase 2B is also zoned R-3, and Lot 27 will total 13,623 SF and Lot 28 will total 20,746 SF, meeting the minimum standard.

- (s) *NMC Section 13.05.030(B) Each lot and parcel shall possess at least 25 feet of frontage along a street other than an alley.*

Both lots proposed for Phases 4 and 6 will have in excess of 25 feet of frontage along Harborton Street. Lot 27 in Phase 2B will have in excess of 25 feet of frontage along Harborton Street and 46th Street, and Lot 28 will have sufficient frontage along 46th and Ellis Streets.

- (t) *NMC Section 13.05.030(C) Through lots and parcels are not allowed. Modifications may be made by the approving authority where they are essential to provide separation of residential development from major traffic arteries or adjacent nonresidential activities or to overcome specific disadvantages of topography and orientation. The approving authority may require a planting screen easement at least 10 feet wide and across which there shall be no right of access. Such easement may be required along the line of building sites abutting such a traffic artery or other incompatible use.*

No through lots or parcels are proposed with these phases.

- (u) NMC Section 13.05.030(D) *The side lines of lots and parcels shall run at right angles to the street upon which they face, except that on curved streets they shall be radial to the curve. Modifications to this requirement may be made by the approving authority where it is impractical to do so due to topography or other conditions or when the efficient layout of the land division has the lines running as close to right angles (or radial) as practical.*

The proposed lot lines in Phase 2B run at right angles to Harborton Street on the north and south edges of the lots. The proposed lot lines in Phases 4 and 6 run at right angles to Harborton Street on the west edge of the lots. On the eastern edge of the lots in Phases 4 and 6, the lot lines run near to radial while accommodating significant topographical changes. The eastern side line of Tract "G" in particular is shaped by a steep ravine in between Phases 4 and 3, and sited to accommodate a public nature trail.

- (v) NMC Section 13.05.030(E), Special Setback Lines. *All special building setback lines, such as those proposed by the applicant or that are required by a geological report, which are to be established in a land division, shall be shown on the plat, or if temporary in nature, shall be included in the deed restrictions.*

This criterion is not applicable. There are no special setback lines proposed.

- (w) NMC Section 13.05.030(F), Maximum Lot and Parcel Size. *Proposed lots and parcels shall not contain square footage of more than 175% of the required minimum lot size for the applicable zone. Modifications to this requirement may be made by the approving authority to allow greater square footage where topography or other conditions restrict further development potential or where the layout of the land division is designed and includes restrictions to provide for extension and opening of streets at intervals which will permit a subsequent division into lots or parcels of appropriate size for the applicable zone designation.*

The lots in Phases 2B, 4 and 6 are larger than 175% of the required minimum lot size in order to accommodate multifamily development at densities consistent with the R-3 zone. As this is a Planned Development, it is reasonable for the Commission to construe the lot sizes depicted on the applicant's plans as the minimum needed to accommodate the development.

- (x) NMC Section 13.05.030(G), Development Constraints. *No lot of parcel shall be created with more than 50% of its land area containing wetlands or lands where the city restricts development to protect significant Statewide Land Use Planning Goal 5 or Goal 17 resources, except that areas designated as open space within a land division may contain up to 100% of a protected resource.*

Lot 1 of Phase 4 contains a small wetland totaling 2,053 SF, or less than 1% of the lot; the wetland will be filled and mitigated with development. Lot 1 of Phase 6 includes a small wetland totaling 1,548 SF, or approximately 2% of the lot, and will be protected with development. Tract "G" in Phase 4 is

designated as open space and includes steep slopes and ravines. (See Attachment "A," Appendix G, Sheet 16). There are no wetlands or other resources in the proposed Phase 2B lots.

- (y) NMC Section 13.05.030(H), Lots and Parcels within Geological Hazard Areas. *Each new undeveloped lot of parcel shall include a minimum 1,000 square foot building footprint within which a structure could be constructed and which is located outside of active and high hazard zones and active landslide areas (See Section 2-4-7 of the Zoning Ordinance for an explanation of hazard zones). New public infrastructure serving a lot or parcel shall similarly be located outside of active and high hazard zones and active landslide areas.*

All of Phase 1 of Wilder is located outside of Geologic Hazard Areas as mapped by the City of Newport; this criterion does not apply.

- (z) NMC Section 13.05.035(A). *Improvement work, including excavation in the excess of 100 cubic yards, shall not be commenced until plans have been checked for adequacy and approved by the city. To the extent necessary for evaluation of the proposal, the plans shall be required before approval of the tentative plan of a subdivision or partition.*

The applicant acknowledges that engineering plans must be submitted to the city prior to construction of any public improvements.

- (aa) NMC Section 13.05.035(B). *Improvement work shall not commence until after the city is notified, and, if work is discontinued for any reason, it shall not be resumed until after the city is notified.*

The applicant agrees to notify the city before commencing improvement work.

- (bb) NMC Section 13.05.035(C). *Public improvements shall be constructed under the inspection and to the satisfaction of the city engineer. The city may require change in typical sections and details in the public interest if unusual conditions arise during construction to warrant the change.*

The applicant agrees to construct the improvements under the inspection and to the satisfaction of the city engineer.

- (cc) NMC Section 13.05.035(D). *Underground utilities, sanitary sewers, and storm drains installed in streets shall be constructed prior to the surfacing of the streets. Stubs for service connection for underground utilities and sanitary sewers shall be placed to allow future connections without disturbing the street improvements.*

Utilities in Phases 4 and 6 will connect to stubs already placed in Harborton Street. Connections to existing utility stubs will be coordinated to minimize re-surfacing of Harborton Street. Utilities in Phase 2B will be constructed

prior to construction of 46th Street. (See Attachment "A," Appendix G, Sheet 17 for Utility Plan.)

- (dd) *NMC Section 13.05.035(E). A map showing public improvements as built shall be filed with the city upon completion of the improvements.*

The applicant agrees to file as-built plans with the city.

- (ee) *NMC Section 13.05.035(F). Public improvements shall not be commenced until any appeals of the subdivision approval are resolved.*

The applicant has indicated that they will abide by this requirement.

- (ff) *NMC Section 13.05.040(A)(1), Streets. All streets, including alleys, within the land division, streets adjacent but only partially within the land divisions, and the extension of land division streets to the intersecting paving line of existing streets with which the land division streets intersect, shall be graded for the full right-of-way width. The roadway shall be improved to a width of 36 feet or other width as approved by the approval authority by excavating to the street grade, construction of concrete curbs and drainage structures, placing a minimum of six inches of compacted gravel base, placement of asphaltic pavement 36 feet in width or other width as approved by the approval authority and approximately two inches in depth, and doing such other improvements as may be necessary to make an appropriate and completed improvement. Street width standards may be adjusted as part of the tentative plan approval to protect natural features and to take into account topographic constraints and geologic risks.*

The streets serving Phases 4 and 6 have already been constructed and extended through the development, including the minimum width required for the applicable "Kit of Parts" street sections approved for use in Wilder. SE Harborton Street will be completed with an attached sidewalk on the north/east side of the street along the Phase 6 frontage. Construction of the sidewalk will occur concurrent with the development. Harborton Street, where it fronts Phase 2B, has also been completed, and 46th and Ellis Streets fronting the lots in Phase 2B will be constructed to the approved Village Center cross-sections with development of this phase.

- (gg) *NMC Section 13.05.040(A)(2) Surface Drainage and Storm Sewer System. Drainage facilities shall be provided within the land division and to connect the land division drainage to drainage ways or storm sewers outside the land division. Design of drainage within the land division shall take into account the capacity and grade necessary to maintain unrestricted flow from areas draining through the land division and to allow extension of the system to serve such areas.*

As illustrated in the utility plan, drainage facilities are proposed within the subdivision to connect the subdivision to drainage ways outside the subdivision in accordance with City standards. (See Attachment "A,"

Appendix G, Sheets 15-18.) The applicant proposes to route Phase 4 storm water in a public storm drain from Harborton Street to the existing drainage way south of Phase 4. The applicant states that the storm runoff from Harborton is currently collected in a roadside swale picked up by inlets in these swales and then discharged into the phase 4 area at two locations (pipe outfalls) where it makes its way into the wetland and through Phase 4. This infrastructure was put in place as part of the original 40th street project. Now that Phase 4 is being developed, (and wetland being mitigated), the applicant believes that this public runoff from Harborton should be piped through the Phase 4 site to the drainage way on the south side of Phase 4. Given that the runoff is from a public road they believe that the conveyance system should be public. The Newport Public Works Department will want to carefully evaluate the drainage proposal to see if there is a viable method of managing that run-off within the Harborton Street right-of-way. It is reasonable for the Commission to conclude that this is a technical issue that can be resolved prior to the City Council hearing as the method used to convey the runoff is unlikely to impact site design.

Phase 2B storm water will be collected in a drainage way along the proposed lot line down the middle of the parking lot shared by both lots through an easement, draining to 46th Street.

- (hh) *NMC Section 13.05.040(A)(3), Sanitary Sewers. Sanitary sewers shall be installed to serve each lot or parcel in accordance with standards adopted by the City, and sewer mains shall be installed in streets as necessary to connect each lot or parcel to the city's sewer system.*

A sewer main is already installed in Harborton Street and will provide service to the development in Phases 4 and 6. A sewer main is planned along 46th Street which will provide service to the two lots in Phase 2B. As illustrated in the utility plan, sanitary sewers will be installed to serve each lot in accordance with standards adopted by the City. (See Attachment "A," Appendix G, Sheets 15-18).

- (ii) *NMC Section 13.05.040(A)(4), Water. Water mains shall be installed to allow service to each lot or parcel and to allow for connection to the city system, and service lines or stubs to each lot shall be provided. Fire hydrants shall be installed as required by the Uniform Fire Code. The city may require that mains be extended to the boundary of the land division to provide for future extension or looping.*

A water main is already installed in Harborton Street and will provide service to the development in Phases 4 and 6. A water main is planned along 46th Street which will provide service to the two lots in Phase 2B. As illustrated in the utility plan, water mains and fire hydrants will be installed to serve each lot in accordance with standards adopted by the City. (See Attachment "A," Appendix G, Sheets 15-18.)

- (jj) NMC Section 13.05.040(A)(5), Sidewalks. *Required sidewalks shall be constructed in conjunction with the street improvements except as specified below:*
- a. *Delayed Sidewalk Construction. If sidewalks are designed contiguous with the curb, the subdivider may delay the placement of concrete for the sidewalks by depositing with the city a cash bond equal to 115 percent of the estimated cost of the sidewalk. In such areas, sections of sidewalk shall be constructed by the owner of each lot as building permits are issued. Upon installation and acceptance by the city engineer, the land owner shall be reimbursed for the construction of the sidewalk from the bond. The amount of the reimbursement shall be in proportion to the footage of sidewalks installed compared with the cash bond deposited and any interest earned on the deposit.*
 - b. *Commencing three (3) years after filing of the final plat, or a date otherwise specified by the city, the city engineer shall cause all remaining sections of sidewalk to be constructed, using the remaining funds from the aforementioned cash bond. Any surplus funds shall be deposited in the city's general fund to cover administrative costs. Any shortfall will be paid from the general fund.*
 - c. *Notwithstanding the above, a developer may guarantee installation of required sidewalks in an Improvement Agreement as provided in Section 13.05.090(C).*

SE Harborton Street has been constructed consistent with approved construction drawings including a 12-foot-wide multiuse path along the south/west side of Harborton Street which will serve Phases 2B and 4. A sidewalk will be constructed along the north/east side of Harborton Street fronting Phase 6 to provide a direct pedestrian connection to the west. Sidewalks will be constructed along 46th and Ellis Streets with Phase 2B. (See Attachment "A," Appendix G, Sheets 4 and 5).

- (kk) NMC Section 13.05.040(B). *All public improvements shall be designed and built to standards adopted by the city. Until such time as a formal set of public works standards is adopted, public works shall be built to standards in any existing published set of standards designated by the city engineer for the type of improvement. The city engineer may approve designs that differ from the applicable standard if the city engineer determines that the design is adequate.*

Public improvements will be designed and built to city standards or approved standards in the "Kit of Parts."

- (ll) NMC Section 13.05.040(C). *Public improvements are subject to inspection and acceptance by the city. The city may condition building or occupancy within the land division on completion and acceptance of required public improvements.*

The applicant understands that they must abide by this requirement.

(mm) NMC Section 13.05.045(A). *Tentative plans for land divisions shall be approved only if public facilities and utilities (electric and phone) can be provided to adequately service the land division as demonstrated by a written letter from the public facility provider or utility provider stating the requirements for the provision of public facilities or utilities (electric and phone) to the proposed land division.*

The Pioneer Telephone Cooperative and Central Lincoln PUD have confirmed that they can provide service for the proposed subdivision. (See Attachment "A," Appendix E.)

(nn) NMC Section 13.05.045(B). *For public facilities of sewer, water, storm water, and streets, the letter must identify the:*

1. *Water main sizes and locations, and pumps needed, if any, to serve the land division.*
2. *Sewer mains sizes and locations, and pumping facilities needed, if any, to serve the land division.*
3. *Storm drainage facilities needed, if any, to handle any increased flow or concentration of surface drainage from the land division, or detention or retention facilities that could be used to eliminate need for additional conveyance capacity, without increasing erosion or flooding.*
4. *Street improvements outside of the proposed development that may be needed to adequately handle traffic generated from the proposed development.*

The City provided a letter on September 18, 2015, identifying the utilities serving Wilder in a general manner as it related to the adequacy of services for the Planned Development proposed in #2-PD-15 and #3-PD-15. (See Attachment "A," Appendix E.) The modifications proposed with this application do not change the total amount and intensity of proposed development; however, there are service details that must still be addressed as it relates to Phases 2B, 4 and 6. Formal confirmation from the Public Works Department that the services planned for these phases are adequate can be provided prior to the City Council hearing.

(oo) NMC Section 13.05.050(A), Underground Utilities and Service Facilities, Undergrounding. *All utility lines within the boundary of the proposed land divisions, including, but not limited to, those required for electric, telephone, lighting, and cable television services and related facilities shall be placed underground, except surface-mounted transformers, surface-mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, high capacity electric and communication feeder lines, and utility transmission lines operating at 50,000 volts or above. The subdivider shall make all necessary arrangements with the serving utility to provide the underground service.*

All utility facilities within the subdivision will be designed in accordance with this standard. The main Central Lincoln PUD transmission lines through South Beach will be located above ground within a 75-foot right-of-way along the north/east side of Harborton Street.

- (pp) NMC Section 13.05.050(B), Underground Utilities and Service Facilities, Non-City-Owned Utilities. *As part of the application for tentative land division approval, the applicant shall submit a copy of the preliminary plat to all non-city-owned utilities that will serve the proposed subdivision. The subdivider shall secure from the non-city-owned utilities, including but not limited to electrical, telephone, cable television, and natural gas utilities, a written statement that will set forth their extension policy to serve the proposed land division with underground facilities. The written statements from each utility shall be submitted to the city prior to the final approval of the plat for recording.*

The Pioneer Telephone Cooperative and Central Lincoln PUD have confirmed that they can provide service for the proposed subdivision. (See Attachment "A," Appendix E.)

- (qq) NMC Section 13.05.055, Street Lights. *Street lights are required in all land divisions where a street is proposed. The city may adopt street light standards. In the absence of adopted standards, street lights shall be placed in new land divisions to assure adequate lighting of streets and sidewalks within and adjacent to the land division.*

There are already street lights installed along Harborton Street to serve Phases 4 and 6 consistent with approved construction drawings; no new street lights are proposed with this application. Proposed street light locations along 46th and Ellis Streets were reviewed and approved with previous applications. (See Attachment "A," Appendix G, Sheets 15-18).

- (rr) NMC Section 13.05.060, Street Signs. *Street name signs, traffic control signs and parking control signs shall be furnished and installed by the city.*

As required, street signs, traffic control signs and parking control signs will be furnished and installed by the City Street Department.

- (ss) NMC Section 13.05.065, Monuments. *Upon completion of street improvements, monuments shall be reestablished and protected in monument boxes at every street intersection and all points of curvature and points of tangency of street center lines.*

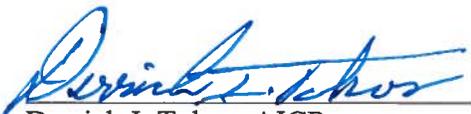
The applicant acknowledges that they must reestablish and protect monuments, as required.

- (tt) NMC Section 13.05.090(A), Final Plat Requirements for Land Divisions Other than Minor Replats or Partitions, Submission of Final Plat. *Within two years after tentative plan approval, such other time established at the time of*

tentative plan approval, or extensions granted under this chapter, the owner and/or applicant (collectively referred to as the “developer”) shall cause the land division to be surveyed and a final plat prepared. If the developer elects to develop the land division in phases, final plats for each phase shall be completed within the time required (e.g. Phase I completed within two years, Phase II completed within the next two years, etc.). The final plat shall be in conformance with the approved tentative plan, this chapter, ORS Chapter 92, and standards of the Lincoln County Surveyor.

The applicant notes that, as previously conditioned in #1-SUB-09, the developer will have up to four years to submit the final plat for the initial phase of development and an additional four years for each subsequent phase of development included in the tentative subdivision plan.

- D. Conclusion: If the Planning Commission finds that the applicant meets the criteria for amending the Newport Comprehensive Plan Map, Newport Zoning Map, and for modifying the Preliminary Development Plan, Final Development Plan, and Tentative Plat, then the Commission should forward a favorable recommendation to the City Council. The Commission may suggest that the Council attach reasonable conditions of approval, which the Commission finds are necessary to satisfy the approval criteria. Conditions of approval need to be relate to the applicable criteria and request (must have a rational nexus) and need to be roughly proportional to the impact created by the development in order to be constitutionally permissible as conditions of approval. The burden on demonstrating that conditions of approval have both a rational nexus and are roughly proportional is on the government, not the applicant. If, on the other hand, the Commission finds that the request does not comply with the criteria and cannot be made to comply through reasonable conditions of approval (as required by ORS 197.522), then it should recommend the City Council deny the request.
6. STAFF RECOMMENDATION: On balance, the applicant has demonstrated that the approval criteria have, or can be, satisfied. Revisions may be needed to ensure that proposed utilities are adequate to serve Phases 2B, 4 and 6; however, any changes of this nature are unlikely to impact site design in a meaningful way. Further, as discussed herein, it is reasonable for the Planning Commission to expect that any changes to the design of the proposed utilities can be worked out between the applicant and city staff prior to the request being presented to the City Council for approval. Staff recommends the Planning Commission take public testimony and ask questions of the public, staff and applicant. Once this has occurred, the Commission can close the hearing to new testimony, deliberate, and provide a recommendation to the City Council. Findings and a final order will be prepared for the City Council hearing, which is tentatively scheduled for September 6, 2016, and would be based upon the information contained in this staff report as informed by the recommendation provided by the Planning Commission.



Derrick I. Tokos, AICP
Community Development Director
City of Newport

June 21, 2016

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Wilder Development Plan

A Project Located in
City of Newport, Oregon

Prepared for

Landwaves, Inc.
2712 SE 20th Ave
Portland, OR 97202

Oregon State University,
Leasing & Strategic Real Property Management
3015 SW Western Blvd
Corvallis, OR 97333

Prepared by

JET Planning, LLC
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2G Associates
400 Columbia St Ste 160
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June 3, 2016, revised July 20, 2016

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I. GENERAL INFORMATION

Applicant: Oregon State University
Leasing & Strategic Real Property Management
3015 SW Western Blvd
Corvallis, OR 97333

Property Owner : Landwaves, Inc.
2712 SE 20th Ave
Portland, OR 97202

Preparer: JET Planning, LLC 2G Associates
215 W 4th St Ste 209 400 Columbia St Ste 160
Vancouver, WA 98660 Vancouver, WA 98660

Request: Tentative Subdivision Plan, Preliminary Development Plan Major Modification for Phase 1 of Wilder, Final Development Plan Major Modification for Phase 1 of Wilder, Comprehensive Plan Map Amendment, Zoning Ordinance Map Amendment

Previous Case Files: 1-SUB-15, Tentative Subdivision Plan; 2-PD-15, Preliminary Development Plan Major Modification for Phase 1 of Wilder; 3-PD-15, Final Development Plan Major Modification for Phase 1 of Wilder; approved in combined Final Order dated June 24, 2015

General Location: South Beach-Wilder Master Plan Area

Assessor's Number: R364534, R529961

Map & Tax Lot: 11-11-20-00-00100-00
11-11-21-00-00700-00
11-11-21-00-01300-00

Legal Description: Parcels 1 and 2, Partition Plat No. 2015-01

Zoning Designations: R-2 (Medium-Density Single Family)
R-3 (Medium-Density Multifamily)
C-1 (Retail & Service Commercial)

Comprehensive Plan Designations: Low-Density Residential
High-Density Residential
Retail Commercial

II. OVERVIEW

Background

The owner, Landwaves, Inc., received multiple previous approvals for Phase 1 of Wilder, a Planned Development in the South Beach neighborhood designed to be a sustainable, vibrant, mixed-use development.

The applicant, Oregon State University (OSU),¹ is applying for modifications to allow development of student housing to support their expanding Newport operations centered around the Hatfield Marine Science Center. The proposed modifications would transfer density and multifamily units already approved in Wilder from phases near the Village Center to the northwest corner of the site, closest to the OSU campus on the south shore of the Yaquina Bay. OSU is applying for a Comprehensive Plan Map Amendment and Zoning Ordinance Map Amendment to allow multifamily development in the northwest corner of the site known as Phase 4, and a related Tentative Subdivision Plan, Preliminary Planned Development Major Modification and Final Planned Development Major Modification.

The owner, Landwaves, is also applying for additional modifications to facilitate development of a 12-unit affordable housing project and support services in the northern portion of the site known as Phase 6. The project will require changes to the Comprehensive Plan Map, Zoning Ordinance Map, Tentative Subdivision Plan, Preliminary Planned Development and Final Planned Development. Phase 4 and Phase 6 modifications are bundled in this application for streamlined review.

This application also includes minor changes proposed to Phase 2B, planned for apartment development, to split an existing lot to better facilitate development financing and timelines.

The total site for Phase 1 of Wilder is approximately 60 acres in size, including lots that have already been final platted, dedicated parks and open space, and right-of-way. This application affects Tax Lots 100 and 103 of Assessor's Tax Map 11-11-20 consisting of approximately 41.24 acres. The site is located in the South Beach neighborhood directly east of Mike Miller Park and south of 40th Street on land zoned R-2, R-3 and C-1. Full build-out of Phase 1 of Wilder will include four different sizes of single-family lots, cottage clusters, flex lots suitable for row houses, duplexes and micro-cottages, multifamily units, and commercial development.

As previously approved, Phase 1 of Wilder will be constructed in several phases and micro-phases to allow phasing of needed improvements to each portion of the Master Plan site as it develops.

Previous Land Use Approvals

The City of Newport has granted multiple land use approvals for Phase 1 of Wilder, and this application seeks to modify previous planned development approvals, obtain

¹ OSU is listed as the applicant for this set of applications, however, the project is truly a collaboration between OSU and Landwaves, who is the property owner and has been the applicant for all previous Wilder applications. OSU is considered the applicant for Phase 4, and Landwaves is the applicant for Phase 6 and all other phases.

approval for a new tentative subdivision plan, and amend the Comprehensive Plan and Zoning Ordinance maps focused on changes to Phase 4 to accommodate the proposed student housing. The original Preliminary Development Plan for "South Beach Village Phase I," which included the area now known as Phase 1 of Wilder, was approved on May 29, 2007. (Case file #1-PD-07) Subsequent modifications to the Preliminary Development Plan for Phase 1 of Wilder² were approved as case file #1-PD-09, #5-PD-09, #1-PD-10, #3-PD-10, #1-PD-14, and #2-PD-15. The Final Development Plan for portions of Phase 1 of Wilder was initially approved March 30, 2009 (Case file #2-PD-09) and subsequently modified in case file #6-PD-09, #2-PD-10, #2-PD-14, and #3-PD-15. The Tentative Subdivision Plat for Phase 1 of Wilder was approved as case file #1-SUB-09 and modified through case file #3-SUB-09, #1-SUB-10 and #1-SUB-15, and Final Subdivision Plat for Wilder Phase 1, which includes a portion of Phase 1 of Wilder, was recorded in April 2010. The parent lot for Phase 1 of Wilder was initially partitioned in 2007 as two parcels, Map & Tax Lot 11-11-20-AD-03100-00 and 11-11-20-00-00100-00. (Case file #5-PAR-07, recorded November 29, 2007.) A second partition in 2014 divided Map & Tax Lot 11-11-20-00-00100-00 into two parcels, creating Map & Tax Lot 11-11-20-00103-00 of approximately 0.89 acres. (Case file #2-PAR-14, recorded in December 2014.)

Goals of Modifications Achieved through the 2009 Approvals:

- Minimized grading in Tract "A" Park associated with street improvements.
- Responded to market conditions.
- Eliminated need for a Variance for street length.
- Maximize usable park area in Tract "A".
- Improved access to Lots 38 thru 40 of Wilder Phase 1.
- Increased number of homes that are alley-loaded with fewer garage doors facing on to local streets.
- Provided a continuous pedestrian connection through all phases.
- Created repeating patterns of decorative pavement throughout the site, including a "woonerf" and auto courts.
- Modified phasing plan to address construction practicalities.
- Created orderly self-orienting blocks.
- Incorporated flexibility into the plan to accommodate market conditions.

Goals of Modifications Achieved through the 2010 Approvals:

- Reflected changes that have occurred through the Final Plat for Wilder Phase 1.

² As used throughout this document, "Phase 1 of Wilder" or simply "Phase 1" refers to the entire 62-acre site. Phase 1 of Wilder will include multiple sub-phases which are referred to throughout the development plan as "Wilder Phases 1, 2, 3", etc. Wilder Phase 1 (a sub-phase of Phase 1 of Wilder) has been final platted, and is referred to here as "Wilder Phase 1," the designation assigned by the Lincoln County Surveyor.

- Modified setbacks to provide flexibility to accommodate homes as proposed by builders.
- Updated street and tract names.
- Revised lot coverage standards to be consistent with Codes, Covenants and Restrictions.
- Revised housing category names to be consistent with marketing names.
- Prepared updated exhibit depicting platting of Phase 1B in conjunction with 1C.
- Allowed Accessory Dwelling Units (ADUs) in Phase 1B and 1C.

Goals of Modifications Achieved through the 2014 Approvals:

- Partitioned Tax Lot 100 of Assessor's Tax Map 11-11-20 into two parcels, including one parcel to be developed for commercial use in the Village Center.
- Revised parking plan to include on-street and off-street parking to serve the Village Center area, modifying circulation plan.

Goals of Modifications Achieved through the 2015 Approvals:

- Adjusted zoning district border between R-3 Multifamily Residential and C-1 Commercial zones to expand commercial area along the full length of College Way.
- Expanded range of allowed uses in the C-1 zoned Village Center area to include retail sales and services, offices, lodging, community services like churches, educational institutions, and day care.
- Allowed variance to satellite and shared parking regulations to allow future shared parking arrangements between Village Center users and the Oregon Coast Community College.
- Adjusted range of development anticipated in the preliminary and final development plans to reflect completed build-out, current market conditions, and revised predictions.
- Allowed for ADUs beyond Wilder Phase 1 in Phases 2-4 subject to conditions approved by Newport Planning Commission.
- Expanded Final Development Plan to include Phases 2-4.
- Updated street names and cross-sections to serve proposed development in Phases 2-4, including modifications to street widths in response to conditions of approval.
- Adopted variations of existing cross-sections to amend the "Kit of Parts," including modifications to street widths shown in "Kit of Parts" to match street cross-sections to be constructed.
- Adopted new residential development type, micro-cottages, as part of the "Kit of Parts."

Goals of Current Modifications:

- Revise zoning and comprehensive plan designation for Phase 4 and Phase 6 to R-3 Medium-Density Multifamily zoning and High-Density Residential designation from R-2 Medium-Density Single Family zoning and Low-Density Residential designation, with corresponding change to single family zoning and designation from multifamily zoning and designation on the east side of Harborton Street north of the Village Center, with no net impacts to maximum allowed dwelling units and related traffic or utility needs.
- Adjust range of development in preliminary and final development plan to reflect inclusion of additional multifamily units for student housing in Phase 4 and Phase 6 with corresponding decrease in single-family units, consistent with total maximum dwelling units previously approved for Phase 1 of Wilder.
- Add "Multi-Family: Clustered" as an additional multifamily residential development type in the "Kit of Parts" to describe intended building form and design for student housing in Phase 4.
- Allow variance to parking standard for clustered multifamily residential uses to decrease required spaces by approximately 13% relative to City code standard, to reflect increased access to multimodal transportation options within Wilder and multimodal connections to primary destinations, specifically the OSU Hatfield Marine Science Center.
- Modify preliminary development plan to show revised mix of single-family and multifamily development in future phases east of Harborton Street.
- Introduce 'Day Care' and additional supporting Community Service uses as allowed uses in the R-3 Medium-Density Multifamily zone to facilitate colocation of support services for affordable housing residents in Phase 6.
- Expand Final Development Plan to include Phase 6.
- Amend Preliminary Development Plan, Final Development Plan and Tentative Plat to divide Phase 2B, planned for apartment development, into two separate lots.

Summary of Requested Applications

1. Comprehensive Plan Map Amendment:

The applicant proposes to change the comprehensive plan designation for Phase 4 and Phase 6 to High-Density Residential designation from Low-Density Residential designation, with a corresponding change to Low-Density Residential from High-Density on the east side of Harborton Street north of the Village Center to minimize the net change to High-Density Residential acres. As part of the planned development, there are no changes to the total number of dwelling units proposed within Phase 1 of Wilder as a result of this amendment, simply a relocation of density within the development.

2. Zoning Map Ordinance Amendment:

The applicant proposes to change the zoning for Phase 4 and Phase 6 to R-3 Medium-Density Multifamily zoning from R-2 Medium-Density Single Family to accommodate student and affordable housing. The zoning on the east side of Harborton Street north of the Village Center will be changed correspondingly from R-

3 Medium-Density Multifamily zoning to R-2 Medium-Density Single Family to partially offset the additional R-3 acres in Phases 4 and 6.

3. Tentative Subdivision Plan Modification:

The applicant proposes to modify the tentative subdivision plan for portions of Phase 1 of Wilder specific to proposed Wilder Phases 4 and 2B and to include a new parcel for Phase 6 in the tentative plan. The plan was previously approved as case file #1-SUB-09 and modified through case file #3-SUB-09, #1-SUB-10 and #1-SUB-15. The proposed modifications provide for a single lot in Phase 4 intended for multifamily development in place of individual single-family lots and cottage lots previously proposed, divide the existing single multifamily lot in Phase 2B into two separate lots for multifamily development, and create a single parcel for multifamily development in Phase 6. As previously conditioned, the proposed phased tentative plat will be valid for a period of at least 10 years.

4. Preliminary Development Plan Major Modification for Phase 1 of Wilder:

The applicant proposes to modify the approved Preliminary Development Plan for Phase 1 of Wilder (most recently modified in case file #2-PD-15) through a major modification. This application proposes to add multifamily development to the northwest corner of the site, shown as Phase 4, in place of single-family development, to accommodate student housing for OSU; add multifamily development to north of the site, shown as Phase 6, in place of single-family development, to accommodate an affordable housing project; replace multifamily development in the southeast corner of the site with single-family development to balance the proposed development for Phases 4 and 6; introduce a new multifamily residential development type to the "Kit of Parts" called Multi-Family: Clustered for the proposed student housing development; allow a variance to the multifamily clustered residential parking standard to decrease required spaces in recognition of available multimodal transportation alternatives; allow 'Day Care' and supporting Community Services uses as permitted uses in the R-3 Medium-Density Multifamily zone; create two multifamily lots in Phase 2B with no change to the number of units or necessary infrastructure; adjust range of development for various residential types with no net increase in maximum allowed units; and adjust multifamily and single-family lot configurations for future phases of development east of Harborton St.

The essential tenets of Wilder remain the same: the Village Center continues to be the heart of activity serving a spectrum of residential development types that gradually reduce in density farther from the Village Center, with the addition of a node of student housing, located closest to the OSU Hatfield Marine Science Center, and affordable housing strategically located near the entrance to Wilder. The new multifamily node of student and affordable housing will be buffered from surrounding single-family uses by open space and changes in topography. A revised Preliminary Development Plan is included which depicts the proposed changes. (See Appendix F.) All other aspects of the Planned Development remain as previously approved.

5. Final Development Plan Major Modification for Portions of Phase 1 of Wilder:

The applicant proposes to modify the approved Final Development Plan for Phase 1 of Wilder. (Case file #2-PD-09, #6-PD-09, #2-PD-10, #2-PD-14, #3-PD-15). The Final Development Plan proposes detailed development, including streets, buildings, landscaping, open space etc., within the portion of Phase 1 of Wilder on the west side of Harborton Street. This application expands the Final Development Plan to encompass Phase 6 as well. (See Appendix G.)

The major modifications to the Final Development Plan incorporate changes in Phase 4 to facilitate student housing, in Phase 2B to create two lots in place of a single lot, and in Phase 6 to facilitate affordable housing consistent with the changes to the Preliminary Development Plan. All other aspects of the Final Development Plan remain the same.

III. PRELIMINARY AND FINAL DEVELOPMENT PLAN PROVISIONS

Note: *This section combines approvals from all previous preliminary and final development plans, with new provisions underlined and changes ~~struck-out~~. The goal is to provide a single, central reference point for the continued build-out of Wilder. Where standards are not specified in the Development Plan, the Newport Municipal Code provisions for zoning and subdivision apply.*

Geographic Extent:

Phase 1 of Wilder is located in the South Beach neighborhood and is bounded by Mike Miller Park and the Oregon Coast Community College (OCCC) on the west, 40th Street along the north, the City limits on the east and the south. The site is approximately 62 acres in size, including infrastructure and lots that have already been final platted. The Preliminary Development Plan has been approved for the full Phase 1 of Wilder, and the Final Development Plan has been approved for the portion of Phase 1 of Wilder on the west side of Harborton Street, which includes Wilder Phases 1 (already constructed), 2A (partially completed), 2B, 2C, 2D, 2E, 2F, 3, and 4. This application expands the Final Development Plan to include Phase 6 on the northeast side of Harborton.

See Appendices F and G, showing the full extent of Phase 1 of Wilder in the Preliminary Development Plan, and the portions included in the Final Development Plan.

Design Intent:

The design intent of the Planned Development is to create a livable, viable mixed-use community built on the principles of environmental sustainability. It will feel indigenous to the Oregon Coast in scale, design, and economics. The proposal achieves the following design objectives:

- *Create a vibrant Village Center that will provide commercial, office, community service, lodging, day care, and higher density residential uses to serve the residential population, support the OCCC campus, and create jobs for local residents.*

The proposed plan concentrates commercial services and residential density around a pedestrian-scale Village Center that is adjacent to the OCCC campus. This enables residents of the community and students to obtain services, attend school, and work within walking distance of where they live. This design accommodates increasing population density, while promoting a reduction in energy use. The objective is to create a convenient and livable environment for residents and visitors of the community.

- *Graduate residential density outward from the Village Center to create an appropriate transition to the lower density areas of the site.*

The proposed graduated density design ensures that development will be compatible and in harmony with the area. The location of the various

proposed uses and development intensity is appropriate to site-specific conditions, such as adjacent uses and topography.

The Village Center is the heart of activity within the development located next to the college campus. It features housing over commercial such as live-work arrangements, offices, cafes, small retail shops, services, and entertainment uses, community services, educational institutions, day care, lodging, and apartments. To the north, micro-cottages, row houses, garden apartments and urban flats will provide a transition to the lower density development areas within the site outside of the Village Center. The central portion of the site features single-family detached homes, including cottage cluster housing, and homes on Village, Classic, Grand, and Edge lots. ~~The far northern portion of the site, which includes some steeper topography, features mostly larger lots for the development of hillside homes with views of the surrounding area as well as a cottage cluster designed around a common open space.~~

The proposed plan also includes a node of multifamily residential units in the northwest corner of the site to accommodate student housing for OSU and affordable housing. The student housing node will be buffered from the single-family development in Phase 3 by open space and vegetation, and its location on Harborton Street near 40th Street will provide convenient access to multimodal connections to the OSU Hatfield Marine Science Center to the north. The affordable housing cluster on the northeast side of Harborton Street will transition to medium-density residential in Phase 7, and be buffered from single-family development in Phase 5 to the east by open space, changes in topography, and vegetation.

- *Provide for a variety of housing types to accommodate different needs, incomes, and a sense of place and community.*

The design of buildings within the proposed development is outlined in the "Kit of Parts." It includes a variety of housing types and sizes at varying densities that cannot be achieved within the strict limits of the underlying zoning such as, multifamily apartments, multifamily clustered apartments, cottage cluster housing, micro-cottages, and single family homes on four different general lot sizes. This design will accommodate different needs and incomes resulting in a more diverse, attractive, and sustainable community, including affordable housing. Some of the housing types are suitable for the use of high quality pre-fabricated materials, such as panelized construction, which will reduce construction costs and result in a more affordable product for the community.

The buildings also accommodate design features that help create a unique sense of place and community. This includes such things as classic front porches, cottage cluster housing centered on a green space that allows sharing of resources between neighbors, and locating parking areas and garages/carports behind buildings accessible through alleys.

- *Design and construct to sustainable standards to lessen the impact to the natural environment and to reduce long-term operational costs.*

As outlined in the previously approved "Kit of Parts," this objective of promoting energy efficiency is incorporated into all aspects of site design. This includes such things as, designing buildings to achieve green building certification; designing streets to incorporate sustainable design features such as stormwater bio-swales, incorporating native vegetation for landscape plantings throughout the development; and generally using energy efficient and recycled materials whenever possible.

- *Develop a transportation system that accommodates multiple modes of transportation to encourage walking, bike riding, etc., and reduce energy use.*

As outlined in the previously approved "Kit of Parts," the proposed development includes neo-traditional street designs to accommodate multiple modes of transportation and create a sense of place and promote traffic calming. These streets include such features as curb extensions, wider sidewalks within the Village Center, and on-street parking. The multimodal transportation network within Wilder will also connect to the City's broader transportation network, such as routes north of Wilder to provide multimodal connections for OSU students to access Hatfield Marine Science Center.

- *Provide for an extensive network of open space and parks, including walking and biking trails, throughout the site.*

Preserved natural areas, trails, and parks are fully integrated into the site design. Neighborhood parks are planned that will provide active and passive recreational uses such as, playgrounds, sport courts, lawn areas, and trails. Parks will be centrally located within or near the single-family residential neighborhoods on both sides of Harborton Street. Wilder Twin Park has been built adjacent to Wilder Phase 1 and dedicated to the City for public use, and Wilder has provided a temporary dog park and disc golf course for the past five years. Trails have been constructed to connect Wilder Twin Park to Mike Miller Park, and additional open space dedications and trail connections will connect to other areas within the development and the planned regional trail system off-site. A public trail will be constructed and dedicated with Phase 4 to extend the trail north from Mike Miller Park, and the applicant will explore options to create a local connection to serve development in Phase 4. Private open space will also be provided within multifamily developments in Phases 4 and 6 to serve residents.

- *Protect and provide for management of significant natural resource areas on site, including wetlands, streams, and natural vegetation.*

The proposed development is clustered on the site, to enable the preservation of natural resources. Much of the site is currently forested and

has been managed as a sustainable forest. The site contains steep ravines, streams, and wetlands. These areas have been incorporated into parks and open space tracts to allow for preservation and to create site amenities for the residents, with the exception of one small wetland in Wilder Phase 4 that will be filled and mitigated. Soft surface, low-impact trails will be developed in these areas to allow for both active and passive uses. Trees and other natural vegetation will be preserved when possible and landscaping will be planted to enhance the environment and provide habitat for wildlife.

Compatibility with Surrounding Development:

The proposed uses within the Master Plan for Phase 1 of Wilder complies with the City's Comprehensive Plan and zoning, or will comply with proposed plan and zoning changes if approved, and is consistent with the adopted South Beach Plan Neighborhood Plan, as well as other approved development applications for the site. The Phase 1 site is compatible with the surrounding area in that it is consistent with these previously approved plans and is it reasonable to assume that the surrounding area will continue to develop according to these plans.

The location and level of public services necessary to serve the site, including utilities and streets, were also estimated and planned for in the South Beach Neighborhood Plan and a detailed infrastructure analysis and traffic study was prepared for the initial Phase 1 Development Plan approval.

Types of Development:

Approved types of residential development include:

- Village Lots (<4,600 square feet) for single-family homes.
- Classic Lots (4,601- 6,200 square feet) for single-family homes.
- Grand Lots (6,201-9,999 square feet) for single-family homes.
- Edge Lots (10,000+ square feet) for single-family homes.
- Cottage units.
- Flex Lots for row houses, duplexes, and micro-cottage units.
- Multifamily units including multifamily clustered apartments.

As previously approved, the project includes a housing product known as cottage cluster housing (see "Kit of Parts," Appendix H). Ten cottage units have been built in Wilder Phase 1 and an additional cluster may be included in future Phase 5 an ~~additional cluster of 10 cottage units will be constructed within Wilder Phase 4.~~ This is a unique type of development that includes the following special characteristics:

- Homes are smaller, typically 1,300 square feet or less.
- Common access to homes provided from either a shared pedestrian way/green (within a tract or an access easement) or a street.
- Open space provides front door access and commons.
- Parking is typically clustered in one area at periphery.

As previously approved, the project also includes micro-cottages, functionally similar to row house, townhouse, and duplex housing types. See page 42 of the amended "Kit of Parts" for further discussion of this housing type. (Appendix H.) Six micro-cottages have built in Wilder Phase 1 and 20 micro-cottages will be constructed in Phase 2C. Characteristics include:

- Homes are smaller in the 450 to 1,000-square-foot range, typically 800 square feet or less.
- Parking is accessed from rear alley.
- Homes open onto main street, providing a "front porch" feel.

The project will also include clustered apartments as an additional type of multifamily units, intended primarily for student housing. (See Appendix H, page 47.) Characteristics include:

- Units are smaller, in the 300 to 800-square foot range to include studios through two or three-bedroom units.
- Density is similar to multifamily apartments at 12 to 34 units per acre, to allow a functional concentration of student housing.
- Private outdoor space is provided in shared commons, green spaces, balconies, and patios.

Site Design:

Village Center Area (C-1 and R-3 Zoning) (Phases 2A, 2B, 2E, 2F)

- *Village Center Retail, Services, Entertainment, Offices, Lodging, Educational Institutions, Community Services, Day Care*
- *Housing over Commercial, including live-work units*
- *Multifamily Residential*

The Village Center is located at the heart of the development site adjacent to College Way and Harborton Street. This area will include mixed-use development at the corner of Harborton Street and College Way, as well as several apartment buildings.

Transition Area (R-2 and R-3 Zoning) (Phase 2C)

- *Flex Lots for Row Houses, Duplexes or Micro-Cottages*

The transition area located adjacent to Harborton Street between 46th and 44th Streets will feature medium-density residential options including row houses, duplexes or micro-cottages.

Detached Single-Family Housing Area (R-2 Zoning) (Phases 1, 2D, 3-4)

- *Cottage Cluster Housing*
- *Village, Classic, Grand or Edge Lot Homes*
- *Flex Lots for Row Houses, Duplexes or Micro-Cottages*

The detached single-family housing area within the site is primarily located along and north of 44th Street, extending farther north to include homes along 42nd Place and within Phase 4.

At the western terminus of 44th Street a small, walk-in cottage cluster housing area is nearly completed. Each single-family cottage takes access from a shared pedestrian way located within a common tract rather than a traditional street. A second cottage cluster will be developed in the center of Phase 4, arranged around a common green space that may include a wetland feature, accessible from 41st Circle and internal pedestrian ways. The cottages will have front porches facing the central green space and back entrances facing the street.

Village, Classic, Grand and Edge lots are proposed in the lower density residential portion of the site, which accommodate a variety of housing sizes. Many of these homes take access from alleys allowing front doors, rather than garages/carports, to be oriented toward the adjacent public streets.

Student Housing Area (R-3 Zoning) (Phase 4)

- Multifamily Residential
- Multifamily Clustered Apartments

The student housing area is located south of Harborton Street in the northwest corner of the site, and will feature multifamily residential development including clustered apartments.

Graduated Single and Multifamily Area (R-2 and R-3 Zoning) (Phase 5)

- Multifamily Residential
- Cottage Cluster Housing
- Village, Classic, Grand or Edge Lot Homes
- Flex Lots for Row Houses, Duplexes or Micro-Cottages

The east side of Harborton Street will include a mix of housing types gradually decreasing in density as they transition from the Village Center to the northern limits of the project. Multifamily housing is envisioned to the northeast of College Way, with a mix of single-family housing types to the north transitioning to larger lots on hillier topography at the northern edge. The topography will help define the limits of this phase and provide a buffer between Phase 5 and Phase 6.

Community Housing Area (R-3 Zoning) (Phase 6)

- Multifamily Residential
- Community Services, Day Care

The community housing area is located northeast of Harborton Street along the northern edge of the site, and will feature multifamily residential development developed to meet affordability goals, and supporting community service uses such as education and day care, primarily aimed at residents.

Dimensional and Bulk Standards:

Approved development standards for each development type within any of the zones that permit the use have been established as follows.

Setbacks:

Single Family Residential:

- Front*: 5 feet (Village and Classic Lots)
 - Front*: 10 feet (Grand and Edge Lots)
 - 2nd Front*: 5 feet (Village and Classic Lots)
 - 2nd Front*: 10 feet (Grand and Edge Lots)
 - Side: 0 feet (Village Lots)
 - Side: 5 feet (Classic, Grand and Edge Lots)
 - Rear: 5 feet
 - Rear Abutting Alley: 5 feet
 - Garage/carport: 0-5 feet or 20 feet
 - Garage/carport (alley served): 0 feet
- *Front setback applies to a public street only.

Residential Cottage Cluster Housing:

- Front*: 5 feet
 - 2nd Front*: 5 feet
 - Side: 0 feet
 - Rear: 5 feet
 - Garage/carports: 0 feet
- *Front setback applies to a public street only.

Flex Lots for Residential Row Houses, Duplexes, and Micro-Cottages:

- Front*: 0 feet
 - 2nd Front*: 3 feet
 - Side (interior): 0 feet
 - Rear: 5 feet
 - Rear Abutting Alley: 0 feet
 - Garage/carport: 0-5 feet or 20 feet
 - Garage/carport (alley served): 0 feet
- *Front setback applies to a public street only.

Multifamily Residential, including Clustered Apartments:

- Front: 0 feet
- 2nd Front: 0 feet
- Side: 0 feet
- Rear: 5 feet
- Rear: 10 feet (when abutting single-family residential)

Commercial or Mixed-Use:

- Front: 0 feet *same as standard*
- Side: 0 feet *same as standard*
- Rear: 0 feet *same as standard*

Minimum Lot Area:

- Single-Family Residential: 3,500 square feet.
- Residential Cottage Cluster Housing: 1,000 square feet.
- Flex Lots: 1,000 square feet.
- Multifamily Units: 5,000 square feet. *same as standard*
- Commercial or Mixed-Use: No minimum lot area.

Maximum Lot Coverage:

- Single-family and flex lots in any zone over 10,000 square feet shall not have building coverage over 3,500 square feet.
- Single-family and flex lots in any zone between 5,000 and 9,999 square feet shall not have building coverage over 3,000 square feet.
- Single-family and flex lots in any zone under 5,000 square feet shall not have building coverage over 2,600 square feet.
- Cottage Cluster Housing on individual lots: 80%
- ADUs on Village, Classic, Grand and Edge lots will be exempt from the maximum square foot standards listed above, however, in no case will the total combined lot coverage for the primary and accessory dwelling unit exceed the city standard of 57% in the R-2 zone and 60% in the R-3 zone.
- Multifamily residential and clustered apartment lots of any size in the R-3 zone shall not have building coverage over 60%. *same as standard*
- Commercial development in C-1 zone: 85% to 90% *same as standard*

Minimum Lot Width (Residential): 15 feet

Minimum Lot Width (Commercial/Mixed-Use): 0 feet same as standard

Minimum Lot Frontage

Modifications have been approved for the requirement contained in NMC Section 13.05.030.B that "each lot or parcel shall possess at least 25 feet of frontage along a street other than an alley" in order to accommodate cottage cluster development. The subject Planned Development includes walk-in cluster cottage homes, which are modeled after the Cluster Development type identified in the previously approved "Kit of Parts". In order to accommodate this unique type of development, these lots will front onto and take access from a pedestrian access tract, rather than a traditional street right-of-way. Parking for these units is clustered within common tracts and garages rather than being located on the individual lots.

Height:

The applicant has previously received approval for 3-story buildings that are up to 45 feet in height in the R-3 District. The proposed 3-story buildings will be located in the Village Center area, which is internal to the Master Plan site and will not have any adverse impacts on neighboring properties both within and outside of Wilder, and in Phase 4, where they will be screened by vegetation and natural topographic changes from surrounding phases and adjacent properties outside of Wilder. (See Appendix K, illustrating the cross-section across Phases 3 and 4.) All of the proposed 3-story buildings are located internal to the Master Plan site in the Village Center area and, therefore, they will not have any adverse impacts on properties outside of the Planned Development.

Density:

The applicant is not proposing to increase the density above what is permitted in each zone. Allowed density in the R-2 zone is 5,000 SF per unit for houses, 3,750 SF per unit for duplexes on interior lots, and 2,500 SF per unit for duplexes on corner lots, and 1,250 SF per unit in the R-3 zone, averaged across the site.

Uses:

The Village Center is a mixed-use area with C-1 and R-3 zoning, accommodating Village Center retail, restaurants, offices, housing over commercial including live-work units, and multifamily residential at the heart of Wilder adjacent to SE College Way and Harborton Street.

Additional uses for the Village Center area with C-1 zoning include retail sales and services, excluding bulk retail; community service, including churches; lodging such as hotels; educational institutions; and daycare facilities, as defined in the Newport Municipal Code.

The primary use in R-2 and R-3 is residential, as well as parks. Additional uses in the R-3 zone include community services, including day care and family-focused support services like personal development education, counseling, and distribution of donations to clients.

Zoning:

The site is zoned a mix of R-2 Medium-Density Single-Family Residential, R-3 Medium-Density Multifamily Residential, and C-1 Retail and Service Commercial.

Comprehensive Plan:

The site is designated a mix of Low-Density Residential, High-Density Residential, and Retail Commercial.

Estimated Range of Development:

The following table shows the estimated range of development anticipated for the different types of residential and commercial development planned for Phase 1 as part of the Preliminary Development Plan for the full extent of Phase 1. The range is intended to provide flexibility with development of the full build-out of the site to accommodate changing market conditions.

Estimated Range of Development Phase 1 (Prelim. Dev. Plan, Existing)	
Village Lots (<4,600 sq. ft.)	17-25 units
Classic Lots (4,601-6,200 sq. ft.)	27-40 units
Grand Lots (6,201-9,999 sq. ft.)	22-42 units
Edge Lots (10,000+ sq. ft.)	14-28 units
Cottage Units	10-20 units
Flex Lots	26-40 units
Multifamily Units	56-150 units
Commercial Floor Area	25,000-36,000 square feet
Total Dwelling Units	172 -345 units

Estimated Range of Development Phase 1 (Prelim. Dev. Plan, Proposed)	
Village Lots (<4,600 sq. ft.)	18-25 units, <i>minimal change</i>
Classic Lots (4,601-6,200 sq. ft.)	10-34 units, <i>decrease</i>
Grand Lots (6,201-9,999 sq. ft.)	4-10 units, <i>decrease</i>
Edge Lots (10,000+ sq. ft.)	18-26 units, <i>minimal change</i>
Cottage Units	10-20 units, <i>same</i>
Flex Lots	28-40 units, <i>minimal change</i>
Multifamily Units	170-190 units, <i>increase</i>
Commercial Floor Area	25,000-36,000 square feet, <i>same</i>
Total Dwelling Units	258-345 units, increase to minimum, same for maximum

The Final Development Plan will include Phases 1 through 4 encompassing all area west of Harborton Street, and Phase 6 to the northeast of Harborton Street near 40th Street. The portion of the Final Development Plan in Wilder Phase 1 has been completed, as reflected in the following table.

Estimated Range of Development (Final Dev. Plan, Existing)	
Village Lots (<4,600 sq. ft.)	16 units (12 complete)
Classic Lots (4,601-6,200 sq. ft.)	6 units (2 complete)
Grand Lots (6,201-9,999 sq. ft.)	10 units (3 complete)
Edge (10,000+ sq. ft.)	17 units (5 complete)
Cottage Units	20 units (10 complete)
Flex Lots	28 units (8 complete)
Multifamily Units	28 units
Commercial Floor Area	36,000 square feet (5,000 square feet under construction)
Total Dwelling Units	125 units

Estimated Range of Development (Final Dev. Plan, Proposed)	
Village Lots (<4,600 sq. ft.)	16 units (12 complete), <i>same</i>
Classic Lots (4,601-6,200 sq. ft.)	4 units (2 complete), <i>decrease</i>
Grand Lots (6,201-9,999 sq. ft.)	4 units (3 complete), <i>decrease</i>
Edge (10,000+ sq. ft.)	13 units (5 complete), <i>decrease</i>
Cottage Units	10 units (10 complete), <i>decrease</i>
Flex Lots	28 units (8 complete), <i>same</i>
Multifamily Units	170 units, <i>increase</i>
Commercial Floor Area	36,000 square feet (5,000 square feet under construction), <i>same</i>
Total Dwelling Units	245 units, increase within approved Prelim Dev. Plan range

Accessory Structures and Uses:

Accessory Dwelling Units (ADUs) are dwellings that will be permitted to accompany or share lots and utilities with primary homes and can be a portion of the primary house; a separate free-standing unit; or as a unit over a free-standing or attached garage.

The addition of ADUs provides for more versatile living choices. ADUs are included in the "Kit of Parts" (see Attachment H, page 47) and will provide a broader mix of housing options to accommodate extended families, care givers, and smaller family sizes. They may also create intergenerational living opportunities by providing a means for seniors, relatives, or post-college children to live with their families in separate living quarters on the same lot.

ADUs have been approved for all Village, Classic, Grand and Estate lots in Wilder Phase 1 (final platted as lots 1-7, 18-29, and 38-47) and Phases 2D and 3 ~~and 4~~. Approval criteria were established per the City Planning Commission's File #3-PD-10 Final Order for Accessory Dwelling Units (ADUs) in Phase 1 of Wilder and Final Order for File #2-PD-15 / 3-PD-15 / 1-SUB-15 for Phases 2D and 3 ~~and 4~~:

- Phases: ADUs are limited to Wilder Phase 1, 2D and 3 ~~and 4~~, and no more than one ADU is permitted per lot.
- Three types of ADUs are to be permitted: as a portion of the primary house, as a separate free-standing unit, or as a unit over a free-standing or attached garage.
- Size: ADUs are not to exceed 600 square feet or 50% of the area of the primary house, whichever is less.
- Building Height: The height standards and limitations for ADUs will be that of the zoning district in which they are located.
- Architecture: ADUs will be constructed with architecture that is compatible with that of the primary structure.
- Density: ADUs do not count against the density limitations of the planned development.
- Utility hook-ups: ADUs will share utility hook-ups with primary homes.
- Parking: An additional off-street parking space will be provided for each ADU located on Edge lots. Not more than 10 ADUs are permitted for all other lots within Wilder Phase 1 based upon the number of on-street parking spaces currently available. In all future phases, additional ADUs will be permitted at a rate of one unit for every two on-street parking spaces the applicant provides within or immediately adjacent to the phase of development in which the ADU is to be constructed.

ADUs are allowed as accessory uses throughout the Final Development Plan for Phases 1, 2D and 3 ~~and 4~~ on all Village, Classic, Grand and Edge lots, at a ratio of no more than one ADU for every two on-street parking spaces provided within or immediately adjacent to the phase of development in which the ADU is constructed. The proposed maximum ADUs per phase based on the available on-street parking spaces is as follows:

	On-Street Parking Spaces Available*	Maximum ADUs Allowed
Phase 1	n/a	10
Phase 2D	11	6

Phase 3	15	8
Phase 4	36	16

*See Sheets 3-5 of Appendix G for location of parking spaces.

Development Schedule and Phasing:

Phase 1 of Wilder has previously been approved as a multiphase development. The applicant proposes four phases of development, broken into micro-phases, to complete build-out of the portion of Phase 1 of Wilder west of Harborton, with three additional phases for the portion of Phase 1 of Wilder north and east of Harborton.³ Necessary infrastructure will be completed with each phase. (See Phasing Plan, Sheet 2 of Appendix G.)

- Phase 1: 40 lots, combination of single-family, flex lots, and cottage cluster residential development. (Work begun 2009, and build-out substantially complete. Remaining lots anticipated to be completed in 2016.)
- Phase 2A: Village Center commercial north. (Work begun 2015, anticipated completion in 2018.)
- Phase 2B: Village Center apartments to be completed on two lots. The only off-site infrastructure necessary for this phase is stormwater drainage through Phases 2C and 2D to 44th Street, and easements for that purpose will be recorded by the applicant prior to installation. Any necessary easements for future utility connections for the benefit of Phase 2C will be recorded by the applicant. 46th Street and Ellis Streets will provide access to Phase 2B; Harborton Street, College Way, and a portion of Ellis Street are already completed. (Work to begin 2016, anticipated completion 2018.)
- Phase 2C: Medium-density residential transition, 20 flex lots for row houses, duplexes or micro-cottages. ~~Phase 2C will likely follow construction of Phase 2B, giving the rental market a chance to absorb the apartments in Phase 2B.~~ Extensions of Fleming and Geneva Streets will be constructed with this phase, and will connect to 45th and 46th Streets constructed with Phase 2D. Utilities will be extended from Phases 2B and 2D. Any necessary easements will be recorded with this phase. (Work to begin 2016, anticipated completion 2018.)
- Phase 2D: Six lots, single-family residential development on Village Lots. Phase 2D will follow similar timing to Phase 2C to provide moderately priced single-family homes in Wilder. Access to the homes and garages will be via existing 44th Street, 45th Street and the section of Fleming Street connecting the two streets. Utilities will connect to the existing lines in 44th Street. The phase will not be dependent on any utility or roads proposed for Phases 2B or 2C. Any necessary easements for utility connections for the benefit of Phase 2C will be put of record by the applicant. (Work to begin 2016, anticipated completion 2018.)
- Phases 2E and 2F: Village Center commercial south. Work will include extension of Harborton Street to the edge of Phase 1 of Wilder. (Work to begin 2017, anticipated completion 2025.)

³ Phases in Wilder are generally numbered based on geographic location rather than anticipated order of construction. Final phase numbering will be determined at the time of final plat for each phase consistent with the Lincoln County Assessor's requirements.

- Phase 3: Nine lots, single-family residential development. The pedestrian connection in Tract "H" will be constructed and dedicated to the City with this phase, as well as construction of 43rd Street and utility extensions to serve lots in this phase. (Work to begin 2017, anticipated completion 2018.)
- Phase 4: ~~22 lots, single-family residential development and cottage cluster development.~~ Multifamily clustered apartment development of 130 units on a single parcel. The pedestrian path in Tract "G" will be constructed and dedicated to the City with this phase. (Work to begin 2016, anticipated completion 2018.)
- Phase 5: A mix of single-family and multifamily development will be developed in this phase, to be further detailed and broken into micro-phases in future applications. (Phase 5 is not included in the final development plan with this application; timing is not yet determined.)
- Phase 6: Multifamily development of 12 units on a single parcel. The phase will be served by existing utilities in Harborton Street. (Work to begin 2017, anticipated completion 2018.)

~~Future phases will be developed to encompass the area east of Harborton.~~

~~It is contemplated that the buyers of Phases 2B, 2C and 2D will be affiliated entities with one common owner. Although the proposed phasing plan was developed to allow independent construction of each micro-phase, it is possible that the infrastructure for all three sub-phases will be installed simultaneously because of economies of scale in construction costs. Landwaves will declare any needed utility easements to serve the sub-phases if constructed independently prior to dedication of infrastructure installation.~~

Parking:

Required parking is authorized to extend across zoning boundaries when provided on the same lot or parcel as the proposed use. On-street spaces are allowed to count against off-street parking requirements provided the spaces provided are within 200 feet of the lot or parcel upon which the use is located. Parking ratios for all residential and commercial uses will follow those established in the Newport Municipal Code, with the exception of a requested variance to the apartment parking ratio for multifamily clustered apartments. The applicant proposes a 1.3 space per unit ratio for clustered apartments in place of the NMC standard 1 space for the first four units and 1.5 spaces for additional units, based on available access to multimodal transportation options in Wilder. (See Appendix G, Sheet 3 for count of off-street and on-street parking spaces by phase.)

Parking needs for student housing projects are generally lower than those for traditional multifamily, as supported by parking data for other OSU projects. A full census survey of OSU Corvallis students in 2013 determined that 30% of students had cars on campus and 70% did not. Students at the Newport will be upperclassmen in the marine sciences program, and data on those groups also describes a relatively low parking demand. A 2014 Corvallis study that oversampled upperclassmen determined that 32% of students had cars and 68% did not. The parking lot to serve 100 residential units at OSU's Hatfield Marine Sciences Center provides 35 spaces, and faculty report that it is on average two-thirds full. The relatively low demand for parking supports the request

for a modest reduction to the parking requirement for multifamily clustered apartments.

As part of the Village Center commercial development, the applicant ~~will~~ has constructed a private parking lot served by a private drive along the northern edge of the commercial lots in Phase 2A ~~which will~~ to provide shared parking to serve the commercial development, supplementing on-street parking provided along SE Harborton Street and College Way. The private parking lot is ~~will be~~ located in ~~proposed~~ Tract "I" and managed by adjacent commercial property owners. The private drive will provide two-way, east-west circulation with primary access from SE Harborton Street to access 90-degree perpendicular parking on both sides. The private drive will connect to a two-way public street (Ellis Street) that provides secondary access to SE College Way and extends north to provide access to multifamily units in Phase 2B.

Future Village Center commercial development in Phases 2E and 2F south of College Way will also be served by private off-street parking lots combined with on-street parking. Tract "J" will be a shared private parking lot to be managed by adjacent commercial property owners in Phase 2E.

Parking for the Village Center apartments will be a mix of off-street and on-street parking. Parking facilities will include a private off-street parking area accessible from a public road looping around the north and west sides of the apartment lot. The parking area will be divided down the middle to provide off-street parking to the two individual apartment lots, with reciprocal access easements. The public road will be built to modified Village Center roadway cross-sections added to the "Kit of Parts," which includes two-way circulation with angled parking on the apartment side of the street. (See pages 14-15 of Appendix H.)

Parking for the Phase 4 clustered apartments will be provided in a private off-street parking area accessible from Harborton Street. Similarly, a private off-street parking area accessible from the opposite side of Harborton Street will provide parking for the multifamily residential in Phase 6.

Shared parking for the cottage cluster in Phase 1 is provided on Tracts "D" and "F." ~~A shared parking lot to be owned in common by cottage owners in Phase 4 is proposed as Tract "K," which will be supplemented by private garages for each cottage.~~

The applicant may use the Oregon Coast Community College (OCCC) parking areas as shared, satellite parking for uses in the Village Center in Phases 2A, 2E and 2F, particularly uses with concentrated use patterns outside of peak hours, such as a church with a large Sunday morning parking demand. The OCCC parking lots are vacant at certain times and days, particularly weekends. This arrangement will allow future uses in the Village Center area to provide adequate parking for visitors, minimize construction of new parking lots while maximizing use of existing lots, and take advantage of the unique colocation of the Village Center and OCCC. Individual users will comply with the requirements of NMC 14.14.080 and 14.14.090.E.3 to provide written permission from the property owner (OCCC) and all other parking standards in NMC 14.14.

Parking lot design in all phases will follow the standards in NMC 14.14, with

consideration of additional low-impact development techniques such as pervious pavement and stormwater planter swales.

Landscaping:

A landscape plan has been previously approved that demonstrates how the site will be landscaped in accordance with City standards, and an updated plan for Phases 4 and 6 is provided with this application showing how landscaping will buffer and enhance the multifamily development. (See Appendix G, Sheet 19.) Sustainable native plantings have been used where appropriate throughout the site to blend with the natural landscape. Street trees and landscaped curb extensions are provided along all local streets. Landscape curb-extensions will double as stormwater planter swales that provide for a natural means to collect and treat run-off from the development.

Enhanced entry landscaping is proposed along both sides of Harborton at the northwest corner of the site to screen parking areas in Phases 4 and 6 and to create a gateway to Wilder.

An enhanced forest edge planting is also proposed along the east side of Harborton Street. Grass and shrubs will be planted under the power lines and trees will be planted beyond 75 feet. This will create a forested buffer or transition between the street and the single-family residential areas to the east.

Lighting:

Artificial lighting used on site will be arranged and constructed to minimize direct glare on adjoining property. Low-impact pedestrian scale lighting will be used throughout the development and will be shielded where necessary. Street lighting is shown on Sheets 17-19 of Appendix G. Surface parking areas and associated parking lot lighting within the Village Center area is oriented behind and to the side of buildings. This minimizes the amount of artificial lighting that will glare onto adjoining properties. Retail and monument signs will be pedestrian scale with limited lighting. ~~The low-density northern portion of the development is buffered from adjacent property to the west by significant vegetation, which will reduce glare from lights within homes and along streets.~~ Parking lot and building lighting in Phase 4 associated with student housing development will be screened by vegetation buffers to prevent glare on Harborton, adjacent single-family development to the south in Phase 3, or the adjacent property to the west.

Parks, Trails and Open Space:

Open space and recreation facilities include a neighborhood park, natural areas, and nature and access trails.

A neighborhood park has been built within Tract "A" north of 43rd Street, and dedicated to the City of Newport as Wilder Twin Park. The specific improvements within the park have been finalized, approved through the City's Park Department, and built. A pedestrian connection through this park will link 42nd Place and 43rd Street, using Tract "H." The connection will be built to neighborhood sidewalk standards with a 6-foot paved width. The pedestrian connection will be constructed and dedicated to the City with Phase 3 of the development.

An open green space with a trail connecting to Mike Miller Park has been created on Tract "B". An open green space designated Tract "G," adjacent to Tract "B," will accommodate an extension of the trail north from Tract "B" to Harborton Street. The trail within Tract "G" will be constructed and dedicated to the City with Phase 4 of the development. The trail will continue the 5-foot-wide, soft-surface cross-section used for natural trails in Tract "B." (See "Kit of Parts," page 29.) The applicant will explore options to develop a connector trail from Phase 4 to connect to the trail across Tract "G".

Tract "C" in Phase 1 has been built as a common open space owned in common by cottage owners and provides a common "front lawn" for the cottage cluster. ~~A new Tract "K" for the cottage cluster in Phase 4 is proposed and will be owned in common by cottage owners to serve as a shared outdoor space.~~

Multifamily development in Phase 4 and 6 will incorporate open space such as patios, balconies, play areas, green spaces, and potential trail connections for the enjoyment of their respective residents.

Wilder has also created a temporary dog park and disc golf course for public use.

Street Design & Names:

Traffic will access the site via several proposed local streets and driveways connecting from 40th Street and Harborton Street (two-lane Collector roadways) and College Way. The Collector roadways, 40th Street and Harborton Street, have been constructed from US 101 east and south to College Way pursuant to prior approvals for the Planned Development site. These streets constitute the northern part of a loop road system that will ultimately connect to 50th Street on the south and then west to US 101. The remaining portion of the loop connecting to 50th Street will be constructed at full build-out of the Master Plan providing secondary access to the site. In the mean time, the southern part of the loop system has been constructed as a gravel access road for emergency vehicles and construction vehicles only. The City has been granted access easements to the southern part of the loop system.

The proposed development includes neo-traditional street designs that accommodate multiple modes of transportation and create a "sense of place." The streets are generally narrower than streets found in conventional suburban neighborhoods and feature integrated stormwater management systems, such as water quality swales within planter areas, though they accommodate a 24-foot clear travel space in Phases 2C, 2D and 4 in compliance with recent City requirements. (See Decision for #2-PD-15 and #3-PD-15.) A variety of street types that have been approved include:

- Harborton Street will be extended south to the southeast boundary of Phase 1 of Wilder with development of Phases 2E and 2F using the Main Street cross-section from the "Kit of Parts," identical to the cross-section used along Harborton for one block north of College Way.
- Two modified Village Center Road types will be used along 46th Street, transitioning to Ellis Street to connect with College Way, which will provide two-way travel, angle-in parking and sidewalks within the cross-section to connect

between the commercial, high-density residential, and medium-density residential uses in the community core. (See pages 14 and 15 of Appendix H.)

- The City-Mandated Neighborhood Local Road type with a travel width of 24 feet will be used for 42nd Place, terminating in an Auto Court. (See page 67 of Appendix H.)
- ~~The City-Mandated Hillside Street type with a travel width of 24 feet to satisfy Condition 11 of the Final Order will be used for 41st Circle. (See page 3 of Appendix H.)~~
- A woonerf – which integrates the pedestrian environment, urban-scale storm water planters, and vehicular parking – has been constructed within Fleming Street between 43rd Street and 44th Street, and will be extended south to 46th Street. The “Kit of Parts” section allows flexible width for the woonerf section along Fleming Street from 18 to 30 feet wide to accommodate on-street parking and bio-swale plantings without compromising fire access. The section of Fleming between 44th and 46th Streets will be 24 feet wide with no on-street parking. (See page 69 of Appendix H.)
- Dead-end streets terminate in Auto Courts featuring decorative pavement.
- Residential alleys are used along Geneva Street and Ellis Street in Phase 1; Geneva Street is proposed to extend south to 46th Street with Phase 2C. An alley is also proposed along 45th Street. The Geneva Street and 45th Street alleys in Phase 2C and 2D will be constructed to the Utility Alley standard added to the “Kit of Parts,” which features hard surfacing and a 24-foot clear width. (See page 68 of Appendix H.)

The previously approved “Kit of Parts” essentially creates an alternate set of street and utility standards that replace the standards in NMC Chapter 13. As noted in NMC 13.05.105.A, the subdivision standards may be modified for a planned development. The first version of the “Kit of Parts,” which illustrates these street components used throughout the development, was introduced and approved as a concept for the development throughout Wilder with #1-PD-07, including streets with narrower widths. There have been several revisions to the Kit with subsequent approvals.

Several of the major streets identified on the plan have already been constructed. 40th Street, Harborton Street, and College Way have been constructed through the Phase 1 site per the previous approvals. The current design of 40th Street, Harborton Street, and College Way, are consistent with previous approvals. 43rd Street, 44th Street, Ellis Street, Fleming Street and Geneva Street have been constructed through Wilder Phase 1 per approvals.

Changes to the “Kit of Parts” including additional street sections with a minimum 24-foot clear width were approved with #2-PD-15 and #3-PD-15 and required in Phases 2B, 2C, 2D and 3.

Street names within the development have been previously approved. Harborton Street is the existing street that is part of the loop road system to the east of Hwy 101 that begins with 40th Street on the north and ends with 50th Street on the south (and

eventually 62nd). Harborton Street is the longest stretch of the loop, running generally north-south through the Village. Harborton Street is for the former name of South Beach.

The streets that run perpendicular to Harborton Street are in numerical order, keeping with the general system of street names in South Beach. Streets included in Phase 1 (completed) and Phases 2-3 4 (to be constructed):

- ~~41st Circle as necessary to accommodate the City's Street Grid.~~
- 42nd Place as necessary to accommodate the City's Street Grid. It will terminate in an auto court, and provide pedestrian access through the park to 43rd Street.
- 43rd Street as necessary to accommodate the City's Street Grid. It terminates in an auto court.
- 44th Street as necessary to accommodate the City's Street Grid. It terminates at the cottage cluster, where it intersects with Ellis Street.
- 45th Street as necessary to accommodate the City's Street Grid. It provides a connection between Fleming and Geneva Street.
- 46th Street as necessary to accommodate the City's Street Grid. It terminates where it intersects with a continuation of Ellis Street.

No public streets are proposed in Phases 4 and 6, which is already served by Harborton Street.

The following streets do not intersect with Harborton Street: Ellis Street, Fleming Street, and Geneva Street.

- Ellis Street is for Ellis Island and for Ellis Bell, the pen name of Emily Bronte, author of Wuthering Heights.
- Fleming Street is for Alexander Fleming who discovered penicillin, and epidemiologist Dr. David Fleming who served as State Epidemiologist of Oregon as part of a regional and international career.
- Geneva Street is for Lake Geneva, Wisconsin and its namesake Geneva, Switzerland, as well as the old telephone exchange in the Dorchester area of Boston.

Traffic:

As part of the prior annexation of the site to the City, the City adopted Ordinance 1931 to address potential transportation impacts of Phase 1. Ordinance 1931 states that the City will not issue building permits for land uses in the annexation territory, which includes both the subject site and property abutting 40th Street owned by GVR Investments, if they generate more than 180 peak hour trips (based on Saturday mid-day peak hour in August). This "trip cap" limits the number of dwellings or commercial floor area that can be constructed within Phase 1 of Wilder and the GVR Investment Property based on the transportation improvements that are currently in place. When additional traffic improvements are made pursuant to the Transportation Systems Plan that is currently being updated, including the paving of Ash Street and the construction

of a traffic signal at 40th Street and Highway 101, the trip cap may be lifted allowing the full range of development to occur within the site consistent with the Traffic Study Transportation Planning Rule.

A traffic analysis was prepared in conjunction with the annexation of the Wilder site in 2007 demonstrates how the proposed development within Phase 1 can be accommodated within the limitations of the trip cap.

Subsequently, the City, Lincoln County, and ODOT worked to establish an alternative mobility standard for US 101 south of the Yaquina Bay Bridge which resulted in the creation of increased transportation system capacity. The City reserved 403 trips from the Trip Budget for properties in the annexation area, including 257 weekday PM peak hour trips allocated to Wilder. The applicant will apply these reserved trips to development in Phase 1 of Wilder covered by the Preliminary Development Plan, less trips that have been used by approved development in Wilder Phase 1 and the coffee shop in the Village Center. The total trip budget is 1,237 weekday PM peak hour trips for the TAZ A in which Wilder is located; Wilder may use some of these trips for future development, including Phase 1 of Wilder, in addition to the reserved trips.

Separate from the trips reserved for Wilder through the Trip Budget, Wilder has vested 232 weekday PM peak hour trips for forecasted development with previous approvals based on the trip vesting standards in NMC 14.43.090(D). A portion of the vested trips have already been allocated to development completed in Wilder Phase 1. When vested trips are used, they are also counted against the Trip Budget reserved for Wilder. With approval of this application, Wilder will tentatively have vested 313 weekday PM peak hour trips for development within the Final Development Plan. Tentative weekday PM peak hour vested trips break down by phase as follows:

<u>Phase 1</u>	<u>40 (40 SFD)</u>
<u>Phase 2A</u>	<u>49 (33 for retail/restaurant bldg, 16 for 6,025 SF specialty retail on 2 pads)</u>
<u>Phase 2B</u>	<u>17 (28 apartments)</u>
<u>Phase 2C</u>	<u>20 (20 SFD)</u>
<u>Phase 2D</u>	<u>6 (SFD)</u>
<u>Phase 2E</u>	<u>28 (assumes 10,150 SF specialty retail on 4 pads)</u>
<u>Phase 2F</u>	<u>41 (assumes 15,000 SF specialty retail)</u>
<u>Phase 3</u>	<u>9 (9 SFD)</u>
<u>Phase 4</u>	<u>22 (22 SFD) vested, to be increased to 81 (130 apartments) (proposed)</u>
<u>Phase 6</u>	<u>22 (7 for 12 apartments, 15 for 1,200 SF daycare center) (proposed)</u>
Total	232 existing, 313 proposed

The vesting term previously approved for Wilder is 10 years, meaning these trips will be vested through 2026. Additional trips for future phases of Wilder development will be vested through amended planned development plans and tentative subdivision plan;

additional PM peak hour trip capacity within TAZ Area "A" in which Wilder is located (prior to approval of these modifications) is available first come, first served.

Utilities:

Adequate services are in place or will be made available at time of development of Wilder as outlined within the infrastructure report that was prepared for the original Preliminary Development Plan approval. Updated utility plans are included on Sheets 15-18 of Appendix G.

The major Collector roadway facilities that serve the development, 40th Street and Harborton Street, have already been constructed through the site from Highway 101 to College Way. A sidewalk on the north/east side of Harborton will be completed to serve Phase 6. As shown in the updated Final Development Plan, various new public local streets will be extended from the Collector to serve the neighborhoods within the site consistent with the proposed circulation plan. (See Appendix F.)

Major utility facilities, including water and sewer lines, have also already been constructed within 40th Street, Harborton Street, and College Way to serve Phase 1 of Wilder and the Oregon Coast Community College campus. Utility plans illustrate how these facilities will be further extended to serve development within the site, including additional connections in Phase 2B to serve the two proposed lots. (See Sheets 15-18 of Appendix G.) Stormwater facilities will also be constructed on site to collect and treat run-off from impervious surfaces prior to being discharged to on-site drainage ways.

~~The development plan includes two stormwater alternatives for Phase 4: a wetland alternate that preserves an existing wetland as part of the drainage design, and a mitigation alternate that would remove the wetland and mitigate the effects, routing all stormwater through a traditional on-street drainage system. The wetland alternate would protect the wetland in a tract to ensure the City can access and maintain any public drainage infrastructure routed through the wetland.~~

IV. TENTATIVE SUBDIVISION PLAN

The applicant seeks to modify the tentative subdivision plan for Phase 1 of Wilder approved in #1-SUB-15 and other previous approvals by adding a single lot each for Phases 4 and 6, and creating two lots in Phase 2B from the single lot currently approved. (See Appendix G, Sheets 7-10.) All other provisions of the tentative subdivision plan for other phases remain unchanged, and are not addressed in this application. The subject application for Phases 4 and 6 complies with the procedures and submittal requirements for Tentative Subdivision Plan established in Chapter 13.05 of the Newport Municipal Code as follows:

13.05.015 Streets.

13.05.015.A. Criteria for Consideration of Modifications to Street Design. *As identified throughout the street standard requirements, modifications may be allowed to the standards by the approving authority. In allowing for modifications, the approving authority shall consider modifications of location, width, and grade of streets in relation to existing and planned streets, to topographical or other geological/environmental conditions, to public convenience and safety, and to the proposed use of land to be served by the streets. The street system as modified shall assure an adequate traffic circulation system with intersection angles, grades, tangents, and curves appropriate for the traffic to be carried considering the terrain. Where location is not shown in the Transportation System Plan, the arrangement of streets shall either:*

- (a) Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or*
- (b) Conform to a plan for the neighborhood approved or adopted by the Planning Commission to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical.*

RESPONSE: An updated street circulation plan for Phase 1 of the Wilder Master Plan is provided as part of the concurrent Preliminary Planned Development Modification application. (See Appendix G.) The proposed circulation plan has been refined to accommodate grading, utilities, and site layout for Phases 2B, 4 and 6.

No new roads are proposed to serve Phases 2B, 4 and 6. The Phase 2B lots will be served by the existing SE Harborton Street, and the proposed 46th Street and Ellis Street. The development in Phases 4 and 6 will take access from SE Harborton Street, an existing collector constructed with previous phases of development, and will provide onsite circulation within the phases through private drive aisles.

Natural features, such as steep topography, creeks, and wetlands, prevent any additional local street connections to surrounding parcels through Phases 4 and 6.

13.05.015.B. Minimum Right-of-Way and Roadway Width. *Unless otherwise indicated on the development plan, the street right-of-way and roadway widths shall not be less than the minimum width in feet shown in the following table:*

<i>Type of Street</i>	<i>Minimum Right-of-Way</i>	<i>Minimum Roadway Width</i>
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	<i>Width</i>	
<i>Arterial, Commercial and Industrial</i>	<i>80 feet</i>	<i>44 feet</i>
<i>Collector</i>	<i>60 feet</i>	<i>44 feet</i>
<i>Minor Street</i>	<i>50 feet</i>	<i>36 feet</i>
<i>Radius for turn-around at end of cul-de-sac</i>	<i>50 feet</i>	<i>45 feet</i>
<i>Alleys</i>	<i>25 feet</i>	<i>20 feet</i>

Modifications to this requirement may be made by the approving authority where conditions, particularly topography, geology, and/or environmental constraints, or the size and shape of the area of the subdivision or partition, make it impractical to otherwise provide buildable sites, narrower right-of-way and roadway width may be accepted. If necessary, slope easements may be required.

RESPONSE: The previously approved Planned Development application for the site included a "Kit of Parts" that identified typical neo-traditional street sections, including roadway and right-of-way widths, for each unique street type that could be located within the Master Plan site. (See Appendix H.) SE Harborton Street, which provides access to both Phases 4 and 6, has already been constructed to approved "Kit of Parts" standards and approved engineering drawings, with a 75-foot right-of-way and 24-foot roadway width. (See Appendix J, Detail 4.) No new streets are planned with Phases 4 and 6, however, a 4-foot wide sidewalk will be constructed along SE Harborton Street fronting Phase 6 within the existing right-of-way to provide connectivity to the west.

In Phase 2B, 46th Street and Ellis Street will be built to approved standards for Village Center Road sections. (See Appendix H, pages 14-15.) No changes to the roadways are proposed to accommodate the creation of two lots in place of one lot; the two lots will continue to have frontage on public streets.

13.05.015.C. Reserve Strips. *Reserve strips giving a private property owner control of access to streets are not allowed.*

RESPONSE: This criterion is not applicable. There are no reserve strips proposed for the subdivision.

13.05.015.D. Alignment. *Streets other than minor streets shall be in alignment with existing streets by continuations of their center lines. Staggered street alignment resulting in "T" intersections shall leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction and, in no case, shall be less than 100 feet. If not practical to do so because of topography or other conditions, this requirement may be modified by the approving authority.*

RESPONSE: This criterion is not applicable; the applicant does not propose any new streets creating any new alignments in Phases 4 and 6 and 46th and Ellis Street alignments have already been approved.

13.05.015.E. Future Extensions of Streets. *Proposed streets within a land division shall be extended to the boundary of the land division. A turnaround if required by the Uniform*

Fire Code will be required to be provided. If the approval authority determines that it is not necessary to extend the streets to allow the future division of adjoining land in accordance with this chapter, then this requirement may be modified such that a proposed street does not have to be extended to the boundary of the land division.

RESPONSE: As described above, the collector roadway that serves the site, identified as Harborton Street, has already been constructed through Phase 1 of the Wilder Master Plan site south to College Way and will be extended south to the boundary of the Planned Development. Harborton Street transitions to 40th Street in the north of the Planned Development, which extends across the development's western boundary running east-west to intersect with Highway 101. No new streets are proposed within Phases 4 and 6 that would require additional extensions. In Phase 2B, 46th and Ellis Streets have been approved, with Ellis Street continuing to the south to comment with College Way.

3-2-2.030. Intersection Angles.

1. *Streets shall be laid out to intersect at right angles.*
2. *An arterial intersecting with another street shall have at least 100 feet of tangent adjacent to the intersection.*
3. *Other streets, except alleys, shall have at least 50 feet of tangent adjacent to the intersection.*
4. *Intersections which contain an acute angle of less than 80 degrees or which include an arterial street shall have a minimum corner radius sufficient to allow for a roadway radius of 20 feet and maintain a uniform width between the roadway and the right-of-way line.*
5. *No more than two streets may intersect at any one point.*
6. *If it is impractical due to topography or other conditions that require a lesser angle, the requirements of this section may be modified by the approval authority. In no case shall the acute angle in Subsection F.1. be less than 80 degrees unless there is a special intersection design.*

RESPONSE: This criterion is not applicable; no new streets are proposed.

13.05.015.G. Half Street. *Half streets are not allowed. Modifications to this requirement may be made by the approving authority to allow half streets only where essential to the reasonable development of the land division, when in conformity with the other requirements of these regulations and when the city finds it will be practical to require the dedication of the other half when the adjoining property is divided. Whenever a half street is adjacent to a tract property to be divided, the other half of the street shall be provided.*

RESPONSE: This criterion is not applicable. The proposed subdivision does not include any half-street improvements.

13.05.015.H Sidewalks. *Sidewalks in conformance with the city's adopted sidewalk design standards are required on both sides of all streets within the proposed land division and are required along any street that abuts the land division that does not have sidewalk abutting*

the property within the land division. The city may exempt or modify the requirement for sidewalks only upon the issuance of a variance as defined in the Zoning Ordinance.

RESPONSE: On Harborton Street, a 12-foot wide multiuse path has been constructed on the south/west side of the street that serves Phase 4 and provides adequate pedestrian circulation for both sides of the street. An additional sidewalk will be constructed on the north/east side of Harborton along the Phase 6 frontage to provide a direct pedestrian connection from the multifamily residential development to connect with an existing sidewalk along the north side of 40th Street to the west at Chestnut Street. Future pedestrian connectivity to the south will be developed with plans for Phase 5 and may include alternative connections such as an off-street trail. Sidewalks will be constructed along 46th and Ellis Streets in Phase 2B consistent with approved Village Center roadway cross-sections. Sidewalks are supplemented with multiuse pathways and nature trails to enhance pedestrian connectivity throughout Wilder.

13.05.015.I. Cul-de-Sac. *A cul-de-sac shall have a maximum length of 400 feet and serve building sites for not more than 18 dwelling units. A cul-de-sac shall terminate with a circular turn-around meeting minimum Uniform Fire Code requirements. Modifications to this requirement may be made by the approving authority. A pedestrian or bicycle way may be required by easement or dedication by the approving authority to connect from a cul-de-sac to a nearby or abutting street, park, school, or trail system to allow for efficient pedestrian and bicycle connectivity between areas if a modification is approved and the requested easement or dedication has a rational nexus to the proposed development and is roughly proportional to the impacts created by the proposed land division.*

RESPONSE: This criterion is not applicable; no cul-de-sacs are proposed in Phases 2B, 4 and 6.

13.05.015.J. Street Names. *Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of an existing street. Street names and numbers shall conform to the established pattern in the city, as evident in the physical landscape and described in City of Newport Ordinance No. 665, as amended.*

RESPONSE: Street names in Wilder Phase 1 have been previously approved by the Planning Commission and no changes are proposed. Ellis, Fleming, Geneva and Harborton Streets will continue through the development, and numbered streets will be named consistent with the established pattern in the city. The street names are identified on the plat. (See Appendix G, Sheets 7-10.)

13.05.015.K. Marginal Access Streets. *Where a land division abuts or contains an existing or proposed arterial street, the Planning Commission may require marginal access streets, reverse frontage lots with suitable depth, screen planting constrained in a nonaccess reservation along the rear or side property line, or other treatment necessary for adequate protection of residential properties and to afford separation of through and local traffic.*

RESPONSE: This criterion is not applicable. The proposed land division does not abut or contain an existing or proposed arterial street.

3-2-2.060. Alleys. *Alleys shall be provided in commercial and industrial districts. If other permanent provisions for access to off-street parking and loading facilities are provided,*

the approving authority is authorized to modify this provision if a determination is made that the other permanent provisions for access to off-street parking and loading facilities are adequate to assure such access. The corners of alley intersections shall have a radius of not less than 12 feet.

RESPONSE: This criterion is not applicable; no alleys are proposed within Phases 2B, 4 and 6, which are proposed for residential use. Off-street parking in Phases 4 and 6 will be accessed directly from Harborton Street and served with private drive aisles. Off-street parking in Phase 2B will be accessed from 46th Street.

13.05.020 Blocks.

13.05.020.A. General. *The length, width, and shape of blocks for non-residential subdivisions shall take into account the need for adequate building site size and street width, and shall recognize the limitations of the topography.*

RESPONSE: Not applicable; no non-residential development is proposed with Phases 2B, 4 and 6.

13.05.020.B. Size. *No block shall be more than 1,000 feet in length between street corners. Modifications to this requirement may be made by the approving authority if the street is adjacent to an arterial street or the topography or the location of adjoining streets justifies the modification. A pedestrian or bicycle way may be required by easement or dedication by the approving authority to allow connectivity to a nearby or abutting street, park, school, or trail system to allow for efficient pedestrian and bicycle connectivity between areas if a block of greater than 1,000 feet if a modification is approved and the requested easement or dedication has a rational nexus to the proposed development and is roughly proportional to the impacts created by the proposed land division.*

RESPONSE: Block lengths in excess of 1,000 feet are not proposed.

13.05.025 Easements.

13.05.025.A. Utility Lines. *Easements for sewers and water mains shall be dedicated to the city wherever a utility is proposed outside of a public right-of-way. Such easements must be in a form acceptable to the city. Easements for electrical lines, or other public utilities outside of the public right-of-way shall be dedicated when requested by the utility provider. The easements shall be at least 12 feet wide and centered on lot or parcel lines, except for utility pole tieback easements, which may be reduced to six (6) feet in width.*

RESPONSE: Easements for sewer and water mains, public utilities and electrical lines outside of the public right-of-way will be provided within the subdivision plat per the above requirements. Public sewer, water and drainage easements will be provided in Phases 4 and 6 based on location of utilities and fire hydrants as needed; easements will be in a form acceptable to the city. A 75-foot-wide easement for the electrical lines on the northeast side of Harborton Street has already been recorded, and will be maintained with development of Phase 6. No sewers or water mains are proposed outside of public right-of-way in Phase 2B; a drainage easement along the property line running through the parking lot will be recorded.

13.05.025.B. Utility Infrastructure. *Utilities may not be placed within one foot of a survey monument location noted on a subdivision or partition plat.*

RESPONSE: Utilities will not be placed within one foot of a survey monument location. Final utility locations will be provided in future construction plan submittals to the City.

13.05.025.C. Water Course. *If a tract is traversed by a water course such as a drainage way, channel, or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially to the lines of the water course, and such further width as will be adequate for the purpose. Streets or parkways parallel to the major water courses may be required.*

RESPONSE: Stormwater drains through the site in existing stormwater systems, roadside swales, and natural low spots in undeveloped areas. There are no significant water bodies or water courses identified within the Wilder site except for two small wetlands. The small wetland in Phase 4 will be filled. The small wetland in Phase 6 will be retained. Phase 4 stormwater will be routed in a public storm drain from Harborton Street to an existing drainage way to the south of Phase 4; the storm drain system will be located within a public easement, either a stand-alone storm water easement or combined with water and sewer easements in Phase 4.

13.05.030 Lots and Parcels.

13.05.030.A. Size. *The size (including minimum area and width) of lots and parcels shall be consistent with the applicable lot size provisions of the Zoning Ordinance, with the following exception:*

(a) *Where property is zoned and planned for business and industrial use, other widths and areas may be permitted at the discretion of the Planning Commission. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provided for the off-street service and parking facilities required by the type of use and development contemplated.*

RESPONSE: R-3 zoning is proposed for both Phases 4 and 6, to facilitate multifamily development. Phase 4, Lot 1 will total 5.08 acres and Phase 6, Lot 1 will total 1.78 acres, satisfying the 5,000 SF minimum requirement for the R-3 zone. Phase 2B is also zoned R-3, and Lot 27 will total 13,623 SF and Lot 28 will total 20,746 SF, meeting the minimum standard.

13.05.030.B. Street Frontage. *Each lot and parcel shall possess at least 25 feet of frontage along a street other than an alley.*

RESPONSE: Both lots proposed for Phases 4 and 6 will have in excess of 25 feet of frontage along Harborton Street. Lot 27 in Phase 2B will have in excess of 25 feet of frontage along Harborton Street and 46th Street, and Lot 28 will have sufficient frontage along 46th and Ellis Streets.

13.05.030.C. Through Lots and Parcels. *Through lots and parcels are not allowed. Modifications may be made by the approving authority where they are essential to provide separation of residential development from major traffic arteries or adjacent nonresidential activities or to overcome specific disadvantages of topography and orientation. The approving authority may require a planting screen easement at least 10 feet wide and across which there shall be no right of access. Such easement may be required along the line of building sites abutting a traffic artery or other incompatible use.*

RESPONSE: No through lots or parcels are proposed with these phases.

13.05.030.D. Lot and Parcel Side Lines. *The side lines of lots and parcels shall run at right angles to the street upon which they face, except that on curved streets they shall be radial to the curve. Modifications to this requirement may be made by the approving authority where it is impractical to do so due to topography or other conditions or when the efficient layout of the land division has the lines running as close to right angles (or radial) as practical.*

RESPONSE: The proposed lot lines in Phase 2B run at right angles to Harborton Street on the north and south edges of the lots. The proposed lot lines in Phases 4 and 6 run at right angles to Harborton Street on the west edge of the lots. On the eastern edge of the lots in Phases 4 and 6, the lot lines run near to radial while accommodating significant topographical changes. The eastern side line of Tract "G" in particular is shaped by a steep ravine in between Phases 4 and 3, and sited to accommodate a public nature trail.

13.05.030.E. Special Setback Lines. *All special building setback lines, such as those proposed by the applicant or that are required by a geological report, which are to be established in a land division, shall be shown on the plat, or if temporary in nature, shall be included in the deed restrictions.*

RESPONSE: This criterion is not applicable. There are no special setback lines proposed.

13.05.030.F. Maximum Lot and Parcel Size. *Proposed lots and parcels shall not contain square footage of more than 175% of the required minimum lot size for the applicable zone. Modifications to this requirement may be made by the approving authority to allow greater square footage where topography or other conditions restrict further development*

potential or where the layout of the land division is designed and includes restrictions to provide for extension and opening of streets at intervals which will permit a subsequent division into lots or parcels of appropriate size for the applicable zone designation.

RESPONSE: The lots in Phases 2B, 4 and 6 are larger than 175% of the required minimum lot size in order to accommodate multifamily development at densities consistent with the R-3 zone.

The area to the east of Harborton is proposed as an oversized remainder lot. This lot will ultimately be re-platted as part of full build-out of Phase 1 of Wilder. As part of the Preliminary Planned Development application, the applicant has prepared a land use concept plan that demonstrates how these lots could be re-platted in the future consistent with City standards as permitted through a Planned Development. (See Appendix F.)

13.05.030.G. Development Constraints. *No lot or parcel shall be created with more than 50% of its land area containing wetlands or lands where the city restricts development to protect significant Statewide Land Use Planning Goal 5 or Goal 17 resources, except that areas designated as open space within a land division may contain up to 100% of a protected resource. (...)*

RESPONSE: Lot 1 of Phase 4 contains a small wetland totaling 2,053 SF, or less than 1% of the lot; the wetland will be filled and mitigated with development. Lot 1 of Phase 6 includes a small wetland totaling 1,548 SF, or approximately 2% of the lot, and will be protected with development. Tract "G" in Phase 4 is designated as open space and includes steep slopes and ravines. (See Sheet 16 of Appendix G.) There are no wetlands or other resources in the proposed Phase 2B lots.

13.05.030.H. Lots and Parcels within Geological Hazard Areas. *Each new undeveloped lot of parcel shall include a minimum 1,000 square foot building footprint within which a structure could be constructed and which is located outside of active and high hazard zones and active landslide areas (See Section 2-4-7 of the Zoning Ordinance for an explanation of hazard zones). New public infrastructure serving a lot or parcel shall similarly be located outside of active and high hazard zones and active landslide areas.*

RESPONSE: All of Phase 1 of Wilder is located outside of Geologic Hazard Areas as mapped by the City of Newport (see Map C2 of City's Geologic Hazards Map prepared June 17, 2011); this criterion does not apply.

13.05.035 Public Improvements.

Public Improvement Procedures. In addition to other requirements, public improvements installed by a developer that is dividing land, whether required or voluntarily provided, shall comply with this chapter, and with any public improvement standards or specifications adopted by the city. The following procedure shall be followed:

13.05.035.A. *Improvement work, including excavation in the excess of 100 cubic yards, shall not be commenced until plans have been checked for adequacy and approved by*

the city. To the extent necessary for evaluation of the proposal, the plans shall be required before approval of the tentative plan of a subdivision or partition.

RESPONSE: Engineering plans will be submitted to the city prior to construction of any public improvements.

13.05.035.B. *Improvement work shall not commence until after the city is notified, and, if work is discontinued for any reason, it shall not be resumed until after the city is notified.*

RESPONSE: The applicant will notify the city before commencing improvement work.

13.05.035.C. *Public improvements shall be constructed under the inspection and to the satisfaction of the city engineer. The city may require change in typical sections and details in the public interest if unusual conditions arise during construction to warrant the change.*

RESPONSE: The applicant will construct the improvements under the inspection and to the satisfaction of the city engineer.

13.05.035.D. *Underground utilities, sanitary sewers, and storm drains installed in streets shall be constructed prior to the surfacing of the streets. Stubs for service connection for underground utilities and sanitary sewers shall be placed to allow future connections without disturbing the street improvements.*

RESPONSE: Utilities in Phases 4 and 6 will connect to stubs already placed in Harborton Street. Connections to existing utility stubs will be coordinated to minimize re-surfacing of Harborton Street. Utilities in Phase 2B will be constructed prior to construction of 46th Street. (See Appendix G, Sheet 17 for Utility Plan.)

13.05.035.E. *A map showing public improvements as built shall be filed with the city upon completion of the improvements.*

RESPONSE: The applicant will file as-built plans with the city.

13.05.035.F. *Public improvements shall not be commenced until any appeals of the subdivision approval are resolved.*

RESPONSE: The applicant will abide by this requirement.

13.05.040 Public Improvement Requirements.

13.05.040.A. *The following public improvements are required for all land divisions, except where a subdivision plat is reconfiguring or establishing rights-of-way for future public streets:*

1. Streets. *All streets, including alleys, within the land division, streets adjacent but only partially within the land divisions, and the extension of land division streets to the intersecting paving line of existing streets with which the land division streets intersect, shall be graded for the full right-of-way width. The roadway shall be improved to a width of 36 feet or*

other width as approved by the approval authority by excavating to the street grade, construction of concrete curbs and drainage structures, placing a minimum of six inches of compacted gravel base, placement of asphaltic pavement 36 feet in width or other width as approved by the approval authority and approximately two inches in depth, and doing such other improvements as may be necessary to make an appropriate and completed improvement. Street width standards may be adjusted as part of the tentative plan approval to protect natural features and to take into account topographic constraints and geologic risks.

RESPONSE: The streets serving Phases 4 and 6 have already been constructed and extended through the development, including the minimum width required for the applicable "Kit of Parts" street sections approved for use in Wilder. SE Harborton Street will be completed with a 4-foot wide sidewalk on the north/east side of the street along the Phase 6 frontage with this development. Harborton Street fronting Phase 2B has also been completed, and 46th and Ellis Streets fronting the lots in Phase 2B will be constructed to the approved Village Center cross-sections with development of this phase.

2. Surface Drainage and Storm Sewer System. *Drainage facilities shall be provided within the land division and to connect the land division drainage to drainage ways or storm sewers outside the land division. Design of drainage within the land division shall take into account the capacity and grade necessary to maintain unrestricted flow from areas draining through the land division and to allow extension of the system to serve such areas.*

RESPONSE: As illustrated in the utility plan, drainage facilities are proposed within the subdivision to connect the subdivision to drainage ways outside the subdivision in accordance with City standards. (See Appendix G, Sheets 15-18.) Phase 4 storm water will be routed in a public storm drain from Harborton Street to the existing drainage way south of Phase 4. Phase 2B storm water will be collected in a drainage way along the proposed lot line down the middle of the parking lot shared by both lots through an easement, draining to 46th Street.

3. Sanitary Sewers. *Sanitary sewers shall be installed to serve each lot or parcel in accordance with standards adopted by the City, and sewer mains shall be installed in streets as necessary to connect each lot or parcel to the city's sewer system.*

RESPONSE: A sewer main is already installed in Harborton Street and will provide service to the development in Phases 4 and 6. A sewer main is planned along 46th Street which will provide service to the two lots in Phase 2B. As illustrated in the utility plan, sanitary sewers will be installed to serve each lot in accordance with standards adopted by the City. (See Appendix G, Sheets 15-18.)

4. Water. *Water mains shall be installed to allow service to each lot or parcel and to allow for connection to the city system, and service lines or stubs to each lot shall be provided. Fire hydrants shall be installed as required by the Uniform Fire Code. The city may require that mains be extended to the boundary of the land division to provide for future extension or looping.*

RESPONSE: A water main is already installed in Harborton Street and will provide service to the development in Phases 4 and 6. A water main is planned along 46th Street which will provide service to the two lots in Phase 2B. As illustrated in the utility plan, water mains and

fire hydrants will be installed to serve each lot in accordance with standards adopted by the City. (See Appendix G, Sheets 15-18.)

5. Sidewalks. *Required sidewalks shall be constructed in conjunction with the street improvements except as specified below:*

a. Delayed Sidewalk Construction. If sidewalks are designed contiguous with the curb, the subdivider may delay the placement of concrete for the sidewalks by depositing with the city a cash bond equal to 115 percent of the estimated cost of the sidewalk. In such areas, sections of sidewalk shall be constructed by the owner of each lot as building permits are issued. Upon installation and acceptance by the city engineer, the land owner shall be reimbursed for the construction of the sidewalk from the bond. The amount of the reimbursement shall be in proportion to the footage of sidewalks installed compared with the cash bond deposited and any interest earned on the deposit.

b. Commencing three (3) years after filing of the final plat, or a date otherwise specified by the city, the city engineer shall cause all remaining sections of sidewalk to be constructed, using the remaining funds from the aforementioned cash bond. Any surplus funds shall be deposited in the city's general fund to cover administrative costs. Any shortfall will be paid from the general fund.

c. Notwithstanding the above, a developer may guarantee installation of required sidewalks in an Improvement Agreement as provided in Section 13.05.090(C).

RESPONSE: SE Harborton Street has been constructed consistent with approved construction drawings including a 12-foot-wide multiuse path along the south/west side of Harborton Street which will serve Phases 2B and 4. A sidewalk will be constructed along the north/east side of Harborton Street fronting Phase 6 to provide a direct pedestrian connection to the west. Sidewalks will be constructed along 46th and Ellis Streets with Phase 2B. (See Appendix G, Sheets 4 and 5.)

13.05.040.B. *All public improvements shall be designed and built to standards adopted by the city. Until such time as a formal set of public works standards is adopted, public works shall be built to standards in any existing published set of standards designated by the city engineer for the type of improvement. The city engineer may approve designs that differ from the applicable standard if the city engineer determines that the design is adequate.*

RESPONSE: Public improvements will be designed and built to city standards or approved standards in the "Kit of Parts."

13.05.040.C. *Public improvements are subject to inspection and acceptance by the city. The city may condition building or occupancy within the land division on completion and acceptance of required public improvements.*

RESPONSE: The applicant will abide by this requirement.

13.05.045 Adequacy of Public Facilities and Utilities (Electric and Phone)

13.05.045.A. *Tentative plans for land divisions shall be approved only if public facilities and utilities (electric and phone) can be provided to adequately service the land division as*

demonstrated by a written letter from the public facility provider or utility provider stating the requirements for the provision of public facilities or utilities (electric and phone) to the proposed land division.

RESPONSE: The Pioneer Telephone Cooperative and Central Lincoln PUD have confirmed that they can provide service for the proposed subdivision. (See Appendix E.)

13.04.045.B. *For public facilities of sewer, water, storm water, and streets, the letter must identify the:*

- 1. Water main sizes and locations, and pumps needed, if any, to serve the land division.*
- 2. Sewer mains sizes and locations, and pumping facilities needed, if any, to serve the land division.*
- 3. Storm drainage facilities needed, if any, to handle any increased flow or concentration of surface drainage from the land division, or detention or retention facilities that could be used to eliminate need for additional conveyance capacity, without increasing erosion or flooding.*
- 4. Street improvements outside of the proposed development that may be needed to adequately handle traffic generated from the proposed development.*

RESPONSE: The City provided a letter on September 18, 2015, identifying the utilities serving Wilder generally and their adequacy for the Planned Development as proposed in #2-PD-15 and #3-PD-15. (See Appendix E.) The modifications proposed with this application do not change the total amount and intensity of proposed development, which remains consistent with the previously approved Planned Development, and can be served by public facilities as verified in the 2015 letter.

13.05.050 Underground Utilities and Service Facilities.

13.05.050.A. Undergrounding. *All utility lines within the boundary of the proposed land divisions, including, but not limited to, those required for electric, telephone, lighting, and cable television services and related facilities shall be placed underground, except surface-mounted transformers, surface-mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, high capacity electric and communication feeder lines, and utility transmission lines operating at 50,000 volts or above. The subdivider shall make all necessary arrangements with the serving utility to provide the underground service.*

RESPONSE: All utility facilities within the subdivision will be designed in accordance with this standard. The main Central Lincoln PUD transmission lines through South Beach will be located above ground within a 75-foot right-of-way along the north/east side of Harborton Street.

13.05.050.B. Non-City-Owned Utilities. *As part of the application for tentative land division approval, the applicant shall submit a copy of the preliminary plat to all non-city-owned utilities that will serve the proposed subdivision. The subdivider shall secure from the non-city-owned utilities, including but not limited to electrical, telephone, cable television, and natural gas utilities, a written statement that will set forth their extension policy to serve the*

proposed land division with underground facilities. The written statements from each utility shall be submitted to the city prior to the final approval of the plat for recording.

RESPONSE: The Pioneer Telephone Cooperative and Central Lincoln PUD have confirmed that they can provide service for the proposed subdivision. (See Appendix E.)

13.05.055 Street Lights.

Street lights are required in all land divisions where a street is proposed. The city may adopt street light standards. In the absence of adopted standards, street lights shall be placed in new land divisions to assure adequate lighting of streets and sidewalks within and adjacent to the land division.

RESPONSE: There are already street lights installed along Harborton Street to serve Phases 4 and 6 consistent with approved construction drawings; no new street lights are proposed with this application. Proposed street light locations along 46th and Ellis Streets were reviewed and approved with previous applications. (See Sheets 15-18, Appendix G and Appendix J.)

13.05.060 Street Signs

Street name signs, traffic control signs and parking control signs shall be furnished and installed by the city.

RESPONSE: As required, street signs, traffic control signs and parking control signs will be furnished and installed by the City Street Department.

13.05.065 Monuments

Upon completion of street improvements, monuments shall be reestablished and protected in monument boxes at every street intersection and all points of curvature and points of tangency of street center lines.

RESPONSE: The applicant shall reestablish and protect monuments as required.

13.05.090 Final Plat Requirements for Land Divisions Other than Minor Replats or Partitions.

13.05.090.A. Submission of Final Plat. *Within two years after tentative plan approval, such other time established at the time of tentative plan approval, or extensions granted under this chapter, the owner and/or applicant (collectively referred to as the "developer") shall cause the land division to be surveyed and a final plat prepared. If the developer elects to develop the land division in phases, final plats for each phase shall be completed within the time required (e.g. Phase I completed within two years, Phase II completed within the next two years, etc.). The final plat shall be in conformance with the approved tentative plan, this chapter, ORS Chapter 92, and standards of the Lincoln County Surveyor.*

RESPONSE: As previously conditioned in #1-SUB-09, the developer shall have up to four

years to submit the final plat for the initial phase of development and an additional four years for each subsequent phase of development included in the tentative subdivision plan.

V. PRELIMINARY DEVELOPMENT PLAN MAJOR MODIFICATION FOR PHASE 1 (NMC 14.35)

This application addresses only modifications to the Preliminary Development Plan for Phase 1 of Wilder proposed for Phases 2B, 4 and 6. All other aspects of the plan were approved in #2-PD-15 and previous applications.

14.35.020. Permitted Uses. *An approved planned development permit may only include those uses permitted outright or conditionally in the underlying district. (...)*

RESPONSE: The applicant proposes uses permitted both outright and conditionally. In the C-1 commercial zone, the following uses have been approved, as defined by the Newport Municipal Code:

- Retail sales and services, excluding bulk retail
- Community services, including churches
- Hotels
- Offices
- Educational institutions
- Day care facilities
- Housing over commercial including live-work units

The applicant proposes single-family and two-family residential uses in the R-2 zone, and single-family, two-family and multifamily uses in the R-3 zone. With this application, the applicant also proposes to allow Day Care Facilities with accessory Community Service uses such as personal development education, counseling, and distribution of donations to clients as outright permitted uses; they are permitted conditionally in the R-3 zone.

Parks and trails are proposed in all zones of the Planned Development.

14.35.030. Accessory Uses in Planned Development. *In addition to the accessory uses typical for the primary or conditional uses authorized, accessory uses approved as part of a planned development may include the following uses:*

- A. Golf courses.
- B. Private parks, lakes or waterways.
- C. Recreation areas.
- D. Recreation buildings, clubhouses or social halls.

E. Other accessory structures that the Planning Commission finds are designed to serve primarily the residents of the planned development and are compatible to the design of the planned development.

RESPONSE: Accessory dwelling units have previously been approved for Phases 1, 2D and 3 in Wilder, but are not proposed for Phases 4 and 6. No other accessory uses are proposed other than those customary for the primary and conditional uses.

14.35.070. Criteria for Approval of a Preliminary Development Plan. *The approval authority may approve an application for a Preliminary Development Plan when it finds that the application complies with the following criteria:*

14.35.070.A. Size of the Planned Development Site.

1. *A planned development shall be on a tract of land of at least two acres in low density residential areas, or;*

RESPONSE: The total area for Phase 1 of Wilder is approximately 60 acres, including rights-of-way and areas that have been previously developed. The planned development includes a mix of low density, high density and commercial areas; the low-density area exceeds the two-acre minimum.

2. *A planned development may be allowed on any size tract of land in high density residential areas if:*

- a. *An unusual physical or topographic feature of importance to the people of the area or the community as a whole exists on the site or in the neighborhood, which can be conserved and still leave the land owner equivalent use to the land by the use of a planned development.*
- b. *The property or its neighborhood has a historical character of importance to the community that will be protected by the use of a planned development.*
- c. *The property is adjacent to or across a street from property that has been developed or redeveloped under a planned development, and a planned development will contribute to the maintenance of the amenities and values of the neighboring development.*

RESPONSE: The planned development includes a mix of low density, high density and commercial areas. The South Beach Neighborhood Plan requires that the subject site be developed through a Master Plan process, such as that provided through the Planned Development process.

14.35.070.B. Dimensional and Bulk Standards.

1. *The minimum lot area, width, frontage, and yard requirements otherwise applying to individual buildings in the zone in which a planned development is proposed do not apply within a planned development.*

RESPONSE: The applicant previously received approval for modifications to the minimum lot area, minimum lot widths, and setbacks required for lots within the R-2, R-3, and C-1 zoning districts for each development type. See pages 13-14 for approved dimensional standards. No further modifications are requested with this application.

2. *If the spacing between main buildings is not equivalent to the spacing, which would be required between buildings similarly developed under this Ordinance on separate parcels, other design features shall provide light, ventilation, and other characteristics equivalent to that obtained from the spacing standards.*

RESPONSE: As previously proposed, design features will be incorporated into the development that provide light, ventilation, and other characteristics equivalent to that obtained from the spacing standards. The design features of the development are

identified in the attached "Kit of Parts" and include such things as buildings with multi-planned sloped roofs, porches, balconies, variations in materials and colors, use of natural materials to blend with the surroundings, large shared common green spaces, etc.

3. Buildings, off-street parking and loading facilities, open space, landscaping, and screening shall provide protection outside the boundary lines of the development comparable to that otherwise required of the development in the zone.

RESPONSE: Buildings, off-street parking and loading facilities, open space, landscaping, and screening will provide protection outside the boundary lines of the development comparable to that otherwise required of the development in the zone.

The proposed residential areas of the site are shielded/buffered from adjacent property to the north, west, and east by steep ravines and dense existing vegetation. Each lot will be fully landscaped, and street trees are provided along all streets, which will provide another level of buffering.

The Village Center area abuts the Oregon Community College (OCCC) campus, a non-residential use, to the south and west. The proposed buildings, proposed landscaping, and existing vegetation will provide a level of screening from the OCCC campus.

Furthermore, the surface parking areas within the Village Center area, which will serve apartments, commercial and mixed-use buildings, are located behind or to the side of buildings rather than between buildings and adjacent streets and off-site properties. This greatly limits noise and glare from vehicles and parking lot lighting relative to adjoining properties. There will not be any bright or noisy loading docks for large trucks, given the small-scale operation of the retail being proposed.

The off-street parking areas in Phases 4 will be screened with a mixture of topographic changes, landscaping buffers, and location of facilities primarily to the sides of buildings. In Phase 6, the parking area will be located in front of the buildings to comply with the terms of the PUD easement along the parcel, which prohibits any permanent structures within the easement and allows parking. Landscaping will be provided in Phase 6 between the parking area and Harborton Street to minimize the visual impacts; consistent with the terms of the easement, landscaping will consist of grass and shrubs rather than trees that could interfere with the electric lines. (See Appendix G, Sheet 19 for landscaping plan for Phases 4 and 6.)

4. The maximum building height shall, in no event, exceed those building heights prescribed in the zone in which the planned development is proposed, except that a greater height may be approved if surrounding open space within the planned development, building setbacks, and other design features are used to avoid any adverse impact due to the greater height.

RESPONSE: The applicant has previously received approval for three-story buildings that are up to 45 feet in height in the R-3 District, which will apply to development in Phases 4 and 6. No other building height modifications are proposed. The height of multifamily structures in Phase 4 will be visually mitigated from other areas within and

adjacent to the development through a combination of topographical changes and existing tree buffers. (See cross-section in Appendix K.)

5. The building coverage for any planned development shall not exceed that which is permitted for other construction in the zone exclusive of public and private streets.

RESPONSE: The building coverage in the Preliminary Planned Development shall not exceed the maximum allowed in the zones.

14.35.070.C. Project Density.

1. The planned development may result in a density in excess of the density otherwise permitted within the zone in which the planned development is to be constructed not to exceed 5%. An increase in density of over 5% but less than 10% can be permitted by the Planning Commission if the arrangement of yards and common open space is found to provide superior protection to existing or future development on adjacent property.

2. If the Planning Commission finds that any of the following conditions would be created by an increase in density permitted by the Section, it may either prohibit any increase in density or limit the increase in density by an amount which is sufficient to avoid creation of any of these conditions:

- a. Inconvenient or unsafe access to the planned development.*
- b. Traffic congestion in the streets that adjoin the planned development.*
- c. An excessive burden on sewerage, water supply, parks, recreational areas, schools, or other public facilities which serve or are proposed to serve the planned development.*

RESPONSE: The applicant is not proposing to increase the density above what is permitted in the R-2 and R-3 base zones. The total units proposed for Phase 1 of Wilder in the preliminary development plan is 258-345 units on 54.3 gross acres of land zoned R-2 and R-3, or an average density of 4.7 to 6.3 units per acre. Density of individual developments in Phases 4 and 6 will also comply with the maximum density for the R-3 zone of no more than one unit per 1,250 SF. Phase 4 is proposed at 130 units on 5.09 acres, or one unit per 1,706 SF. Phase 6 is proposed at 12 units on 1.78 acres, or one unit per 6,461 SF due to development constraints associated with the 75-foot PUD easement. Phase 2B is proposed at 28 units on a combined 34,369 SF, or one unit per 1,227 SF, which is less than a 2% increase in density relative to the 1,250 SF per unit standard consistent with the 5% increase allowed by this section.

14.35.070.D. Common Open Space.

1. No open space area may be accepted as common open space within a planned development unless it meets the following requirements:

- a. The location, shape, size and character of the common open space is suitable for the planned development.*

b. The common open space is for amenity or recreational purposes, and the uses authorized are appropriate to the scale and character of the planned development, considering its size, density, expected population, topography, and the number and type of dwellings provided.

c. Common open space will be suitably improved for its intended use, except that common open space containing natural features worthy of preservation may be left unimproved. The buildings, structures, and improvements to be permitted in the common open space are appropriate to the uses, which are authorized for the common open space.

d. The development schedule which is part of the development plan coordinates the improvement of the common open space and the construction of buildings and other structures in the common open space with the construction of residential dwellings in the planned development.

e. If buildings, structures, or other improvements are to be made in the common open space, the developer shall provide a bond or other adequate assurance that the buildings, structures, and improvements will be completed. The City Manager shall release the bond or other assurances when the buildings, structures, and other improvements have been completed according to the development plan.

RESPONSE: The applicant has completed recreation improvements in Tract "A" and Tract "B" of Wilder Phase 1 to create Wilder Twin Park and trail connections to Mike Miller Park, both dedicated to the public. With this application, the applicant will create Tract "G" which is an open space parcel that extends the existing trails from Tract "B" and Wilder Twin Park north to Harborton Street, to be dedicated with Phase 4.

2. No common open space area may be put to a use not specified in the Final Development Plan unless the Final Development Plan is first amended to permit the use. However, no change of use may be considered as a waiver of any of the covenants limiting the use of common open space areas, and all rights to enforce these covenants against any use permitted are expressly reserved.

RESPONSE: The proposed common open space within the site will be used for parks and trails in a manner consistent with the approved Final Development Plan. No changes to the use of common open space areas are proposed with this application. Tract "G" will be used for open space and trail use.

3. If the common open space is not conveyed to a public agency, the covenants governing the use, improvement, and maintenance of the common open space shall authorize the city to enforce their provisions.

RESPONSE: Tract "G" will be dedicated to the City and no covenants will be needed.

14.35.070.E. *The planned development is an effective and unified treatment of the development possibilities on the project site while remaining consistent with the Comprehensive Plan and making appropriate provisions for the preservation of natural features such as streams and shorelines, wooded cover, and rough terrain.*

RESPONSE: The proposed Planned Development Modification is an effective and unified treatment of the development possibilities on the site and makes appropriate provisions for preservation of natural features. The proposal also meets the purpose statement of the Planned Development pursuant to NMC 14.35.010, which is "to encourage variety in the development pattern of the community and the use of a creative approach to land development."

The design intent of the Planned Development is to create a livable, viable mixed-use community built on the principles of environmental sustainability. It will feel indigenous to the Oregon Coast in scale, design, and economics. The proposal achieves the purpose statements of the Planned Development by meeting the following design objectives:

- Create a vibrant Village Center that will provide commercial, office, and higher density residential uses to serve the residential population, support the OCCC campus, and create jobs for local residents.
- Graduate residential density outward from the Village Center to create an appropriate transition to the lower density areas of the site, with a second node of multifamily density at the northeast corner of the site buffered from the intervening single-family development.
- Provide for a variety of housing types to accommodate different needs, incomes, and a sense of place and community.
- Design and construct to sustainable standards to lessen the impact to the natural environment and to reduce long term operational costs.
- Develop a transportation system that accommodates multiple-modes of transportation to encourage walking, bike riding, etc., and reduce energy use.
- Provide for an extensive network of open space and parks, including walking and biking trails, throughout the site.
- Protect and provide for management of significant natural resource areas on site, including wetlands, streams, and natural vegetation, by clustering development on buildable portions of the site.

The modifications to Phases 4 and 6 will integrate a dynamic element of student housing and affordable housing, respectively, into Wilder to better maximize and activate the multimodal transportation options, mixed-use development in the Village Center, and open space opportunities throughout Wilder. The lotting changes to Phase 2B will have no impact on the provision of a mix of residential densities to support a vibrant Village Center.

14.35.070.F. *The planned development will be compatible with the areas surrounding the project site and with no greater demand on public facilities and services than other authorized uses for the land.*

RESPONSE: The proposed uses within the Master Plan for Phase 1 of Wilder complies with the City's Comprehensive Plan and zoning and is consistent with the adopted South Beach Plan Neighborhood Plan, as well as other approved development applications for the site. The Phase 1 site is compatible with the surrounding area in that it is consistent with these previously

approved plans and it is reasonable to assume that the surrounding area will continue to develop according to these plans.

The location and level of public services necessary to serve the site, including utilities and streets, were also estimated and planned for in the South Beach Neighborhood Plan and a detailed infrastructure analysis and traffic study was prepared for the prior Phase 1 Planned Development approvals. The applicant has also obtained service letters from the various utility providers that serve the site indicating that services are available and can be further extended to serve the site.

The major infrastructure necessary to serve the overall Phase 1 site identified in the previously approved plans has already been constructed. This includes the Collector roadway facilities, 40th Street and Harborton Street, from Highway 101 to College Way. College Way has also been constructed between Harborton Street and the College's main campus building. Major utility facilities, including water and sewer lines, have also been constructed within 40th Street, Harborton Street, and College Way to serve Phase 1 of Wilder. All streets and utilities are in place to serve the proposed development in Phases 4 and 6, the subject of this modification. Additional infrastructure will be developed for Phases 2 and 3 as detailed in the previous application, #2-PD-15, and no changes are proposed to those phases with the exception of additional utility connections to serve the two lots now proposed in Phase 2B.

14.35.070.G. *Financial assurance or bonding may be required to assure completion of the streets and utilities in the planned development prior to final approval as for a subdivision (see the Newport Subdivision Ordinance, NMC Chapter 13.05).*

RESPONSE: The applicant will either complete construction of streets and utilities or provide the necessary financial assurances or bonding to ensure completion of the streets and development within each phase or micro-phase prior to final subdivision filing for that phase.

14.35.110 Procedure for Modification of a Planned Development.

C. A major change in a Preliminary or Final Development Plan that includes any change in the character of the development or any increase in the intensity or density of the land use or in the location or amount of land devoted to specific land uses or any change in the location, width, or size of a collector or major thoroughfare street, or that substantially changes the location or specification for utilities but will not materially affect future street or utility plans of the City may be approved by the Commission after public hearing.

D. In considering any request for a change in a Preliminary or Final Development Plan, the Planning Commission shall apply the same standards as are provided in this Article for the approval of Preliminary or Final Development Plans. The Planning Commission may approve, reject, modify, or attach special conditions to a request for modification of a Preliminary or Final Development Plan. The Community Development Director in his reasonable discretion shall determine whether each request for modification of a Preliminary or Final Development Plan is a minor or major change within the remaining of subparts of A, B, or C of this Section and shall determine or refer each request appropriately.

RESPONSE: The subject proposal meets the criteria for a Major Modification with review and approval by the Planning Commission. The proposal seeks to modify the previously approved Preliminary Development Plan by adjusting the boundaries of the zoning districts to swap R-3 areas near the Village Center with R-2 areas in the northwest corner of the site to facilitate development of Phases 4 and 6. The modification will adjust the location of density within the development but not increase the overall intensity of the development beyond that previously approved and allowed in the base zoning. The proposal will not substantially alter the location of a major collector or thoroughfare street, or utilities. The lot changes proposed to Phase 2B will have no impact on the character of the development, as the development on the lots and supporting infrastructure remain the same.

The applicant has responded to the standards for approval of a Preliminary Development Plan as applies to this modification throughout this section.

VI. FINAL DEVELOPMENT PLAN MAJOR MODIFICATION FOR PHASE 1 (NMC 14.35)

This application addresses only modifications to the Final Development Plan for Phase 1 of Wilder proposed for Phases 2B, 4 and 6. All other aspects of the plan were approved in #3-PD-15 and previous applications.

14.35.100 Criteria for Approval of a Final Development Plan. *The approval authority may approve an application for a Final Development Plan when it finds that the application complies with the following criteria:*

A. The Final Development Plan must substantially conform to the land use and arterial street pattern as approved in the Preliminary Development Plan.

RESPONSE: As shown in the attached Final Development Plan/Tentative Subdivision Plan, the Final Development Plan land uses and street pattern match the approved Preliminary Development Plan for the overall Phase 1 of Wilder as modified by the accompanying Preliminary Development Plan Major Modification. (See Appendix G.) A change in the R-3 multifamily and R-2 single-family zoning districts and related land uses is proposed with this application, and is reflected in the proposed Final Development Plan. No changes are proposed to the street pattern.

B. The proposed uses shall be compatible in terms of density and demand for public services with uses that would otherwise be allowed by the Comprehensive Plan.

RESPONSE: The Proposed Final Development Plan includes uses that are allowed in the Comprehensive Plan and is compatible with the adopted South Beach Neighborhood Plan. The proposed maximum density for the site remains as previously approved, with a maximum of 345 dwelling units in the development and an increase to the minimum density from 172 units to 258 units. 245 of the allowed 345 units are proposed within the Final Development Plan. The location and level of public services necessary to serve the site were estimated and planned for in the South Beach Neighborhood Plan. Therefore, the proposal will not result in any additional demand on public services beyond what was planned for this site.

C. Adequate services normally rendered by the city to its citizens must be available to the proposed development at the time of approval of the Final Development Plan. The developer may be required to provide special or oversize facilities to serve the planned development.

RESPONSE: Adequate services are in place or will be made available at time of development of Wilder as outlined within the infrastructure report that was prepared for the original Preliminary Development Plan approval.

The major Collector roadway facilities that serve the development, 40th Street and Harborton Street, have already been constructed through the site from Highway 101 to College Way. Harborton Street will be completed with a sidewalk on the north/east side along the Phase 6 frontage with this application.

Major utility facilities, including water and sewer lines, have also already been constructed within 40th Street, Harborton Street, and College Way to serve Phase 1 of Wilder and the College campus. The applicant has prepared detailed utility plans that illustrate how these facilities will be further extended to serve development within the site. (See Appendix G, Sheets 15-18.) Storm water facilities will also be constructed on site to collect and treat run-off from impervious surfaces prior to being discharged to on-site drainage ways.

D. Access shall be designed to cause minimum interference with traffic movement on abutting streets.

RESPONSE: The planned access systems have been designed to efficiently and safely access the site while minimizing impacts on local abutting streets.

Primary traffic access will be provided by two-lane Collector roadways, 40th Street and Harborton Street, and College Way. The Collector roadways have been constructed from US 101 east and south to College Way pursuant to prior approvals for the Planned Development. These streets constitute the northern part of a loop road system that will ultimately connect to 50th Street on the south and then west to US 101. The remaining portion of the loop connecting to 50th Street will be constructed at full build-out of the Master Plan providing secondary access to the site. In the mean time, the southern part of the loop system has been constructed as a gravel access road for emergency vehicles and construction vehicles only. The City has been granted an access easement to the southern part of the loop system.

Phases 4 and 6 will take access from Harborton Street, and provide internal circulation with private drive aisles. Phase 2B will front Harborton Street, and take access from the proposed 46th Street with additional frontage and on-street parking along Ellis Street.

E. The plan shall provide for adequate landscaping and effective screening for off-street parking areas and for areas where nonresidential use or high-density residential use could be detrimental to residential areas.

RESPONSE: A revised landscaping plan has been prepared for Phases 4 and 6, refining a plan previously approved as part of Case file #2-PD-09. (See Appendix G, Sheet 19.) Sustainable native plantings have been used where appropriate throughout the site to blend with the natural landscape. Street trees and landscaped curb extensions are provided along all local streets. Landscape curb-extensions will double as stormwater planter swales that provide for a natural means to collect and treat run-off from the development.

The surface parking areas for Phases 4 and 6 serving medium-density development will be screened with a combination of landscaping, topographical changes, and location of parking areas to the sides of buildings where feasible.

A combination of enhanced entry landscaping and enhanced forest edge planting is proposed along the east side of Harborton Street, which will be part of the screening for the off-street parking area in Phase 6. Grass and shrubs will be planted under the power lines and trees will be planted beyond 75-feet. This will create a transition between the street and the off-street parking area in Phase 6 and between the street and the adjacent residential areas in future Phase 5.

The surface parking area in Phase 2B is located interior to the site and will be screened by proposed apartment buildings and site landscaping.

F. The arrangement of buildings, parking areas, signs, and other facilities shall be designed and oriented to minimize noise and glare relative to adjoining property.

RESPONSE: The buildings and parking areas in Phases 2B, 4 and 6 will be located to screen adjacent properties from noise and glare. Phase 4 will be buffered from Wilder properties to the south and east by significant open space and a ravine, from properties to the west by open space and landscaping, and from Harborton Street to the north by landscaping. The majority of the parking in Phase 4 is located internal to the site and screened by the proposed apartment buildings to minimize the noise and glare that may be associated with the parking areas. In Phase 6, landscaping will be used to minimize the noise and glare associated with parking areas and buildings; landscaping along Harborton to screen the parking areas will be consistent with the restrictions for development in the PUD easement.

G. Artificial lighting, including illuminated signs and parking area lights, shall be so arranged and constructed as not to produce direct glare on adjacent property or otherwise interfere with the use and enjoyment of adjacent property.

RESPONSE: Artificial lighting used on site will be arranged and constructed to minimize direct glare on adjoining property. Low-impact pedestrian scale lighting will be used throughout the development and will be shielded where necessary. As noted above, surface parking areas and associated parking lot lighting within Phases 2B, 4 and 6 will be shielded by building placement and landscaping buffers.

H. The area around the development can be developed in substantial harmony with the proposed plan.

RESPONSE: The areas proposed within the Final Development Plan is designed to be compatible with the overall Master Plan for the greater Wilder site, which extends beyond the limits of the current Preliminary Development Plan for Phase 1 of Wilder and the city limits, and includes off-site properties. The design features a pedestrian-oriented Village Center adjacent to the College that will be the hub of activity within the site, supplemented by a node of multifamily development in the northeast corner of the site. The lower density residential portions of the site are buffered from the Village Center by graduated density and from the multifamily node by significant open space and topographical changes in Tract "G." Enhanced pedestrian connections link all uses within the Final Development Plan area.

I. The plan can be completed within a reasonable period of time.

RESPONSE: As shown in the proposed development schedule (Page 19), the plan can be completed within a reasonable period with steady development planned over the next 10 years. The major public infrastructure necessary to serve the development, including 40th Street and Harborton Street to College Way, have already been constructed per the prior development approvals for the site.

J. The streets are adequate to serve the anticipated traffic.

RESPONSE: As part of the prior annexation of the site to the City, the City adopted Ordinance 1931 to address potential transportation impacts of Phase 1 by adopting a trip cap. A traffic analysis was prepared in conjunction with the annexation of the Wilder site to the City demonstrates how the proposed development within Phase 1 can be accommodated within the limitations of the trip cap.

Subsequently, the City, Lincoln County, and ODOT worked to establish an alternative mobility standard for US 101 south of the Yaquina Bay Bridge which resulted in the creation of increased transportation system capacity, replacing the trip cap. The City reserved 403 trips from the Trip Budget for properties in the annexation area, including 257 weekday PM peak hour trips allocated to Wilder. Under the City's trip vesting standards, Phase 1 of Wilder will have tentatively vested 313 trips total for development proposed within this Final Development Plan, superseding the Trip Budget limit. (See discussion of trips, page 25.) The streets have been shown to be adequate for proposed development in the Final Development Plan, which is a portion of the full build-out of 345 units analyzed and approved in the Preliminary Development Plan.

K. Proposed utility and drainage facilities are adequate for the population densities and type of development proposed.

RESPONSE: The planned utilities that will serve the development are adequate and appropriate for the land use. Utilities, including water and sewer, have already been constructed through the Wilder site along 40th Street and Harborton Street from Highway 101 to the OCCC campus. As shown in the proposed utility plans, water and sewer will be extended from existing stubs in Harborton to serve development in Phases 4 and 6 and new water and sewer will be constructed in 46th Street to serve Phase 2B (Appendix G, Sheets 15-18). Stormwater facilities are also proposed that will collect and treat run-off from impervious surfaces within the development before being discharged to on-site drainage ways.

L. Land shown on the Final Development Plan as common open space shall be conveyed under one of the following options:

- 1. To a public agency that agrees to maintain the common open space and any buildings, structures, or other improvements that have been placed on it.*
- 2. To an association of owners or tenants, created as a non-profit corporation under the laws of the State, which shall adopt and impose a declaration of covenants and restrictions on the common open space that is acceptable to the Planning Commission as providing for the continuing care of the space. Such an association shall be formed and continued for the purpose of maintaining the common open space.*

RESPONSE: Tract "G" will be conveyed to the City for trail and open space uses.

M. The Final Development Plan complies with the requirements and standards of the Preliminary Development Plan.

RESPONSE: The Final Development Plan will comply with the provisions of the modified Preliminary Development Plan proposed concurrently with this application. (See Section V.)

N. No building shall be erected in a Planned Development district except within an area contained in an approved Final Development Plan, and no construction shall be undertaken in that area except in compliance with the provisions of said plan. All features required in the Final Development Plan shall be installed and retained indefinitely or until approval has been received from the Planning Commission or Community Development Director for modification.

RESPONSE: No construction will be completed outside of the area or out of compliance with the approved by the Final Development Plan.

14.35.110 Procedure for Modification of a Planned Development.

C. A major change in a Preliminary or Final Development Plan that includes any change in the character of the development or any increase in the intensity or density of the land use or in the location or amount of land devoted to specific land uses or any change in the location, width, or size of a collector or major thoroughfare street, or that substantially changes the location or specification for utilities but will not materially affect future street or utility plans of the City may be approved by the Commission after public hearing.

D. In considering any request for a change in a Preliminary or Final Development Plan, the Planning Commission shall apply the same standards as are provided in this Article for the approval of Preliminary or Final Development Plans. The Planning Commission may approve, reject, modify, or attach special conditions to a request for modification of a Preliminary or Final Development Plan. The Community Development Director in his reasonable discretion shall determine whether each request for modification of a Preliminary or Final Development Plan is a minor or major change within the remaining of subparts of A, B, or C of this Section and shall determine or refer each request appropriately.

RESPONSE: The subject proposal meets the criteria for a Major Modification with review and approval by the Planning Commission. The proposal seeks to modify the previously approved Final Development Plan by expanding the range of proposed uses in the R-3 zone, adjusting the location of the single-family and multifamily zoning within the plan area, adjusting the lot configuration in Phase 2B, and expanding the boundaries of the proposed Final Development Plan to include Phase 6. The proposal will not substantially alter the location of a major collector or thoroughfare street, or utilities.

The applicant has responded to the standards for approval of a Final Development Plan as applies to this modification throughout this section.

VII. COMPREHENSIVE PLAN MAP AMENDMENT

This application seeks to modify the location of the Low-Density Residential and High-Density Residential designations within the Wilder Planned Development boundaries. In total, the applicant proposes to add 8.1 acres of High-Density Residential in place of existing Low-Density Residential in the northeast corner of the site, with a corresponding reduction of 2.2 acres of High-Density Residential to the north and east of the Village Center to be changed to Low-Density Residential. (See Appendix I, Proposed Comprehensive Plan Map.) The proposed amendment will result in a net increase of 4.7 acres of High-Density Residential and a net decrease of 5.2 acres of Low-Density Residential as shown in the following table:

	Existing (acres)	Proposed (acres)
Retail Commercial	5.3	5.5 ¹
High-Density Residential	9.5	14.2
Low-Density Residential	45.1	39.9
Total	59.9	59.6²

Notes: (1) Minor boundary adjustment approved with Case file #2-PD-15 and #3-PD-15.

(2) Acre discrepancy due to rounding; total area remains the same as proposed.

The proposed amendment will not result in any net increase to housing units, traffic generation or infrastructure demand because the subject areas remain bound by the terms of the Wilder Planned Development. The Planned Development limits the applicant to a maximum of 345 dwelling units, with associated traffic and infrastructure improvements, across a 60-acre site. The applicant does not propose any increase to the total dwelling units as a result of the requested Comprehensive Plan Map Amendment, simply a relocation of multifamily and single-family units within the development to better site multifamily development serving OSU students closest to the Hatfield Marine Science Center to the north of the development.

The proposed amendment meets the criteria for a Minor Amendment to the Comprehensive Plan Map as follows:

A. A change in one minor goal or policy.

RESPONSE: Not applicable; the applicant does not propose any text amendments.

B. A demonstrated need for the change to accommodate unpredicted population trends, to satisfy urban housing needs, or to assure adequate employment opportunities.

RESPONSE: The proposed map amendment will accommodate student housing for OSU, which looks to expand their Newport campus and provide dedicated housing opportunities for their students. Providing student housing in this location will decrease pressure citywide for multifamily or other reasonably priced rental accommodations, decreasing competition with Newport residents for an already limited supply of housing. Additional High-Density Residential designated land is needed in the vicinity of the OSU facilities at the Hatfield Marine Science Center to house the students and allow them to take advantage of multimodal transportation connections to Hatfield, to reduce overall trips and traffic generation across Newport. Accommodating affordable housing in Wilder will also help to satisfy urban housing needs, by meeting needs of low-income families transitioning from a temporary homeless shelter to more

permanent housing accommodations that are affordable to very low-income households. There are no similar facilities elsewhere in Newport or Lincoln County to meet these needs, and additional High-Density Residential designated land is needed to site this development in an area with ready access to amenities such as parks, multimodal transportation, and commercial services in the Village Center.

C. The orderly and economic provision of key public facilities.

RESPONSE: Key public facilities, including roads, water, sewer, and parks have been developed or are planned for development within the 60-acre Wilder Planned Development site. Planned capacity for Wilder is 345 dwelling units, which will not change with this application, merely shift location within the site. Because facilities are already available or planned, they can be provided in an orderly and economic fashion to meet the needs of the areas proposed for re-designation with no adjustments or increase in capacity needed.

D. The ability to serve the subject property(s) with city services without undue burden on the general population.

RESPONSE: As mentioned above, roads, water, sewer and parks have been developed or are planned to be developed as part of the Wilder Planned Development, which will not create any burden on the general population. Locating multifamily housing in Wilder will reduce the overall burden on the transportation system by residents of the OSU student housing project, because they will be within a mile of the OSU Hatfield Center, greatly reducing their commute distance. Additionally, there are existing and planned multimodal facilities, including a bike path on Ash Street and off-street trails, that will connect the student housing to the OSU Hatfield Center, providing further options to reduce transportation impacts.

E. The compatibility of the proposed change with the surrounding neighborhood and community.

RESPONSE: The proposed High Density Residential designation in the northeast corner of Wilder will be compatible with surrounding land use designations, which are High Density Residential immediately north of the site, and Industrial to the immediate east. The Planned Development includes techniques to buffer site development from adjacent uses, including landscaping buffers, open space and topography changes. The change from High Density to Low Density Residential near the Village Center will be compatible with surrounding development because it does not fundamentally alter the gradual transition from high density in the Village Center to lower density, single-family development to the north; instead, the proposed amendment merely moves the line marking that transition. Further, the various tools in the Planned Development will ensure a graduated transition between the different designations that maintains compatibility by incorporating a variety of lot sizes and residential development types, including medium-density products like townhomes and cottages to minimize any friction between multifamily apartment-style development and single-family detached development.

VIII. ZONING ORDINANCE MAP AMENDMENT (NMC 14.36)

This application seeks to modify the location of the R-2 Medium-Density Single Family and R-3 Medium-Density Multifamily zones within the Wilder Planned Development boundaries consistent with the requested Comprehensive Plan Map Amendment. (See Exhibit F.) As discussed in Section VII in response to the Comprehensive Plan Map Amendment request, the 8.1-acre increase in R-3 zoning in the northeast corner of the site for Phases 4 and 6 of the Wilder Planned Development would be partially offset by a 2.2-acre reduction in R-3 zoning to the north and east of the Village Center, resulting in a net 4.7-acre increase of R-3 zoning. Because the changes are proposed within a Planned Development, the overall density and housing units approved through the planned development process will limit the development potential that would otherwise be allowed in the proposed R-3-zoned areas, ensuring that there will be no net increase in housing units or traffic impacts resulting from the proposed zoning change.

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Wilder Community Master Plan Development Applications

APPENDIX A. *Application Form*

Wildcat Community Master Plan
Development Applications

APPENDIX A
Application Form



City of Newport Land Use Application

Applicant Name(s):	Property Owner Name(s) <i>if other than applicant</i>
Ronald L. Adams, Oregon State Univ.	Bonnie Serkin, Landwaves, Inc
Applicant Mailing Address:	Property Owner Mailing Address:
3015 SW Western Blvd, Corvallis, OR 541.737.6925	2712 SE 20th Ave, Portland, OR 97202
Applicant Phone No.	Property Owner Phone No.
541.737.6925	503.221.0167
Applicant Email	Property Owner Email
nicole.neuschwander@oregonstate.edu	bonnie@eenw.com
Authorized Representative(s): <i>Person authorized to submit and act on this application on applicant's behalf</i>	
Elizabeth Decker, JET Planning	
Authorized Representative Mailing Address:	
215 W. 4th St Ste 209, Vancouver, WA 98660	
Authorized Representative Telephone No.	
503.705.3806	
Authorized Representative Email. edecker@jetplanning.net	

Project Information

Property Location: <i>Street name if address # not assigned</i>	
SE 40th St & SE Harborton St	
Tax Assessor's Map No.: 11-11-20	Tax Lot(s): 100
Zone Designation: R-2, R-3, C-1	Legal Description: <i>Add additional sheets if necessary</i>
Comp. Plan Designation: LDRes, HDRes, RCom See attached	
Brief description of Land Use Request(s):	
<i>Examples:</i>	
1. Move north property line 5 feet south	See attached
2. Variance of 2 feet from the required 15-foot front yard setback	
Existing Structures: if any	
Infrastructure along Harborton St and College Way, no buildings	
Topography and Vegetation:	
Gently sloping, forested with trees and undergrowth, cleared in portions.	

Application Type (please check all that apply)

- | | | |
|--|---|--|
| <input type="checkbox"/> Annexation | <input type="checkbox"/> Interpretation | <input type="checkbox"/> UGB Amendment |
| <input type="checkbox"/> Appeal | <input type="checkbox"/> Minor Replat | <input type="checkbox"/> Vacation |
| <input type="checkbox"/> Comp Plan/Map Amendment | <input type="checkbox"/> Partition | <input type="checkbox"/> Variance/Adjustment |
| <input type="checkbox"/> Conditional Use Permit | <input type="checkbox"/> Planned Development | <input type="checkbox"/> PC |
| <input type="checkbox"/> PC | <input type="checkbox"/> Property Line Adjustment | <input type="checkbox"/> Staff |
| <input type="checkbox"/> Staff | <input type="checkbox"/> Shoreland Impact | <input type="checkbox"/> Zone Ord/Map |
| <input type="checkbox"/> Design Review | <input type="checkbox"/> Subdivision | <input type="checkbox"/> Amendment |
| <input type="checkbox"/> Geologic Permit | <input type="checkbox"/> Temporary Use Permit | <input type="checkbox"/> Other |

FOR OFFICE USE ONLY

File No. Assigned:		
Date Received:	Fee Amount:	Date Accepted as Complete:
Received By:	Receipt No.	Accepted By:

City Hall
169, SW Coast Hwy
Newport, OR 97365
541.574.0629



City of Newport Land Use Application

I understand that I am responsible for addressing the legal criteria relevant to my application and that the burden of proof justifying an approval of my application is with me. I also understand that this responsibility is independent of any opinions expressed in the Community Development and Planning Department Staff Report concerning the applicable criteria.

I certify that, to the best of my knowledge, all information provided in this application is accurate.

[Handwritten Signature]

9 May 2016

Applicant Signature(s)

Date

Interim VP for Administration

Landy Daves, Inc. by Bonnie Serkin - COD (Bonnie Serkin)

18 May 2016

Property Owner Signature(s) (if other than applicant)

Date

[Handwritten Signature]

19, May, 2016

Elizabeth Decker, JET Planning

Authorized representative Signature(s) (if other than applicant)

Date

Please note application will not be accepted without all applicable signatures.

Please ask staff for a list of application submittal requirements for your specific type of request.

Legal Description: P.P. 2015-01, PARCEL 2, ACRES 39.95

Brief Description of Land Use Requests:

1. Amend comprehensive plan map designations to shift locations of Low Density Residential and High Density Residential designated areas within a Planned Development with no net impact to total dwelling units or traffic generation.
2. Amend zoning ordinance map to shift locations of R-2 and R-3 zones corresponding to the proposed comprehensive plan map amendment.
3. Create new residential and commercial lots through tentative subdivision plan for future development.
4. Amend preliminary development plan and final development plan to reflect proposed development types, uses, and locations.

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that proper record-keeping is essential for the success of any business and for the protection of the interests of all parties involved.

The second part of the document provides a detailed overview of the various methods and techniques used to collect and analyze data. It covers a wide range of topics, including the design of surveys, the use of statistical software, and the interpretation of results.

The third part of the document focuses on the practical application of these methods in a real-world setting. It provides a step-by-step guide to conducting a data collection project, from the initial planning stage to the final analysis and reporting.

Finally, the document concludes with a discussion of the ethical considerations that must be taken into account when conducting research. It stresses the importance of transparency, honesty, and respect for the privacy of individuals.

**Wilder Community Master Plan
Development Applications**

APPENDIX B.

Assessor's Tax Map

Public Community Health Plan
Development and Applications

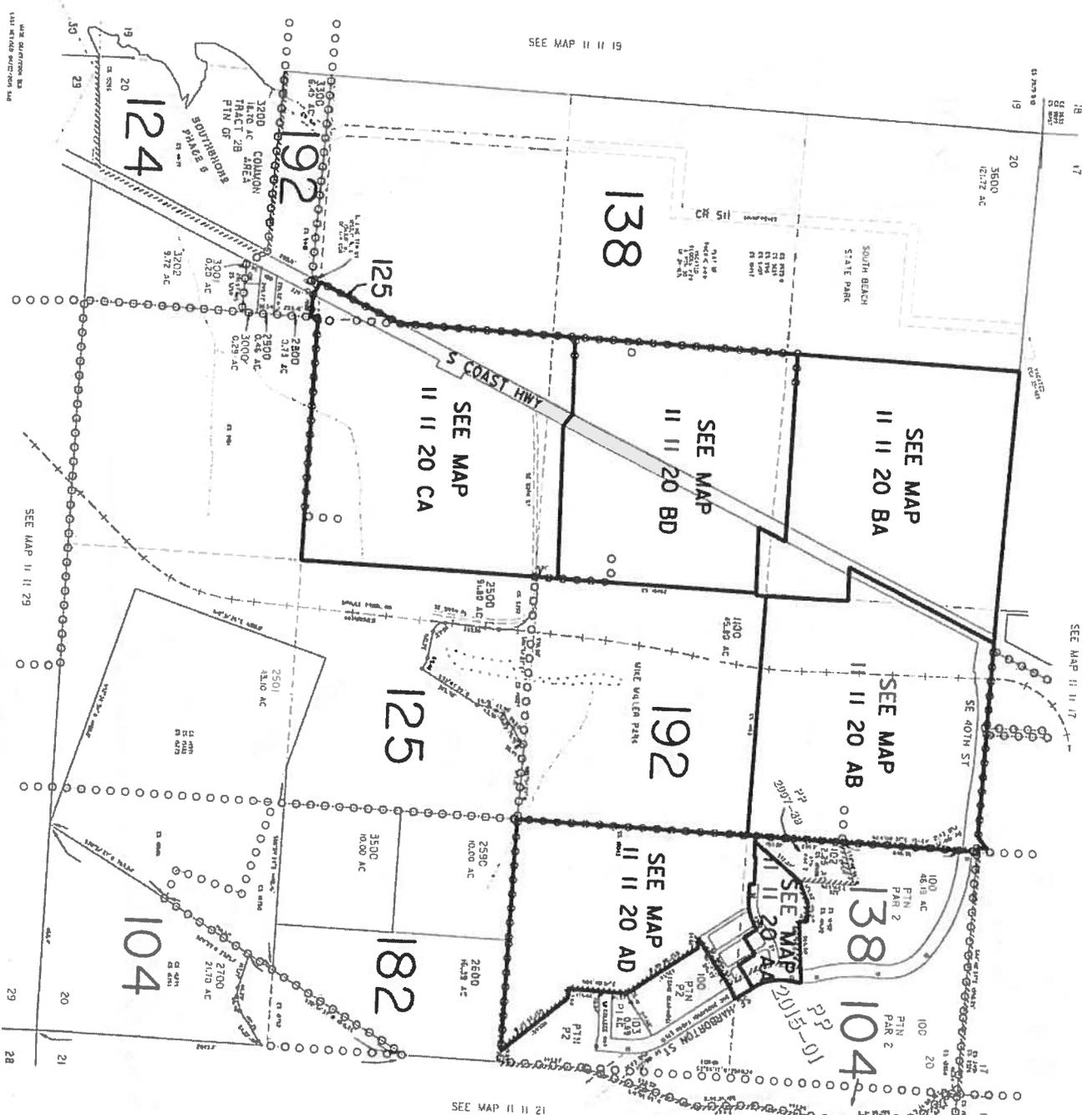
APPENDIX B
Director's Tax Map

THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSE ONLY



SECTION 20 T11S R11W WM LINCOLN COUNTY I² = 400'

I I I I 20 & INDEX NEWPORT



- CANCELLED NO.
- 100 1800
- 101 1900
- 200 2000
- 201 2201
- 202 2202
- 203 2100
- 204 2200
- 205 2300
- 206 2400
- 207 2401
- 300 3100
- 400 3201
- 401 3400
- 500 3401
- 501
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- 604-21
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- 801
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- 1001
- 1002
- 1003
- 1004
- 1005
- 1006
- 1200
- 1300
- 1400
- 1500
- 1600
- 1700

I I I I 20 & INDEX NEWPORT

**Wilder Community Master Plan
Development Applications**

APPENDIX C.

***List of Property Owners Within
Notification Area***

Account #	Map Taxlot	Site Address(es)	Owner	Mailing Address1	Mailing Address2	Mailing Address3	City	State ZIP
R375441	11-11-16-CC-00200-00	664 SE 35TH ST	YECK FRED ARTHUR TRUSTEE	PO BOX 352			NEWPORT	OR 97365
R363655	11-11-16-CC-00100-00	660 SE 35TH ST	YECK FRED ARTHUR TRUSTEE	3001 OVERLOOK DR			BLOOMINGTON	MN 55431
R373060	11-11-16-CC-00106-00	3807 SE ASH ST	CENTRAL LINCOLN PUD	ATTN BRIAN BARTH	MGR ACCT & FINANCE	PO BOX 1126	NEWPORT	OR 97365
R226736	11-11-17-DC-00700-00		STOCKER MARION E ESTATE	9566 LOGSDEN RD			SILETZ	OR 97380
R391861	11-11-17-DD-01400-00		CITY OF NEWPORT	CITY MANAGER	169 SW COAST HWY		NEWPORT	OR 97365
R467437	11-11-17-DD-01600-00		STOCKER MARION E ESTATE	9566 LOGSDEN RD			SILETZ	OR 97380
R389494	11-11-17-DD-01201-00		CITY OF NEWPORT	CITY MANAGER	169 SW COAST HWY		NEWPORT	OR 97365
R465071	11-11-17-DD-01500-00		LANDWAVES INC	2712 SE 20TH AVE			PORTLAND	OR 97202
R529960	11-11-20-00-00100-00		STOCKER JACK E TRUSTEE	PO BOX 688			SOUTH BEACH	OR 97366
R528441	11-11-20-00-00102-00		LANDWAVES INC	2712 SE 20TH AVE			PORTLAND	OR 97202
R529961	11-11-20-00-00103-00	755 SE COLLEGE WAY ,4590 SE HARBORTON ST	LANDWAVES INC	16538 SW GLENEAGLE DR			SHERWOOD	OR 97140
R529962	11-11-20-00-00200-00		BGB LLC	CITY MANAGER	169 SW COAST HWY		NEWPORT	OR 97365
R526347	11-11-20-00-00500-00	525 SE 43RD ST	CITY OF NEWPORT				PORTLAND	OR 97202
R526343	11-11-20-00-00100-00	725 SE 43RD ST	LANDWAVES INC	2712 SE 20TH AVE			LINCOLN CITY	OR 97367
R526344	11-11-20-00-00200-00	715 SE 43RD ST	OKSENHOLT CONSTRUCTION CO	PO BOX 449			PORTLAND	OR 97202
R526345	11-11-20-00-00300-00	705 SE 43RD ST	LANDWAVES INC	2712 SE 20TH AVE			NEWPORT	OR 97365
R526346	11-11-20-00-00400-00	625 SE 43RD ST	CITY OF NEWPORT	CITY MANAGER	169 SW COAST HWY		PORTLAND	OR 97202
R526349	11-11-20-00-00700-00	415 SE 43RD ST	LANDWAVES INC	2712 SE 20TH AVE			PORTLAND	OR 97202
R526350	11-11-20-00-00800-00	425 SE 43RD ST	LANDWAVES INC	2712 SE 20TH AVE			PORTLAND	OR 97202
R526348	11-11-20-00-00600-00	405 SE 43RD ST	SALVAGE MARK B &	23151 NE 15TH CT			SAMMAMISH	WA 98074
R526353	11-11-20-00-01100-00	4310 SE HARBORTON ST	EQUITY TRUST CO CUSTODIAN &	YEOMANS MICHAEL IRA FBO	5745 SW ARBOR DR		SOUTH BEACH	OR 97366
R526354	11-11-20-00-01200-00	4320 SE HARBORTON ST	EQUITY TRUST CO CUSTODIAN &	YEOMANS MICHAEL IRA FBO	5745 SW ARBOR DR		SOUTH BEACH	OR 97366
R526351	11-11-20-00-00900-00	4315 SE FLEMING ST	OKSENHOLT CONSTRUCTION CO	PO BOX 449			LINCOLN CITY	OR 97367
R526355	11-11-20-00-01300-00	4330 SE HARBORTON ST	F&S NEWPORT LLC	PO BOX 449			LINCOLN CITY	OR 97367
R526352	11-11-20-00-01000-00	4325 SE FLEMING ST	OKSENHOLT CONSTRUCTION CO	PO BOX 449			LINCOLN CITY	OR 97367
R526356	11-11-20-00-01400-00	4340 SE HARBORTON ST	F&S NEWPORT LLC	PO BOX 449			LINCOLN CITY	OR 97367
R526357	11-11-20-00-01500-00	4350 SE HARBORTON ST	F&S NEWPORT LLC	PO BOX 449			LINCOLN CITY	OR 97367
R526358	11-11-20-00-01600-00	4360 SE HARBORTON ST	F&S NEWPORT LLC	PO BOX 449			LINCOLN CITY	OR 97367
R509944	11-11-20-00-00100-00	4003 S COAST HWY	TRYON GARY E &	TRYON VERNON &	TRYON ROBERT & TRYON LOREN		LINCOLN CITY	OR 97367
R526777	11-11-20-00-00102-00		TRYON GARY E &	TRYON VERNON &	TRYON ROBERT & TRYON LOREN		LINCOLN CITY	OR 97367
R526776	11-11-20-00-00101-00		STOCKER JACK E TRUSTEE	PO BOX 688			LINCOLN CITY	OR 97366
R521807	11-11-20-00-00702-00	4425 S COAST HWY	STOCKER JACK E TRUSTEE	PO BOX 688			SOUTH BEACH	OR 97366
R351914	11-11-20-00-01100-00	400 SE COLLEGE WAY	OREGON COAST COMMUNITY COLLEGE	DISTRICT	ATTN PATRICK OCONNOR	400 SE COLLEGE WAY	NEWPORT	OR 97366
R526381	11-11-20-AD-03100-00	410 SE 43RD ST	HUNTER GARY TRUSTEE &	HUNTER SHIRLEY J TRUSTEE	410 SE 43RD ST		NEWPORT	OR 97365
R526382	11-11-20-AD-02300-00	4310 SE FLEMING ST ,4312 SE FLEMING ST	WALES EDGAR J &	WALES CYNTHIA J	1295 SE 11TH LP		CANBY	OR 97013
R526385	11-11-20-AD-00700-00	420 SE 43RD ST	CONKLING DIEDRE	4335 SE FLEMING ST			NEWPORT	OR 97365
R526384	11-11-20-AD-00600-00	420 SE 43RD ST	GUILD DENISE E TRUSTEE	PO BOX 681			DEPOE BAY	OR 97341
R526382	11-11-20-AD-02400-00	430 SE 43RD ST	LANDWAVES INC	2712 SE 20TH AVE			PORTLAND	OR 97202
R526379	11-11-20-AD-02100-00	440 SE 43RD ST	LANDWAVES INC	2712 SE 20TH AVE			PORTLAND	OR 97202
R526377	11-11-20-AD-02100-00	4320 SE FLEMING ST	MORIN WILLIAM D &	MERNITZ LAURA	4041 NE WEST DEVILS LAKE RD	#9	LINCOLN CITY	OR 97367
R526379	11-11-20-AD-02100-00	4320 SE FLEMING ST	BYNUM LEONARD J &	BYNUM SUSAN E	640 SW LINNEMAN CT		GRESHAM	OR 97030
R526366	11-11-20-AD-00800-00	4345 SE FLEMING ST	F&S NEWPORT LLC	PO BOX 449			LINCOLN CITY	OR 97367
R526363	11-11-20-AD-00500-00	4370 SE HARBORTON ST	ELZONDO SUSANNAH LYNN	2830 LEGACY POINT DR			ARLINGTON	TX 76006
R526359	11-11-20-AD-00100-00	4330 SE FLEMING ST	F&S NEWPORT LLC	PO BOX 449			LINCOLN CITY	OR 97367
R526360	11-11-20-AD-00200-00	4380 SE HARBORTON ST	OKSENHOLT CONSTRUCTION CO	PO BOX 449			LINCOLN CITY	OR 97367
R526362	11-11-20-AD-00400-00	4355 SE FLEMING ST	WILDER HOMEOWNERS ASSOC	2712 SE 20TH AVE			PORTLAND	OR 97202
R526378	11-11-20-AD-02000-00	4334 SE ELLIS ST	WILDER HOMEOWNERS ASSOC	2712 SE 20TH AVE			PORTLAND	OR 97202
R526377	11-11-20-AD-01900-00	4340 SE FLEMING ST	GIBBS VIRGINIA G	4340 SE FLEMING ST			NEWPORT	OR 97365
R526368	11-11-20-AD-01000-00	4365 SE FLEMING ST	MGLEOD CONSTANCE M	4365 SE FLEMING ST			NEWPORT	OR 97365
R526361	11-11-20-AD-00300-00	4320 SE ELLIS ST	HALLMARK STEVEN S &	HALLMARK MICHELE M	PO BOX 89		WINSTON	OR 97396
R526376	11-11-20-AD-01800-00	4350 SE FLEMING ST	SHUTT BEVERLY W SURV TSTEE	1565 SE RUNNING SPRINGS CT			NEWPORT	OR 97365
R526369	11-11-20-AD-01100-00	4330 SE ELLIS ST	LARSON JEAN Z	4330 SE ELLIS ST			NEWPORT	OR 97365
R526375	11-11-20-AD-01700-00	4316 SE ELLIS ST	BARCK SARAH	4316 SE ELLIS ST			NEWPORT	OR 97365
R526384	11-11-20-AD-02600-00	4360 SE FLEMING ST	PARKER RYAN M &	OTSUKI SACHIKO	4360 SE FLEMING ST		SOUTH BEACH	OR 97366
R526370	11-11-20-AD-01200-00	4340 SE ELLIS ST	CURTIS R EUGENE &	SUVH CURTIS CINDY	4340 SE ELLIS ST		SOUTH BEACH	OR 97366
R526374	11-11-20-AD-01600-00	4320 SE ELLIS ST	DUCKLES JASON &	KRESTON ANTHEA	861 SW JEFFERSON		CORVALLIS	OR 97333
R526385	11-11-20-AD-02700-00	4346 SE ELLIS ST	BLOOMQUIST KAREN M TSTEE	4350 SE ELLIS ST			SOUTH BEACH	OR 97366
R526373	11-11-20-AD-01500-00	4350 SE ELLIS ST	SCHREIBER SARA BARTON	4336 SE ELLIS ST			SOUTH BEACH	OR 97366
R526386	11-11-20-AD-02800-00	4336 SE ELLIS ST	WILDER HOMEOWNERS ASSOC	2712 SE 20TH AVE			PORTLAND	OR 97202
R526372	11-11-20-AD-01400-00	4360 SE ELLIS ST	WILDER HOMEOWNERS ASSOC	2712 SE 20TH AVE			SOUTH BEACH	OR 97366
R526387	11-11-20-AD-02900-00	4346 SE ELLIS ST	EQUITY TRUST CO CUSTODIAN &	YEOMANS MICHAEL IRA FBO	5745 SW ARBOR DR		SOUTH BEACH	OR 97366
R526388	11-11-20-AD-03000-00	4356 SE ELLIS ST	HORNING MARKUS &	MULCAHY LISA T	4356 SE ELLIS ST		NEWPORT	OR 97365
R526371	11-11-20-AD-01300-00	4370 SE ELLIS ST	WILDER HOMEOWNERS ASSOC	2712 SE 20TH AVE			PORTLAND	OR 97202
R526443	11-11-21-00-00700-00		EMERY INVESTMENTS INC	ATTN EMERY WILLIAM H	2712 SE 20TH AVE		PORTLAND	OR 97202

*Subject Property

**Wilder Community Master Plan
Development Applications**

APPENDIX D.

Preliminary Title Report

Wilder County, Oregon
Development Agency
APPENDIX D
Attachment: The Report



Western Title & Escrow Company
255 SW Coast Highway, Suite 100
Newport, OR 97365
Office Phone: (541) 265-2288
Office Fax: (541) 265-9570

PUBLIC RECORDS REPORT

THIS REPORT IS FOR THE EXCLUSIVE USE OF:

Landwaves, Inc.
Attention: Liane Brakke-Pound
2712 SE 20th Avenue
Portland, OR 97202

Date Prepared: **March 02, 2016**

Report Number: **111954**

Fee: **\$200.00**

CONDITIONS, STIPULATIONS AND DEFINITIONS

(I) Definitions:

- (a) "Customer": The person or persons named or shown on this cover sheet.
- (b) "Effective date": The title plant date of **March 01, 2016**.
- (c) "Land": The land described, specifically as by reference, in this public record report and improvements affixed thereto which by law constitute real property.
- (d) "Liens and encumbrances": Include taxes, mortgages, and deeds of trust, contracts, assignments, rights of way, easements, covenants, and other restrictions on title.
- (e) "Public records": Those records which by the laws of the State of Oregon impart constructive notice of matters relating to said land.

(II) Liability of Western Title & Escrow Company:

- (a) THIS IS NOT A COMMITMENT TO ISSUE TITLE INSURANCE AND DOES NOT CONSTITUTE A POLICY OF TITLE INSURANCE.
- (b) The liability of **Western Title & Escrow Company** for errors or omissions in this public record report is limited to the amount of the fee paid by the customer, provided, however, that **Western Title & Escrow Company** has no liability in the event of no actual loss to the customer.
- (c) No costs of defense, or prosecution of any action, is afforded to the customer.
- (d) In any event, **Western Title & Escrow Company** assumes no liability for loss or damage by reason of the following:
 1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records.
 2. Any facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.

3. Easements, liens or encumbrances, or claims thereof, which are not shown by the public records.
4. Discrepancies, encroachments, shortage in area, conflicts in boundary lines or any other facts which a survey would disclose.
5. (i) Unpatented mining claims; (ii) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (iii) water rights or claims or title to water.
6. Any right, title, interest, estate or easement in land beyond the lines of the area specifically described or referred to in this report, or in abutting streets, roads, avenues, alleys, lanes, ways or waterways.
7. Any law, ordinance or governmental regulation (including but not limited to building and zoning laws, ordinances or regulations) restricting, regulating, prohibiting or relating to (i) the occupancy, use or enjoyment of the land; (ii) the character, dimensions or location of an improvement now or hereafter erected on the land; (iii) a separation in ownership or a change in the dimensions or area of the land or any parcel of which the land is or was a part; or (iv) environmental protection, or the effect of any violation of these laws, ordinances or governmental regulations, except to the extent that a notice of the enforcement thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at the effective date hereof.
8. Any governmental police power not excluded by (II)(d)(7) above, except to the extent that notice of the exercise thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at the effective date hereof.
9. Defects, liens, encumbrances, adverse claims or other matters created, suffered, assumed, agreed to or actually known by the customer.

(III) Report Entire Contract:

Any rights or actions or rights of action that the customer may have or may bring against **Western Title & Escrow Company** arising out of the subject matter of this report must be based on the provisions of this report. No provision or condition of this report can be waived or changed except by a writing signed by an authorized officer of **Western Title & Escrow Company**. By accepting this form report, the customer acknowledges and agrees that the customer has been afforded the opportunity to purchase a title insurance policy but has elected to utilize this form of public record report and accepts the limitation of liability of **Western Title & Escrow Company** as set forth herein.

(IV) Fee:

The fee charged for this Report does not include supplemental reports, updates or other additional services of **Western Title & Escrow Company**.

REPORTReport Number: **111954**Effective Date: **March 01, 2016 at 5:00 p.m.****A. The land referred to in this public record report is located in the County of Lincoln, State of Oregon, and is described as follows:**

Parcel 2, Partition Plat No. 2015-1, 1A, 1B, 1C, in the City of Newport, Lincoln County, Oregon, according to the official plat thereof, recorded on January 2, 2015, Lincoln County Plat Records.

B. As of the effective date and according to the public records, we find title to the land apparently vested in:

Landwaves, Inc., an Oregon corporation

C. And as of the effective date and according to the public records, the land is subject to the following liens and encumbrances, which are not necessarily shown in the order of priority:

1. City liens, if any, of the City of Newport.
2. Subject property is either situated within the urban renewal boundaries or within the shared area of the City of Newport and is subject to the terms and provisions thereof.
3. An easement created by instrument, including the terms and provisions thereof,

Recorded:	July 22, 1957
Document No.:	Book 186, Page 211, Lincoln County Records
And Recorded:	July 22, 1957
Document No.:	Book 186, Page 221, Deed Records
In favor of:	Central Lincoln People's Utility District

Assignment/Assumption, including the terms and provisions thereof,	
Recorded:	March 1, 1993
Document No.:	Book 257, Page 1927, Lincoln County Records
4. Road Right of Way in favor of Georgia-Pacific Corporation as disclosed by Instrument

Recorded:	September 11, 1978
Document No.:	Book 92, Page 508, Lincoln County Records

Assignment/Assumption, including the terms and provisions thereof,	
Recorded:	March 1, 1993
Document No.:	Book 257, Page 1927, Lincoln County Records

Assignment and Assumption Agreement, including the terms and provisions thereof,	
Recorded:	February 23, 2010
Document No.:	2010-02039, Lincoln County Records

5. Right of way Agreement, including the terms and provisions thereof,
 Dated: December 29, 1982
 Recorded: January 17, 1983
 Document No.: Book 138, Page 396, Lincoln County Records
 Between: Publishers Paper Co., a Delaware corporation
 And: Rex Timber, Inc., an Oregon Corporation

Assigned by instrument,
 Recorded: March 21, 1991
 Document No.: Book 227, Page 1403, Lincoln County Records

Assignment/Assumption, including the terms and provisions thereof,
 Recorded: March 1, 1993
 Document No.: Book 257, Page 1927, Lincoln County Records

Assignment and Assumption Agreement, including the terms and provisions thereof,
 Recorded: February 23, 2010
 Document No.: 2010-02039, Lincoln County Records

6. Right of Way Agreement, including the terms and provisions thereof,
 Dated: May 19, 1992
 Recorded: August 21, 1992
 Document No.: Book 249, Page 605, Lincoln County Records
 Between: Boise Cascade Corporation
 And: Georgia-Pacific Corporation

Assignment and Assumption Agreement, including the terms and provisions thereof,
 Recorded: February 23, 2010
 Document No.: 2010-02039, Lincoln County Records

7. Timber Easement, including the terms and provisions thereof,
 Recorded: August 16, 2007
 Document No.: 200711878, Lincoln County Records
 Between: Landwaves, Inc., an Oregon Corporation
 And: Emery Investments, Inc., an Oregon Corporation

8. Land Partition Deferred Improvement Agreement/Waiver of Remonstrance, including the terms and provisions thereof,
 Dated: September 10, 2007
 Recorded: October 1, 2007
 Document No.: 200713970, Lincoln County Records
 Between: City of Newport
 And: Landwaves, Inc.

9. Boundary Line Agreements, including the terms and provisions thereof,
 Recorded: December 13, 2007
 Document No.: 200717102, Lincoln County Records
 And Recorded: December 13, 2007
 Document No.: 200717103, Lincoln County Records

10. Easement Agreement, including the terms and provisions thereof,
 Dated: December 14, 2007
 Recorded: December 14, 2007
 Document No.: 200717237, Lincoln County Records
 By & Between: The City of Newport, Landwaves, Inc., Emery Investments, Inc. and Oregon Coast Community College District

 Amended by instrument,
 Recorded: October 2, 2012
 Document No.: 2012-09575, Lincoln County Records
11. Easements, conditions, restrictions and notes as delineated on the recorded Partition plat 2007-39.
12. Restrictive Covenant Agreement, including the terms and provisions thereof,
 Dated: December 13, 2007
 Recorded: January 3, 2008
 Document No.: 200800027, Lincoln County Records
13. Restrictive covenants, including the terms and provisions thereof, to waive right of remonstrance,
 Recorded: January 3, 2008
 Document No.: 200800028, Lincoln County Records
 For: future use of adjacent properties
14. Timber Easement Agreement, including the terms and provisions thereof,
 Dated: December 13, 2007
 Recorded: January 3, 2008
 Document No.: 200800029, Lincoln County Records
15. Reciprocal Easement Agreement, including the terms and provisions thereof,
 Dated: December 13, 2007
 Recorded: January 3, 2008
 Document No.: 200800030, Lincoln County Records

 Amended by instrument,
 Recorded: February 28, 2011
 Document No.: 2011-02149, Lincoln County Records
16. An easement created by instrument, including the terms and provisions thereof,
 Dated: September 5, 2008
 Recorded: September 25, 2008
 Document No.: 200811292, Lincoln County Records
 In favor of: Central Lincoln People's Utility District
17. Easements for existing utilities in vacated area, if any.

18. Declaration of Restrictive Covenant (Waiver of Remonstrance), including the terms and provisions thereof,
Recorded: October 26, 2010
Document No.: 2010-10802, Lincoln County Records
19. Easements as delineated on Partition Plat No 2015-1, 1A, 1B, 1C.

END OF REPORT

Any questions concerning the Public Records Report should be directed by email to titleofficersupport@westerntitle.com.

Wilder Community Master Plan Development Applications

APPENDIX E.

Written Letters from Utility Providers

*(Pioneer Telephone Co-op, Central Lincoln PUD, City of
Newport)*

Wilder Community Trust Plan Development Applications

APPENDIX 1

Wilder Letters from Wilder
Partners
Partnership Agreement
Wilder



PIONEER

Broadband and Voice Applications

PHILOMATH
T: 541.929.3135
F: 541.929.1221
1304 Main St
Philomath, OR 97370

163
WALDP
T: 541.563.3135
F: 541.563.1211
575 W. Willow St
Waldport, OR 97394

COPY

February 25, 2016

Derrick Tokos
City Hall
169 SW Coast Hwy
Newport, OR 97365

Re: Telecommunications service

To whom it may concern,

Pioneer Telephone Cooperative has facilities adjacent to the future Wilder Development, including the OSU student housing, in South Beach. At such time service to these properties is needed, voice and broadband lines will be provided. If further information is needed, please call me at 541-740-5505.

Sincerely,

Bruce Tompkins
PTC OSP Engineer

c: Elizabeth Decker

Serving Portions of Coos, Douglas, Lane, and Lincoln counties on Oregon's Central Coast



2129 N. Coast Hwy • P.O. Box 1126 • Newport, Oregon 97365-0090 • 541-265-3211 • clpud.org

3/1/16

To whom it may concern;

This letter is to confirm power availability at the new development for the Wilder subdivision located in South Beach, OR.

Power is readily available for all phases of this project, including in the form of single and three phase power if the need arises.

Sincerely,

A handwritten signature in black ink, appearing to read "Bernie Schuette", with a long horizontal flourish extending to the right.

Bernie Schuette
Senior Distribution Design Technician
Central Lincoln PUD

Utility Sufficiency Letter for City of Newport:

The City provided a letter on September 18, 2015, identifying the utilities serving Wilder generally and their adequacy for the Planned Development as proposed in #2-PD-15 and #3-PD-15, provided here. The modifications proposed with this application do not change the total amount and intensity of proposed development, which remains consistent with the previously approved Planned Development, and can be served by public facilities as verified in the 2015 letter.

City of Newport

169 SW Coast Highway
Newport, OR 97365
P|541-574-3366 F|541-574-3301
<http://www.thecityofnewport.net/>



Memo

To: Derrick Tokos, Community Development Director

From: Timothy Gross, Director of Public Works/City Engineer

A handwritten signature in black ink, appearing to read "Timothy Gross", is written over the "From:" line.

Date: 9/18/2015

RE: Adequacy of Public Facilities and Utilities – Wilder Development Phase 2

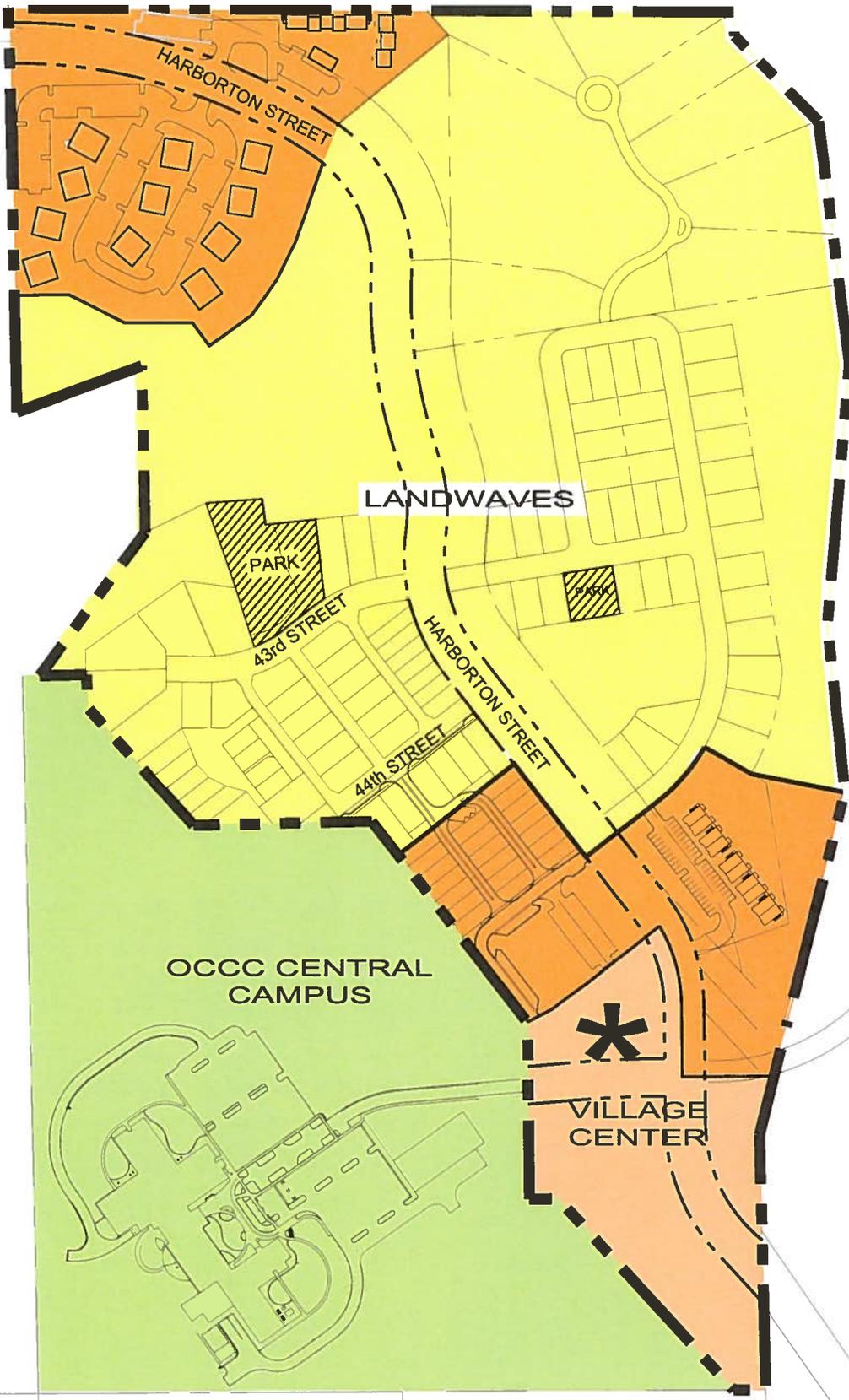
The Wilder Development Phase 2 is currently served by a 12" PVC C900 water main, and an 8" 3034 PVC gravity sanitary sewer, both located in Harborton Street. Storm drainage is provided via an 18" 3034 PVC storm sewer in Flemming Street that discharges in a canyon north of the proposed development. Transportation facilities are provided via Harborton Street, which has a 75' wide right-of-way, two 12' travel lanes, and an 8' wide multiuse path on the west side. Adequate water, sewer, storm sewer, and transportation facilities exist through these described facilities to serve the proposed development.

**Wilder Community Master Plan
Development Applications**

APPENDIX F.

Preliminary Development Plan

Jul 19, 2016 -- 1:51 PM -- Active\LAN005 -- Wilder Phase 2\4 Planning\Drawings\Applications\Community Master Plan Phase 1\LAN005--PUD Delineation--rev for OSU app.dwg



ACREAGES BY ZONING

SYMBOL	ZONING	AREA
	P1	24.2
	C1	5.5
	R3	14.2
	R2	39.9

ESTIMATED RANGES OF DEVELOPMENT

Village Lots (<4,600 sq. ft.)	18-25 units
Classic Lots (4,601-6,200 sq. ft.)	10-34 units
Grand Lots (6,201-9,999 sq. ft.)	4-10 units
Edge Lots (10,000+ sq. ft.)	18-26 units
Cottage Units	10-20 units
Flex Lots	28-40 units
Multifamily Units	170-190 units
Commercial Floor Area	25,000-36,000 square feet
Total Dwelling Units	258-345 units

PREPARED FOR:
landwaves^{INC}
 2712 SE 20th Ave.
 Portland, Oregon 97202
 TEL: (503) 221-0167
 FAX: (503) 221-0741

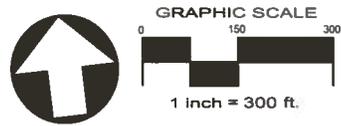
PREPARED BY:

 400 COLUMBIA STREET
 SUITE 180
 VANCOUVER, WA 98680
 PHONE: 503-939-8750

JET Planning, LLC
 215 W. 4th Street ste. 215
 Vancouver, WA 98660

Date: 7-20-16
 Job No: LAN005

WILDER
 PHASE 1 PRELIMINARY
 DEVELOPMENT PLAN



40th Street

Wilder Phase 1 Boundary

Mike Miller Park (county)

OCCC Parcel

King Slough

Waste Water Treatment Plant (city)

Open Space (city)

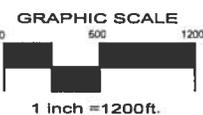
-  MAIN LOOP ROAD
-  NEIGHBORHOOD SPINE
-  NEIGHBORHOOD LOCAL
-  VILLAGE CENTER ROAD (1, 2, OR 3)
-  HILLSIDE STREET
-  URBAN ALLEY
-  WOONERF
-  TRAILS

PREPARED FOR: DATE: 6-3-2016
landwaves^{INC} J.N.: LAN005
 1733 NE 7th Ave.
 Portland, Oregon 97212
 TEL: (503) 221-0167
 FAX: (503) 221-0741

PREPARED BY:
 400 COLUMBIA STREET
 SUITE 160
 VANCOUVER, WA 98660
 PHONE 503-939-8750

WILDER

CIRCULATION DIAGRAM



JET Planning, LLC
 215 W. 4th Street ste 215
 Vancouver, WA 98660

Wilder Community Master Plan Development Applications

APPENDIX G.

***Reduced Final Development Plans,
including Tentative Subdivision
Plan***

WILDER

COMMUNITY MASTER DEVELOPMENT PLAN APPLICATIONS CITY OF NEWPORT, OREGON

SITE DATA:

LOCATION
South Beach - Wilder Master Plan Area

LEGAL DESCRIPTION
2712 SE 20th Ave
Map and Tax Lot 11-21-00-0100-00
Map and Tax Lot 11-21-00-01300-00

AREA
Approximate 62 Acres

ZONING
R-2 (Medium Density Single Family)
R-3 (Medium Density Multi-Family)
C-1 (Retail - Service Commercial)

TEAM MEMBERS:

Owner
J.P. & K. W. Co
2712 SE 20th Ave
Portland, OR 97202

Civil Engineer
R2 Associates, Inc.
1600 Columbia Street, Suite 160
Vancouver, WA 98660
503-938-8750

Planner
J.P. & K. W. Co
2712 SE 20th Ave
Portland, OR 97202

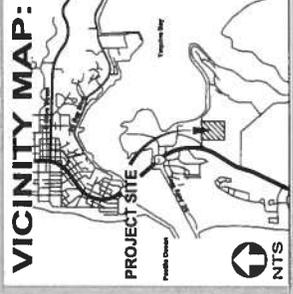
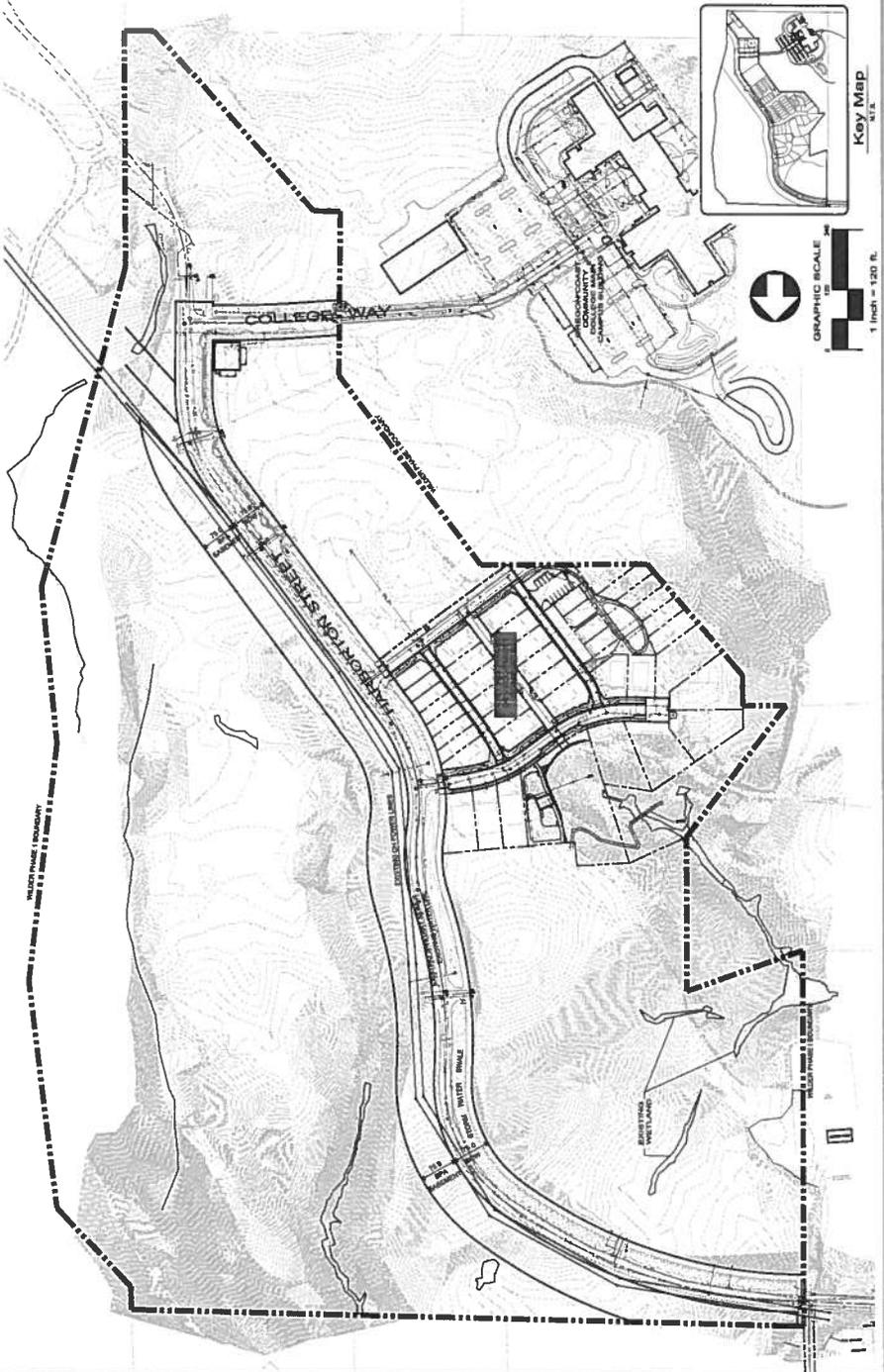
Property Management
J.P. & K. W. Co
2712 SE 20th Ave
Portland, OR 97202

Architect
Medium Architects, Inc.
1231 NW Hoyt, Suite 102
Portland, OR 97209
503-254-4425

Sheet List Table

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- 02 Existing Conditions Plan
- 03 Phasing Plan
- 04 Final Development Plan Phase 3, 4 and 6
- 05 Final Development Plan Phase 2B 2C and 2D
- 06 Final Development Plan Phase 2E and 2F
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- 16 Utility Plan Phase 2E and 2F
- 17 Landscape Plan Phase 3, 4 and 6
- 18 Landscape Plan Phase 2B 2C and 2D
- 19 Landscape Plan Phase 2E and 2F

EXISTING CONDITIONS PLAN:



J.P. & K. W. Co
2712 SE 20th Ave
Portland, Oregon 97202
TEL: 503-254-4425

J.P. & K. W. Co
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Portland, Oregon 97202
TEL: 503-254-4425

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landwaves
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FAX: (503) 221-0741

J.P. & K. W. Co
2712 SE 20th Ave
Portland, Oregon 97202
TEL: 503-254-4425

WILDER
EXISTING CONDITIONS PLAN

DATE: JULY 20, 2018
JOB NO.: MA-1001

APPLICATION: Community Master Development Plan
DATE: JULY 20, 2018

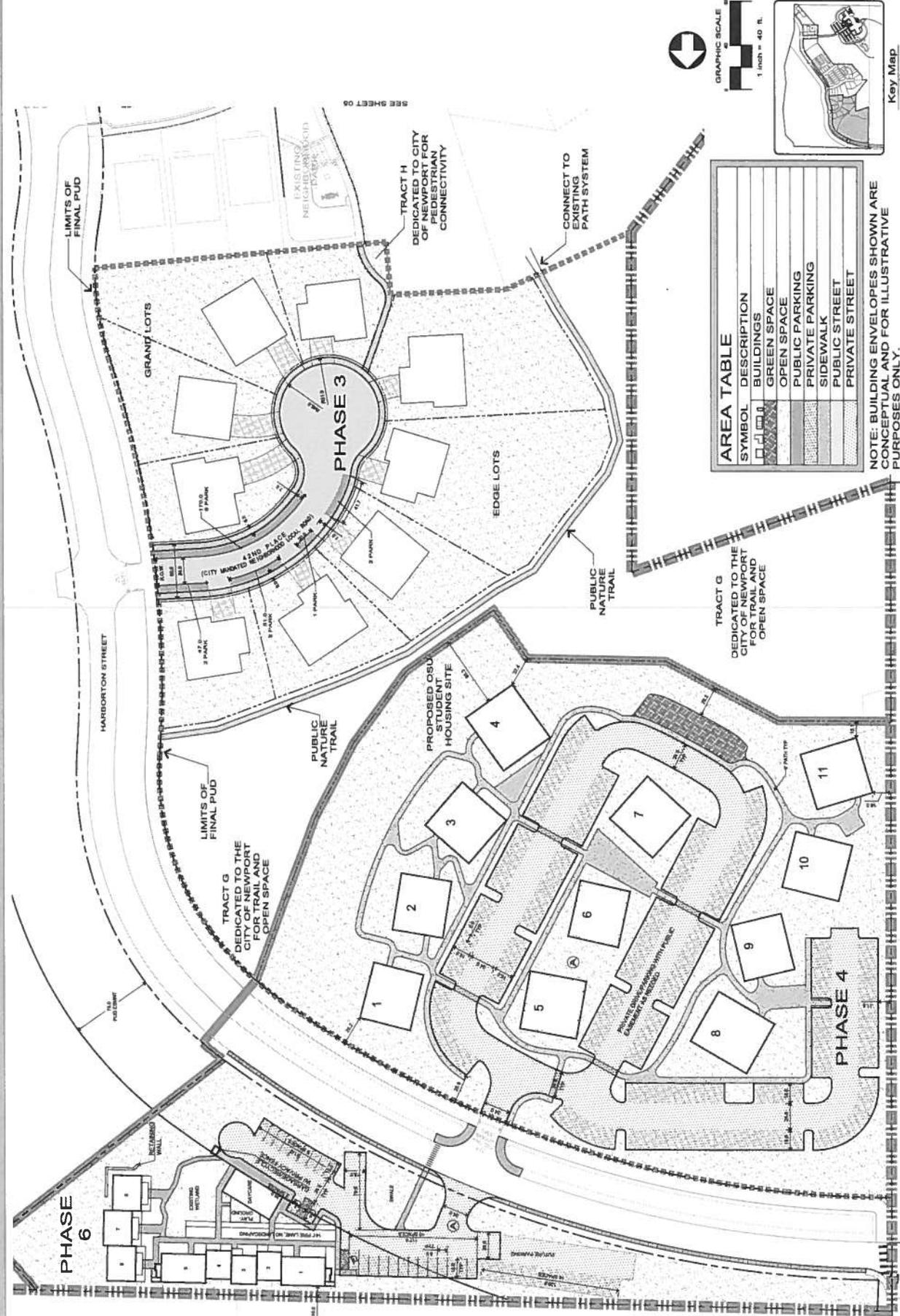
SHEET
01

landwaves **JET Planning LLC**
 2712 SE 20th Ave
 Vancouver, WA 98660
 TEL: (503) 221-0147
 FAX: (503) 221-0741

JOB NO.: MAH001
 DATE: JULY 28, 2018
 APPLICATION: Community Master
 Development Plan
 Applications

WILDER
 FINAL DEVELOPMENT PLAN
 PHASE 3, 4 and 6

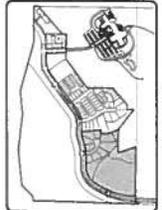
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AREA TABLE

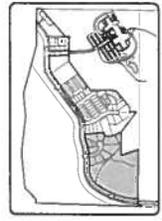
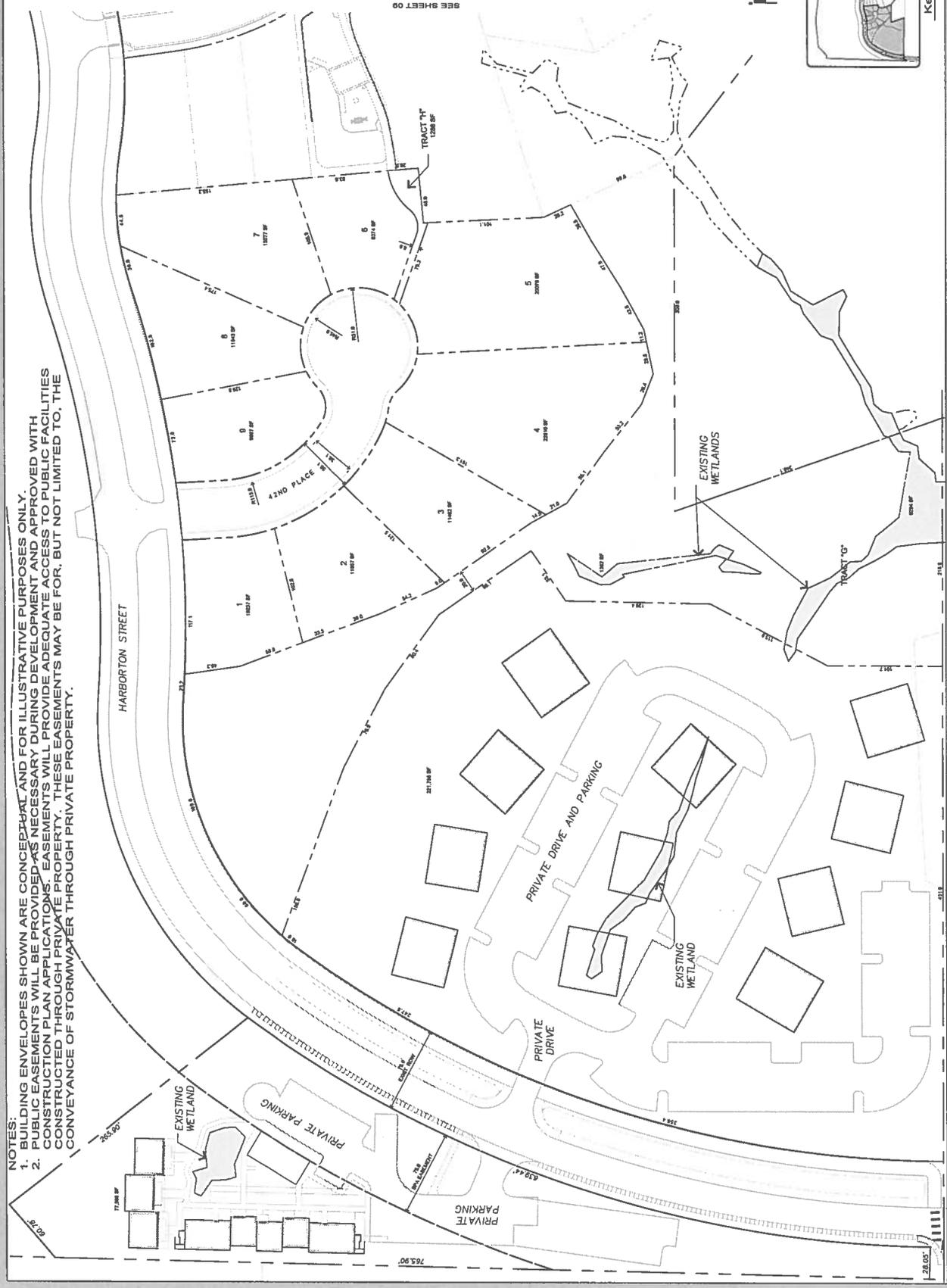
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[Symbol]	GREEN SPACE
[Symbol]	OPEN SPACE
[Symbol]	PUBLIC PARKING
[Symbol]	PRIVATE PARKING
[Symbol]	SIDEWALK
[Symbol]	PUBLIC STREET
[Symbol]	PRIVATE STREET

NOTE: BUILDING ENVELOPES SHOWN ARE CONCEPTUAL AND FOR ILLUSTRATIVE PURPOSES ONLY.



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 MAH001-16-01 - OSU Student Housing - Wilder - Jet Planning\Drawings\Community Master Plan - Ph 4 OSU Student Housing.swp
 MAH001-16-01 - OSU Student Housing - Wilder - Jet Planning\Drawings\Community Master Plan - Ph 4 OSU Student Housing.swp

NOTES:
 1. BUILDING ENVELOPES SHOWN ARE CONCEPTUAL AND FOR ILLUSTRATIVE PURPOSES ONLY.
 2. PUBLIC EASEMENTS WILL BE PROVIDED AS NECESSARY DURING DEVELOPMENT AND APPROVED WITH CONSTRUCTION PLAN APPLICATIONS. EASEMENTS WILL PROVIDE ADEQUATE ACCESS TO PUBLIC FACILITIES CONSTRUCTED THROUGH PRIVATE PROPERTY. THESE EASEMENTS MAY BE FOR, BUT NOT LIMITED TO, THE CONVEYANCE OF STORMWATER THROUGH PRIVATE PROPERTY.



WILDER
 TENTATIVE SUBDIVISION PLAT
 Phase 3, 4 and 6

SHEET
 08

178

landwaves
 JET Planning, LLC
 2712 SE 20th Ave
 Vancouver, WA 98660
 TEL: (503) 753-0005
 PHONE: 503-439-8750

JOB NO: MA-1001
 DATE: JULY 20, 2018
 APPLICATION: Community Master
 Development Plan
 Applications
 TEL: (503) 221-0167
 FAX: (503) 221-0741
 Portland, Oregon 97202

400 COLUMBIA STREET
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PHONE: 503-838-8750

landwaves
2712 SE 20th AVE
Portland, Oregon 97202
TEL: (503) 221-0107
FAX: (503) 221-0741

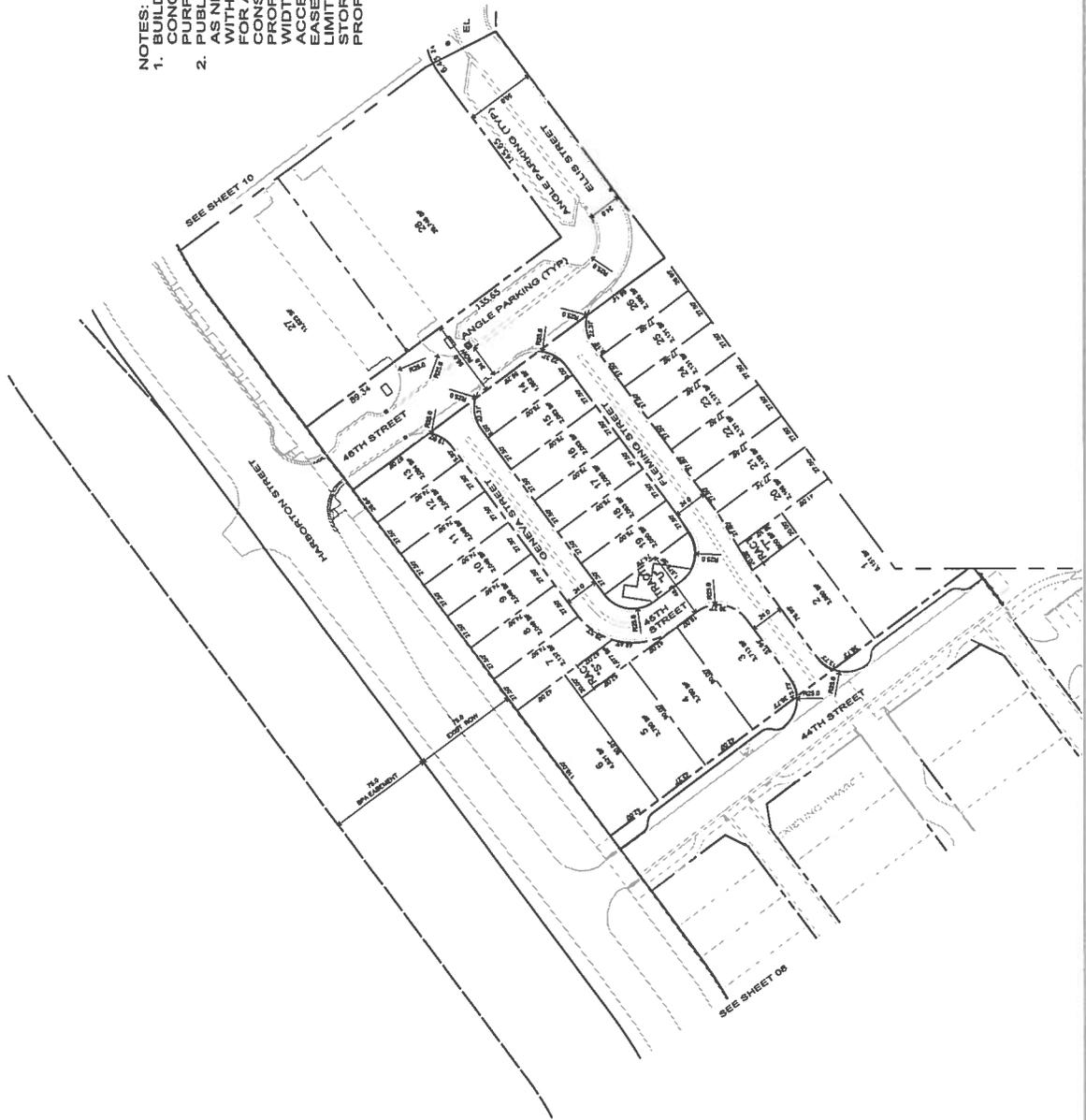
JET Planning, LLC
215 W. 4th Street, Ste. 202
Vancouver, WA 98660
TEL: 503-755-3808

JOB NO.: MAH001
DATE: JULY 20, 2016
APPLICATION: Community Master Development Plan
Applications

WILDER
TENTATIVE SUBDIVISION PLAT
Phase 2B 2C 2D

SHEET
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- NOTES:
BUILDING ENVELOPES SHOWN ARE CONCEPTUAL AND FOR ILLUSTRATIVE PURPOSES ONLY.
PUBLIC EASEMENTS WILL BE PROVIDED AS NECESSARY DURING DEVELOPMENTS WITH CONSTRUCTION APPLICATIONS FOR ACCESS TO PUBLIC FACILITIES PROPERTY AND WHERE ADDITIONAL WIDTH FOR PUBLIC MAINTENANCE EASEMENTS IS NEEDED. THESE EASEMENTS MAY BE FOR, BUT NOT LIMITED TO, THE CONVEYANCE OF STORMWATER THROUGH PRIVATE PROPERTY.
1. BUILDING ENVELOPES SHOWN ARE CONCEPTUAL AND FOR ILLUSTRATIVE PURPOSES ONLY.
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GRAPHIC SCALE
1 inch = 40 ft.

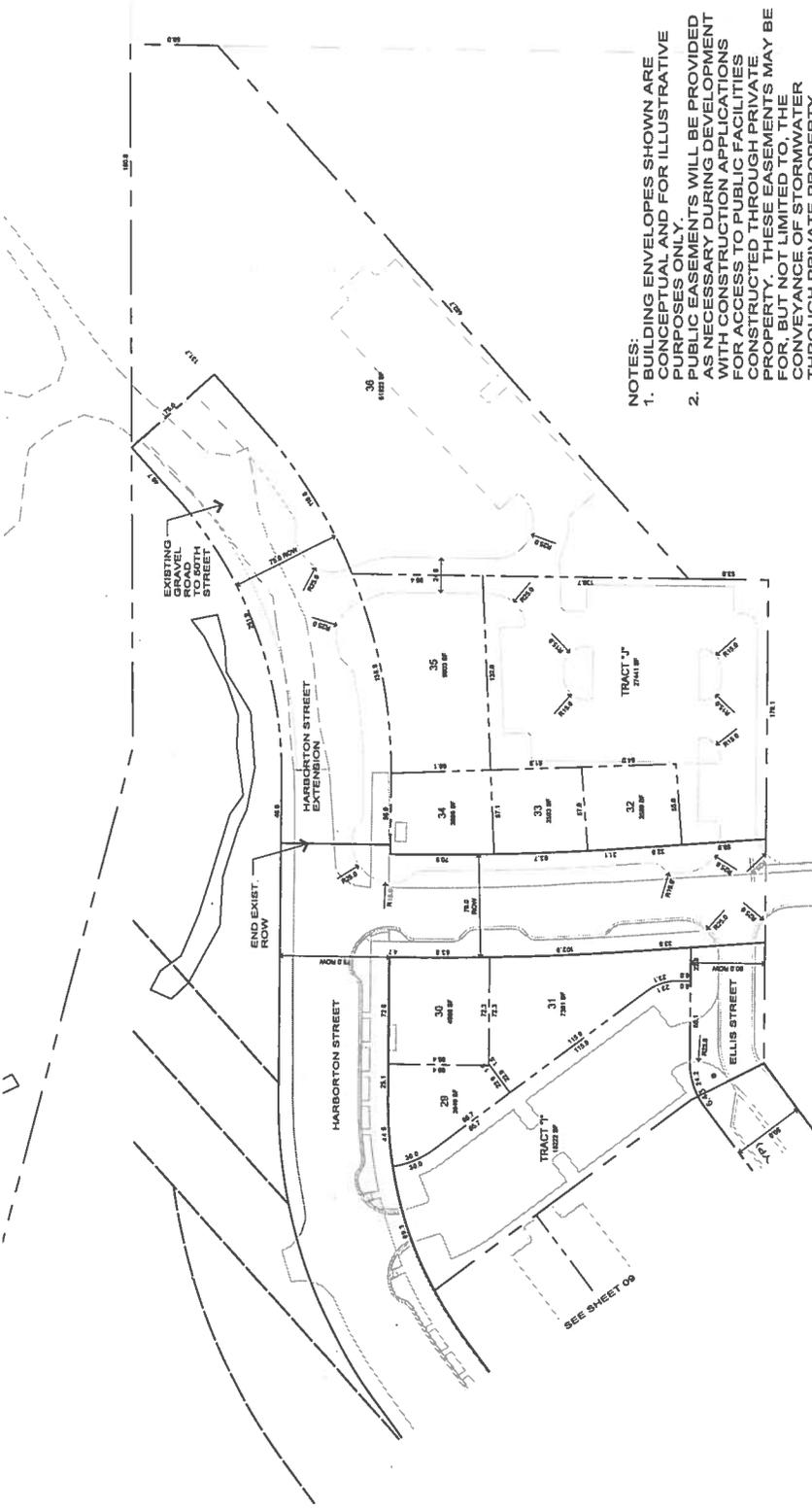


landwaves
 JET Planning, LLC
 211 W. 4th Street, Ste. 202
 Vancouver, WA 98660
 TEL: 503-755-3508
 SUITE 160
 400 COLUMBIA STREET
 VANCOUVER, WA 98660
 PHONE: 503-836-8750

JOB NO.:	MAH001
DATE:	JULY 20, 2016
APPLICATION:	Community Master Development Plan
Applications:	
TEL:	(503) 221-0197
TEL:	(503) 221-0197
2712 SE 20th AVE	
Portland, Oregon 97202	
211 W. 4th Street, Ste. 202	
Vancouver, WA 98660	
TEL: 503-755-3508	
FAX: (503) 221-0741	

WILDER
 TENTATIVE SUBDIVISION PLAN
 Phase 2A 2E and 2F

SHEET
 10
 180



- NOTES:
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 - 2.

GRAPHIC SCALE
 1 inch = 40 ft.

Key Map
 N.T.S.

400 COLUMBIA STREET
SUITE 160
VANCOUVER, WA 98660
PHONE: 503-938-8750

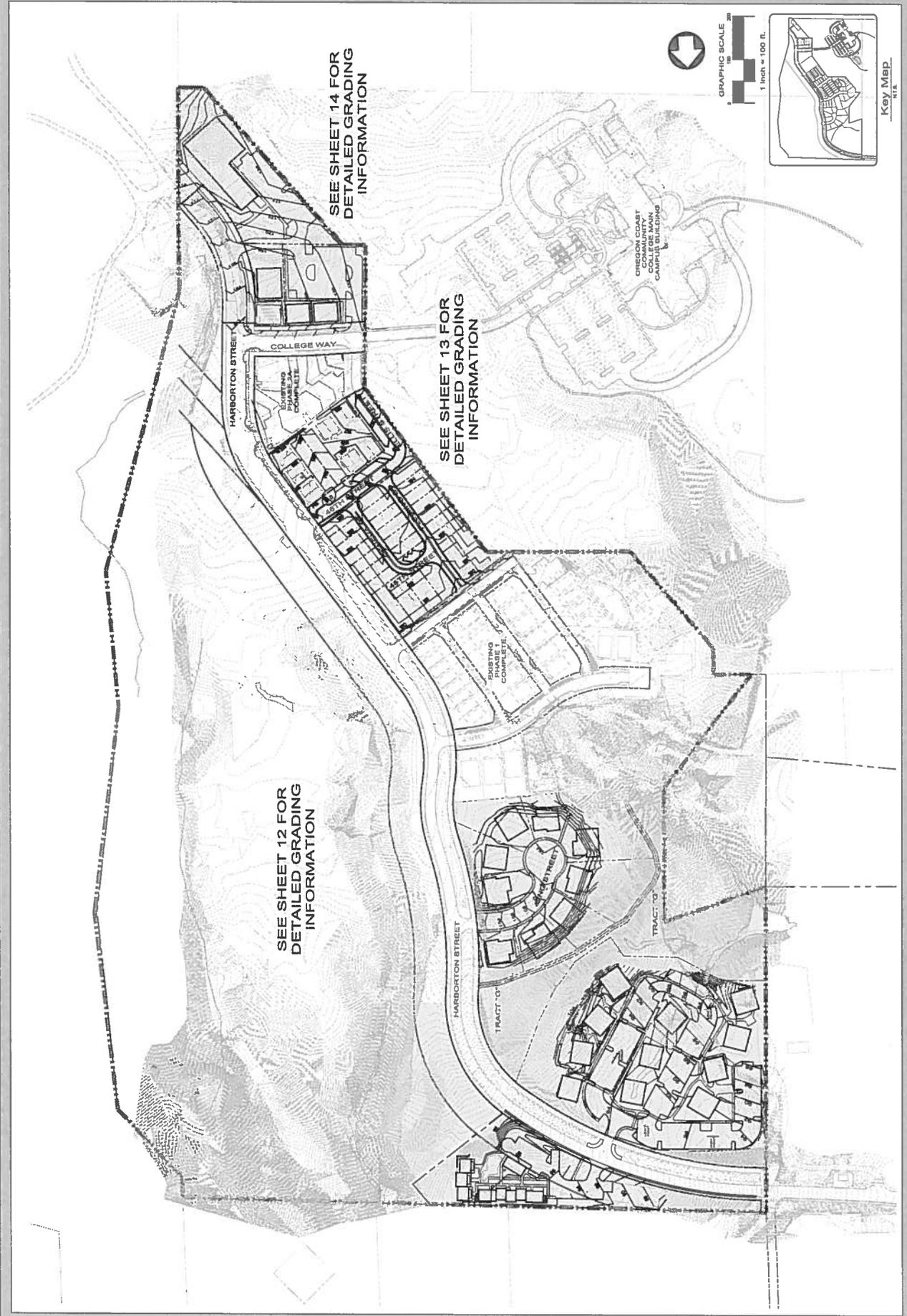
JET Planning, LLC
215 W. 4th Street, Ste. 200
Vancouver, WA 98660
TEL: 503-755-3000
FAX: (503) 221-0741

LANDWAVES
2712 SE 20th AVE
Portland, Oregon 97202
TEL: (503) 221-0197

JOB NO.: 16A4001
DATE: JULY 20, 2016
APPLICATION: Community Master
Development Plan
Applications

WILDER
GRADING MASTER PLAN

SHEET
11



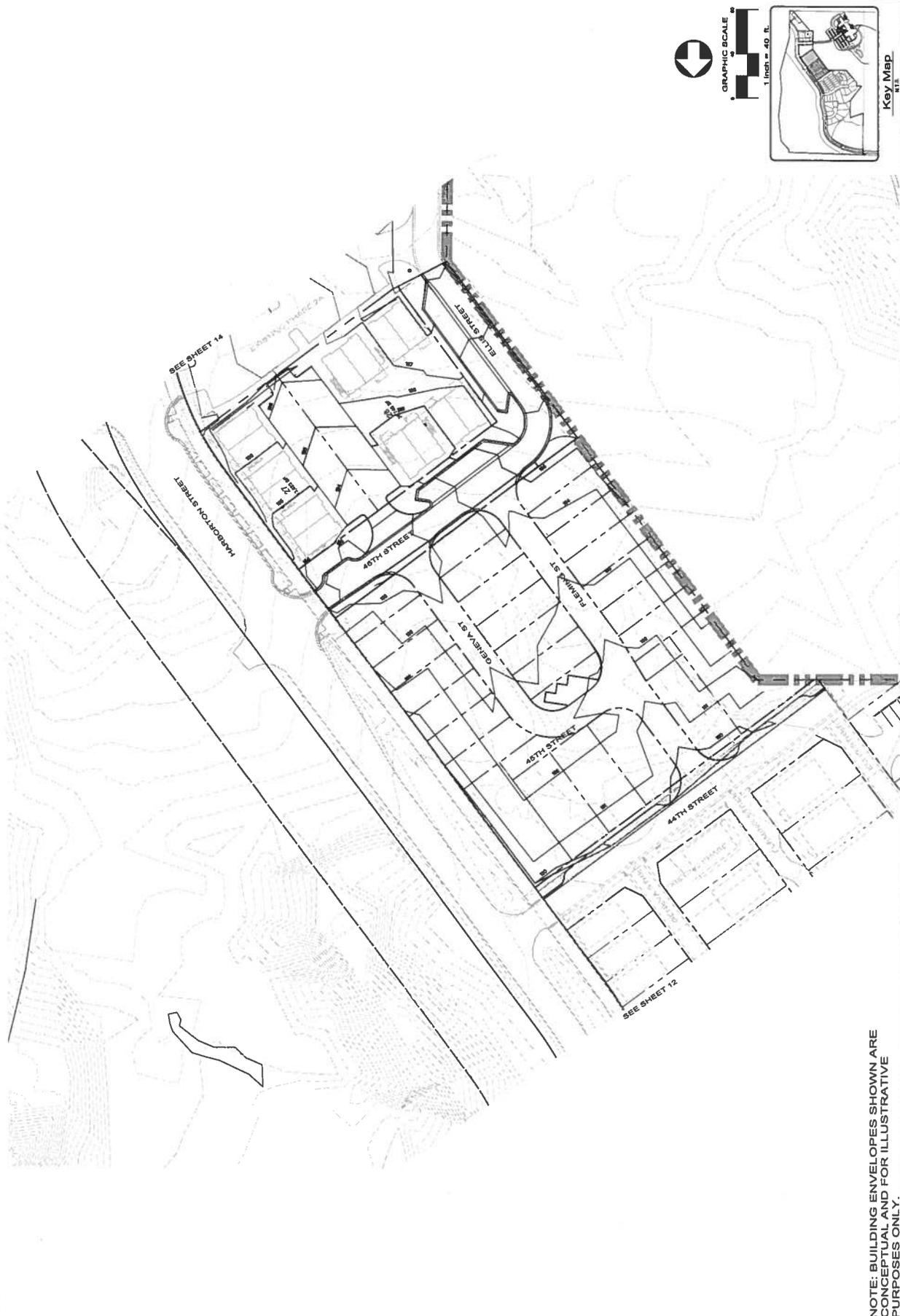
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PLOT BY: JET
PLOT SCALE: 1" = 100'

landwaves
JET Planning, LLC
2712 SE 20th Ave
Vancouver, WA 98660
TEL: (503) 221-0197
FAX: (503) 221-0741

JOB NO.:	MA-001
DATE:	JULY 20 2018
APPLICATION:	Community Master Development Plan
Applications	

WILDER
GRADING PLAN
Phase 2B 2C and 2D

SHEET
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GRAPHIC SCALE
1 inch = 40 ft.

Key Map
M18

NOTE: BUILDING ENVELOPES SHOWN ARE CONCEPTUAL AND FOR ILLUSTRATIVE PURPOSES ONLY.

WILDER GRADING PLAN

Phase 2E and 2F

JOB NO: MAH001
 DATE: JULY 20, 2016
 APPLICATION: Community Master Development Plan
 Applications

landwaves
 JET Planning, LLC
 215 W. 4th Street, Ste. 209
 Vancouver, WA 98660
 TEL: 503-745-3008

SITE 150
 400 COLUMBIA STREET
 VANCOUVER, WA 98660
 PHONE: 503-839-8750

FAX: (503) 221-0741
 TEL: (503) 221-0197
 Portland, Oregon 97202
 2712 SE 20th Ave



GRAPHIC SCALE
 1 inch = 40 ft.

Key Map
 N/A

NOTE: BUILDING ENVELOPES SHOWN ARE CONCEPTUAL AND FOR ILLUSTRATIVE PURPOSES ONLY.

400 COLUMBIA STREET
 SUITE 100
 VANCOUVER, WA 98660
 PHONE: 503-639-8750

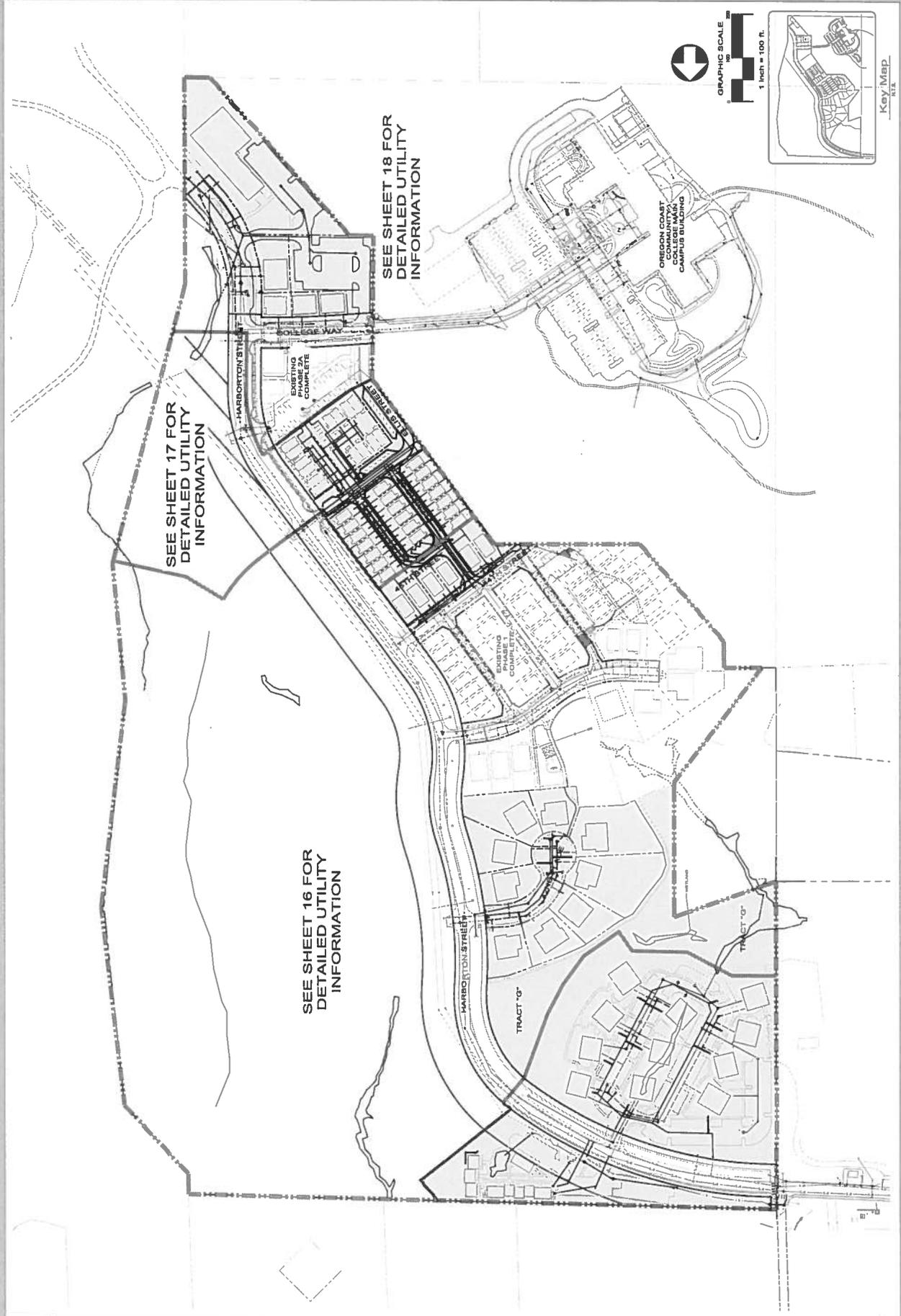
JET Planning, LLC
 211 W. 4th Street, Ste. 200
 Vancouver, WA 98660
 TEL: 503-755-3008
 FAX: (503) 221-0741

landwaves
 2712 SE 20th Ave
 Portland, Oregon 97202
 TEL: (503) 221-0187
 FAX: (503) 221-0741

JOB NO.: MAH001
 DATE: JULY 20, 2016
 APPLICATION: Community Master
 Development Plan
 Applications

WILDER UTILITY MASTER PLAN

SHEET
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SEE SHEET 17 FOR
DETAILED UTILITY
INFORMATION

SEE SHEET 16 FOR
DETAILED UTILITY
INFORMATION

SEE SHEET 18 FOR
DETAILED UTILITY
INFORMATION



400 COLUMBIA STREET
VANCOUVER, WA 98660
PHONE: 503-939-8750

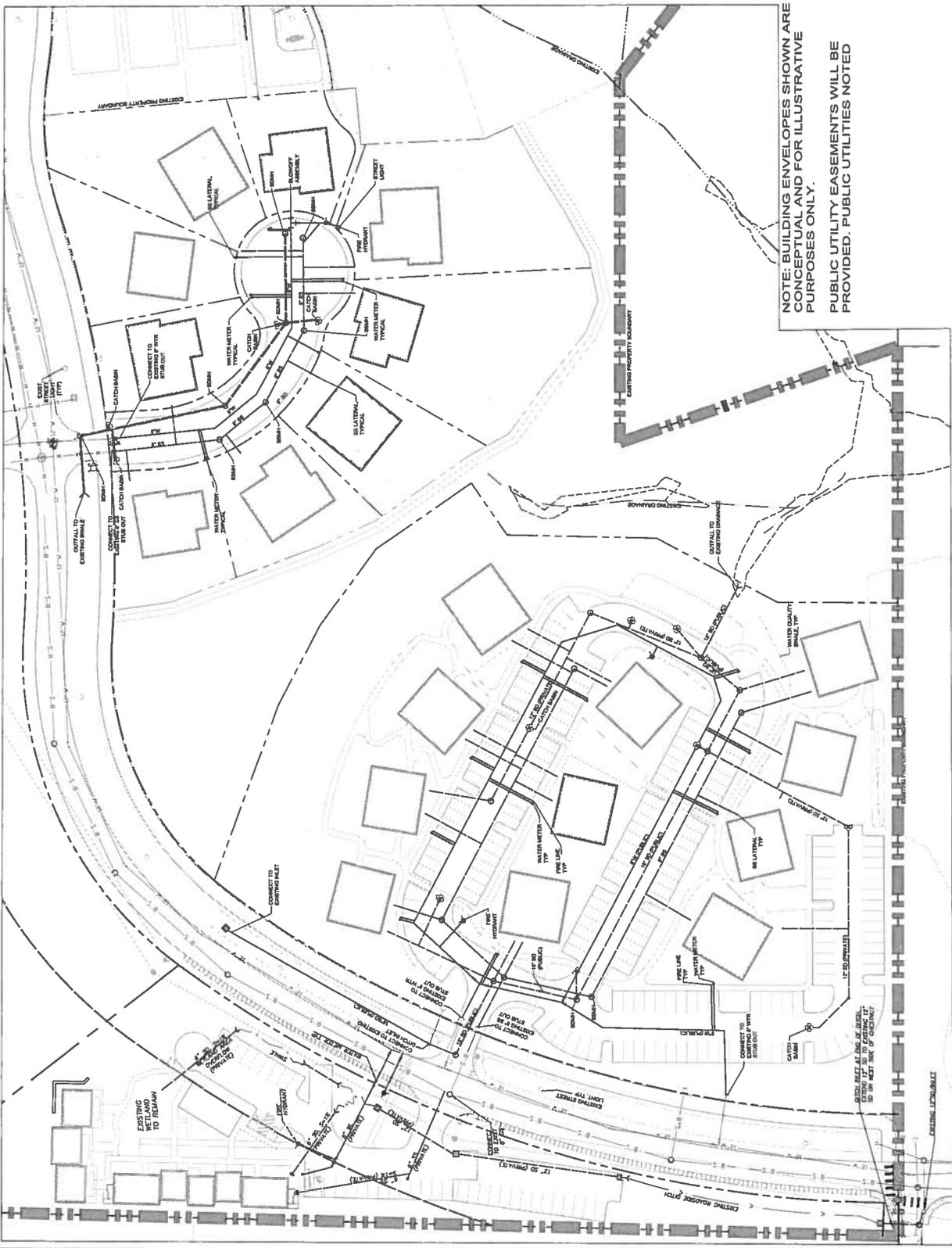
JET Planning, LLC
215 W. 4th Street Ste. 209
Vancouver, WA 98660
TEL: 503-705-3000
FAX: (503) 221-0741

landwaves
2712 SE 20th Ave
Portland, Oregon 97202
TEL: (503) 221-0197
FAX: (503) 221-0741

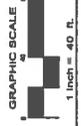
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DATE: JULY 20, 2015
APPLICATION: Community Master
Development Plan
Applications

WILDER
UTILITY PLAN
Phase 3, 4 and 6

SHEET
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186



NOTE: BUILDING ENVELOPES SHOWN ARE CONCEPTUAL AND FOR ILLUSTRATIVE PURPOSES ONLY.
PUBLIC UTILITY EASEMENTS WILL BE PROVIDED. PUBLIC UTILITIES NOTED

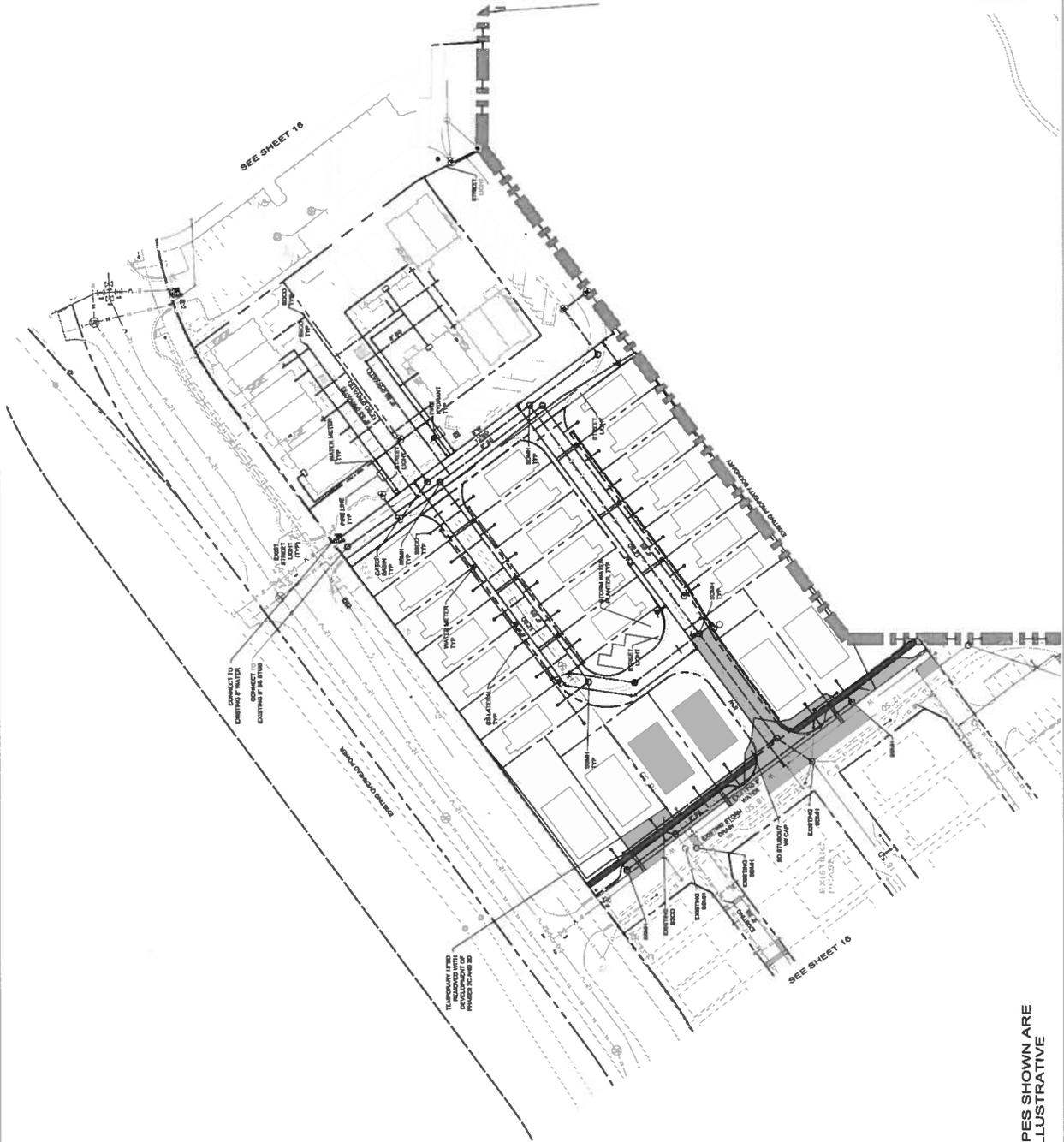
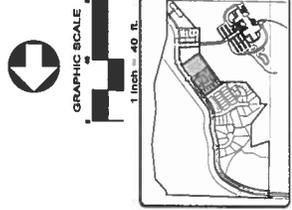


landwaves
JET Planning, LLC
2712 SE 20th Ave
Vancouver, WA 98660
TEL: (503) 221-0197
FAX: (503) 221-0741

APPLICATOR:
Community Master
Development Plan

DATE: JULY 20, 2018
JOB NO: MAH001

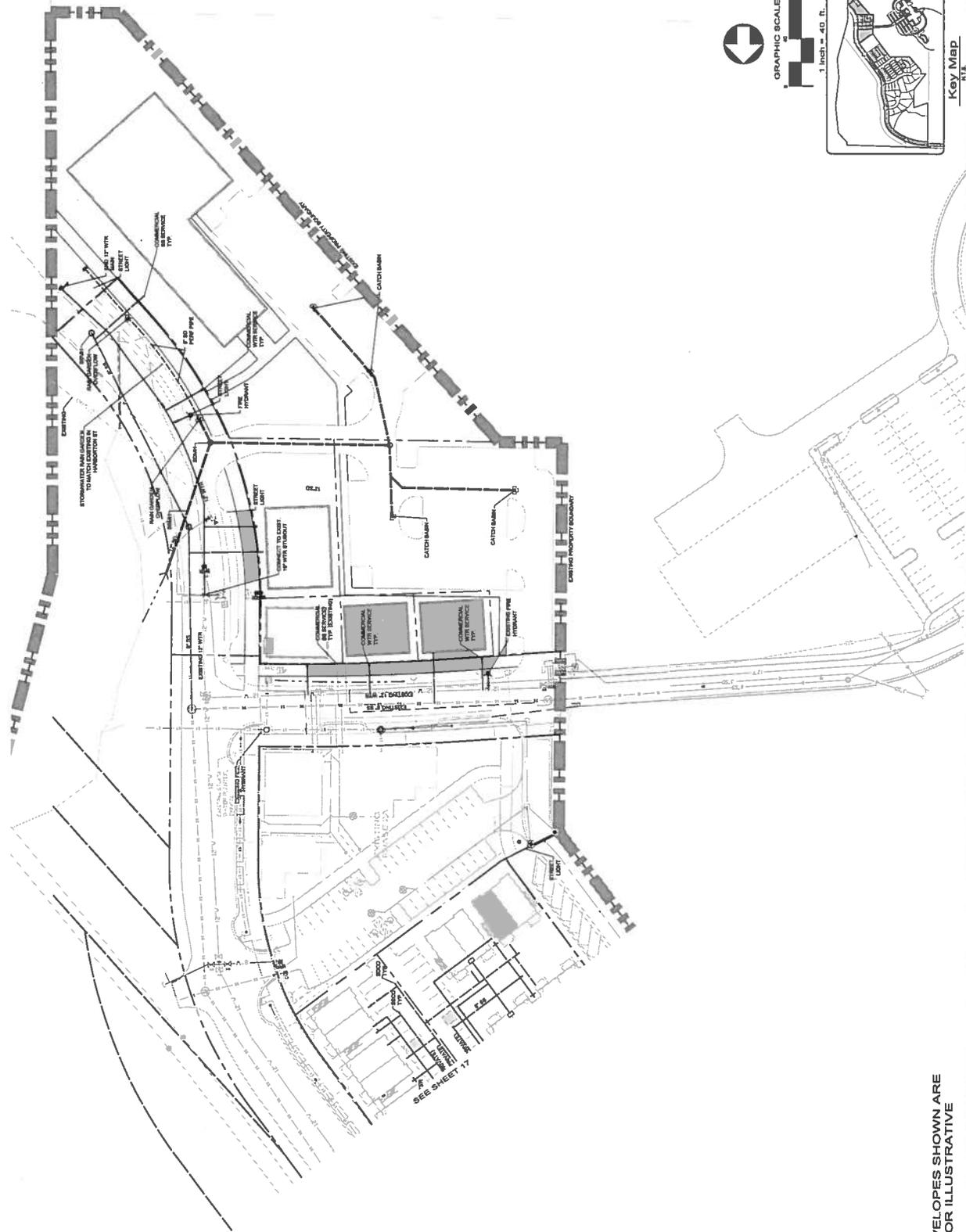
400 COLUMBIA STREET
SUITE 100
VANCOUVER, WA 98660
PHONE: 503-639-8750



NOTE: BUILDING ENVELOPES SHOWN ARE
CONCEPTUAL AND FOR ILLUSTRATIVE
PURPOSES ONLY.

WILDER UTILITY PLAN Phase 2A 2E and 2F

JOB NO: MAH001
 DATE: JULY 20, 2016
 APPLICATION: Community Master
 Development Plan
 Applications
 landwaves
 JET Planning, LLC
 2712 SE 20th AVE
 Vancouver, WA 98660
 TEL: (503) 221-0107
 FAX: (503) 221-0241
 400 COLUMBIA STREET
 SUITE 160
 VANCOUVER, WA 98660
 PHONE: 503-938-8750



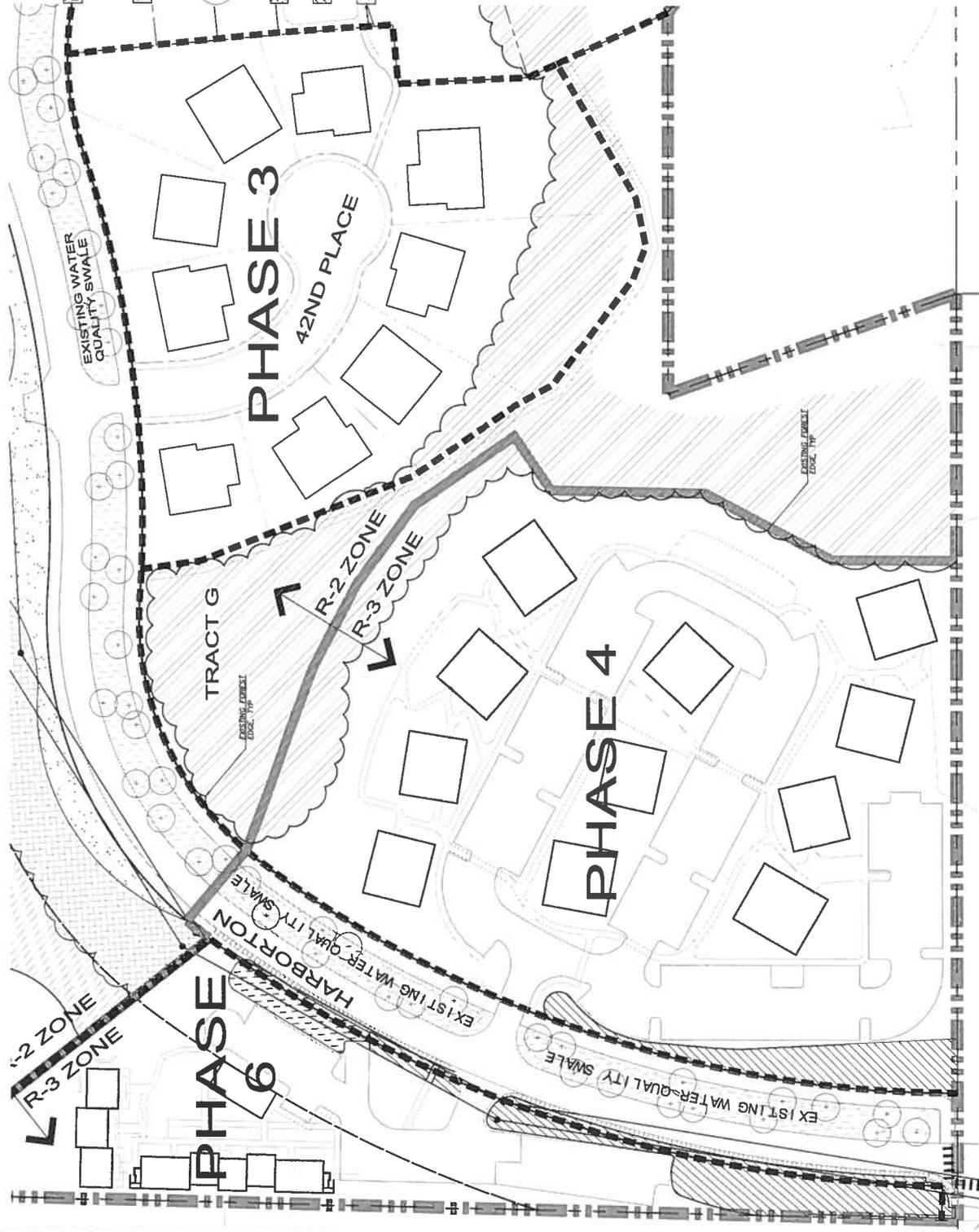
NOTE: BUILDING ENVELOPES SHOWN ARE
 CONCEPTUAL AND FOR ILLUSTRATIVE
 PURPOSES ONLY.

LEGEND

-  WATER QUALITY SWALE
 -  NATIVE GRASSES AND WILD FLOWERS
 -  ENHANCED ENTRY LANDSCAPE
 -  EXISTING FOREST
 -  WATER QUALITY SWALE
 -  ENHANCED FOREST EDGE
 -  STREET TREE
- CAREX ELCOCCARDIUS JUNCUS BPP
 CORNUS SPENSIS VIBURNUM DWARF REDTID DOORWOOD
 ERIGLOMYS VILLOSA
 FIBES SANDWICHIANUM RED FLOWERING CURRANT
 SPARGANGLA DOUGLASSII DOUGLASS SPIREA
- ENHANCED FOREST EDGE SPECIES
 PACIFIC DOUGLASS SPRUCE
 PACIFIC FEVER PINE
 PACIFIC LARCH
 PACIFIC SITKA SPRUCE
 PACIFIC WHITE FIR
 PACIFIC YEW
 PACIFIC REDWOOD
 PACIFIC DOUGLASS SPRUCE
 PACIFIC FEVER PINE
 PACIFIC LARCH
 PACIFIC SITKA SPRUCE
 PACIFIC WHITE FIR
 PACIFIC YEW
 PACIFIC REDWOOD
- STREET TREE SPECIES
 ALBICE BIRCH - RED ALDER
 NYSSA SYRIACA - BLACK TUPELD
 PRUNUS CALIFORNIANA - NEWPORT - NEWPORT PLUM
 PRUNUS CUMARSTRINA - NEWPORT - NEWPORT PLUM
 THUSA PUGATA - WESTERN RED CEDAR

NOTES

1. PROVIDE NATIVE GRASSES TO ALL UNDISTURBED AREAS NOT SHOWN ON THIS PLAN



**Wilder Community Master Plan
Development Applications**

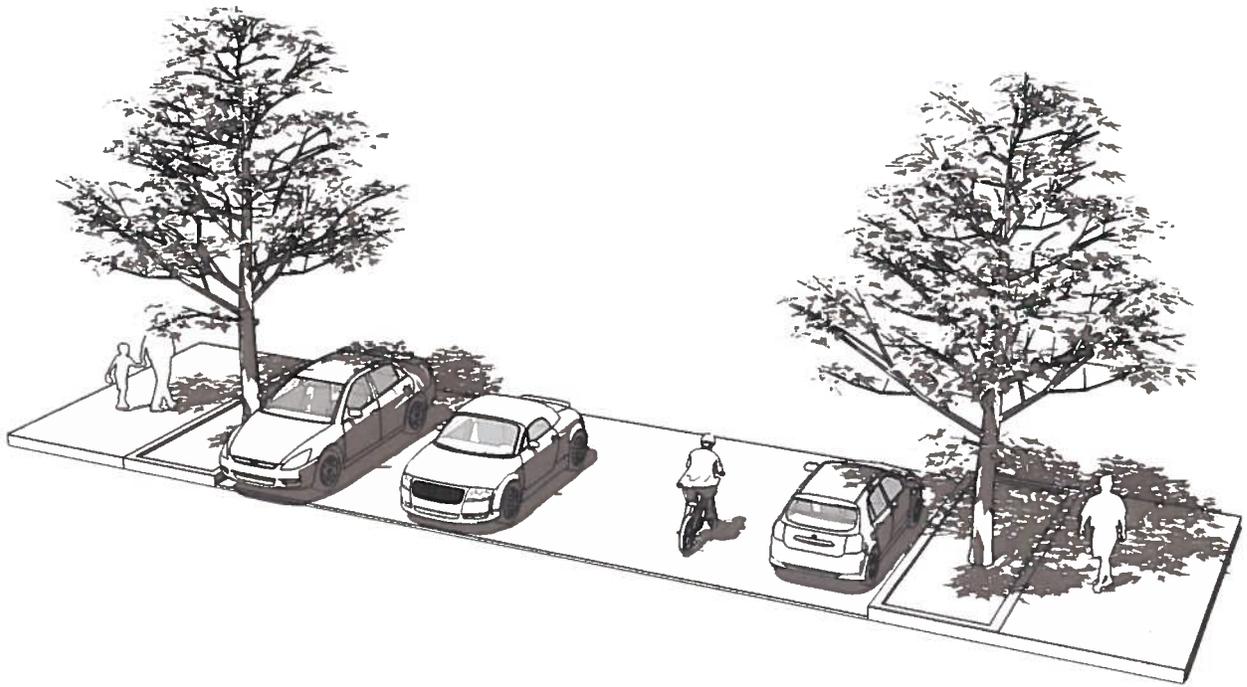
**APPENDIX H.
*Kit of Parts***



Wilder

Community Master Plan

Kit of Parts



prepared for
LandWaves
2712 SE 20th Ave.
Portland, OR 97202

landwaves^{inc}

prepared by
SERA Architects
338 NW Fifth Avenue
Portland, Oregon 97209



[4.2]
may 2016

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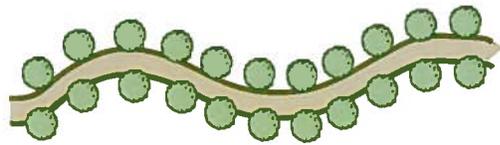
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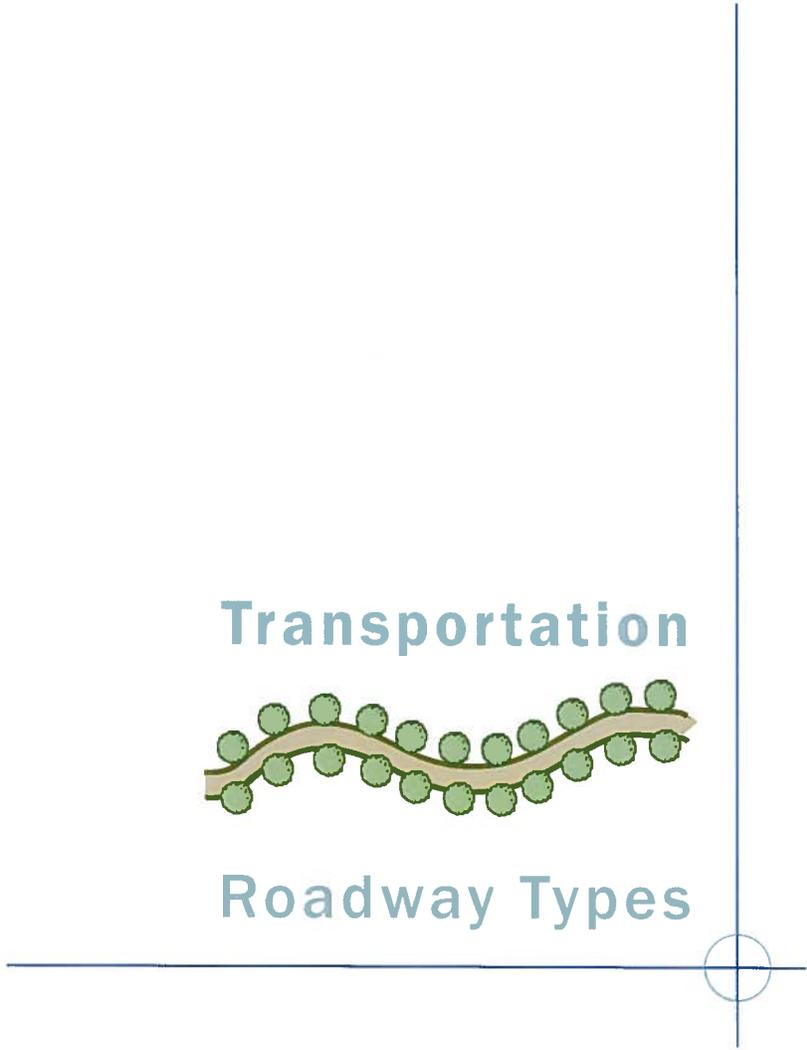
Appendix: Additional City-Mandated Types

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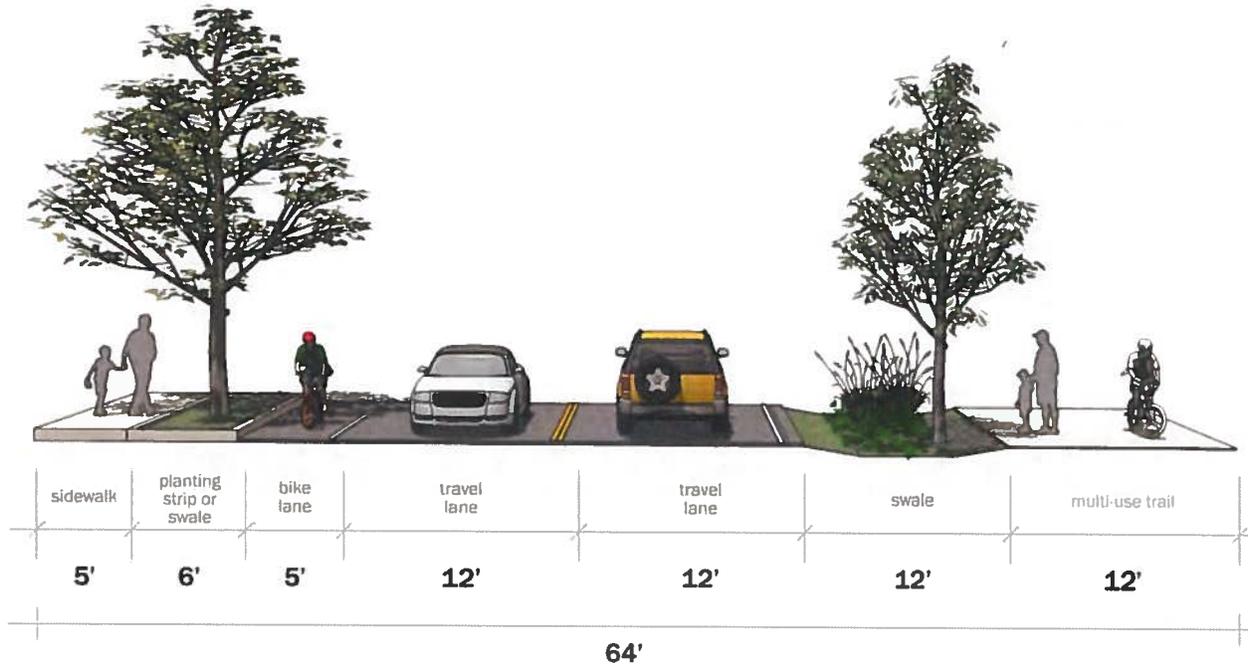
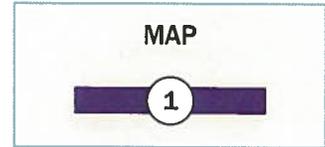
Transportation



Roadway Types



Main Loop Road - Section 1



Section Summary

travel lanes	12-feet
on-street parking	none
bicycle lanes	5-feet, one direction
sidewalk / trail	5-feet, 12-feet
planting strip / swale	6-feet, 12-feet
intended speed	35 mph
adjacent land uses	undeveloped / low density residential
primary grade	moderate to steep

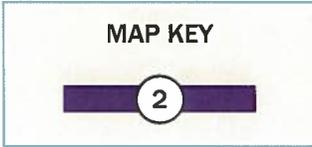
Sustainability Options

- use a variety of sedges and rushes in the swale that can withstand both inundation and drought
- augment swales and landscape buffer with native plant species

Considerations

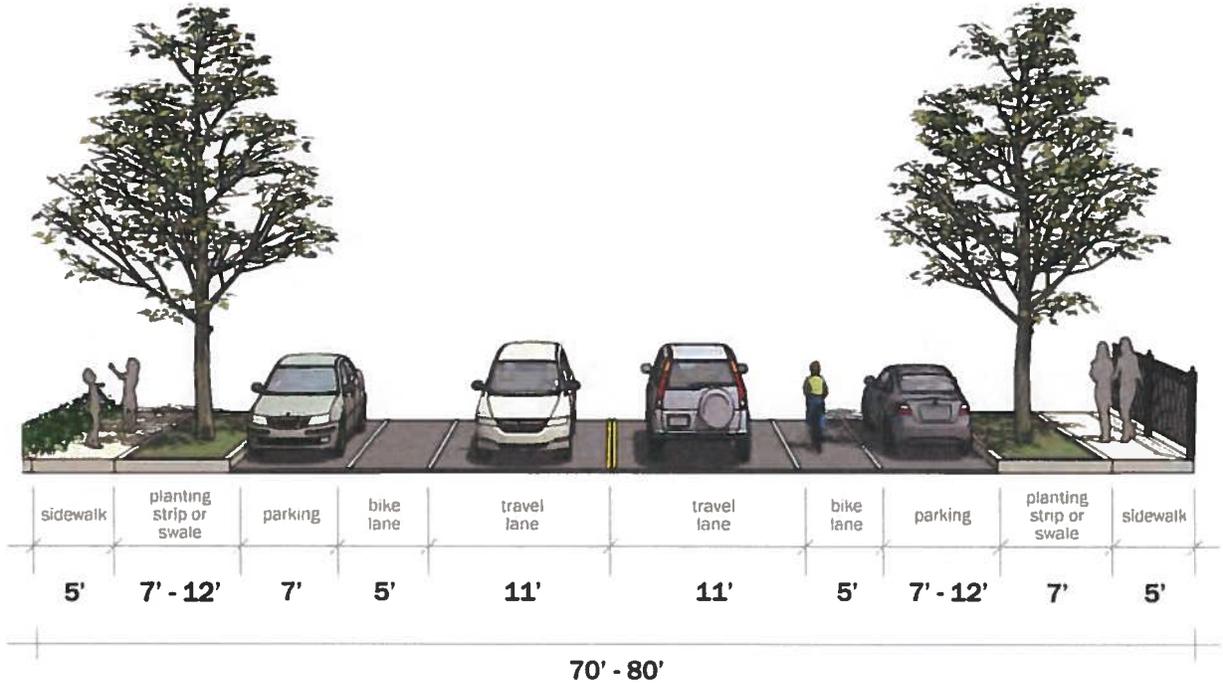
- A stormwater swale on the down-slope side of the roadway will capture and pre-treat some stormwater run-off, as well as provide a buffer for multi-use trail users.
- Bicyclists are accommodated in two ways. A striped 5-foot bicycle lane accommodates skilled bicyclists for uphill travel. Skilled bicyclists traveling downhill are expected to use the entire travel lane, as these bicyclists tend to prefer more room to maneuver when their speed increases.
- An 8-foot multi-use trail provides accommodation for less skilled bicyclists, like children and families. While this trail is intended to “meander” along the roadway, it will be important to provide clear lines of sight and adequate turning radii for both bicyclist and pedestrian safety.

Transportation



Main Loop Road - Section 2

This section of the Main Loop Road passes through adjacent residential areas, and acts as a traffic collector, as well as a central spine for the community.



Sustainability Factors

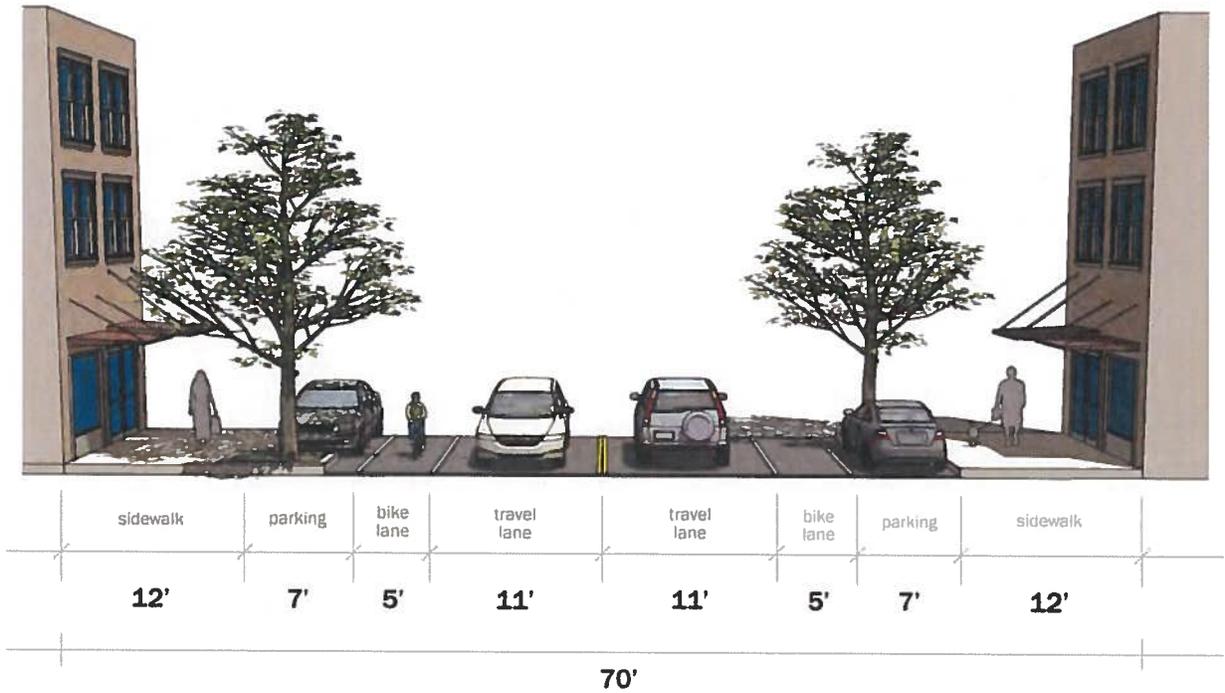
- ♻ narrow street width
- ♻ recycled-content in asphalt & concrete
- ♻ shading from trees
- ♻ integrated stormwater management systems

Section Summary

travel lanes	11-feet
on-street parking	7-feet
bicycle lanes	5-feet
sidewalk / trail	5-feet
planting strip / swale	7 - 12-feet
intended speed	30 mph
adjacent land uses	medium density residential
primary grade	moderate

Main Street

Main Street travels through the village center and has the most urban character. Wide sidewalks, planters, and street furniture (i.e., street lights, flower baskets, benches, etc) contribute to a very pedestrian-friendly commercial environment.



Section Summary

travel lanes	11-feet
on-street parking	7-feet
bicycle lanes	5-feet
sidewalk / trail	12-feet
planting strip / swale	tree wells at sidewalk edge with trees periodically in parking
intended speed	20 mph
adjacent land uses	village commercial / mixed use
primary grade	flat

Sustainability Factors

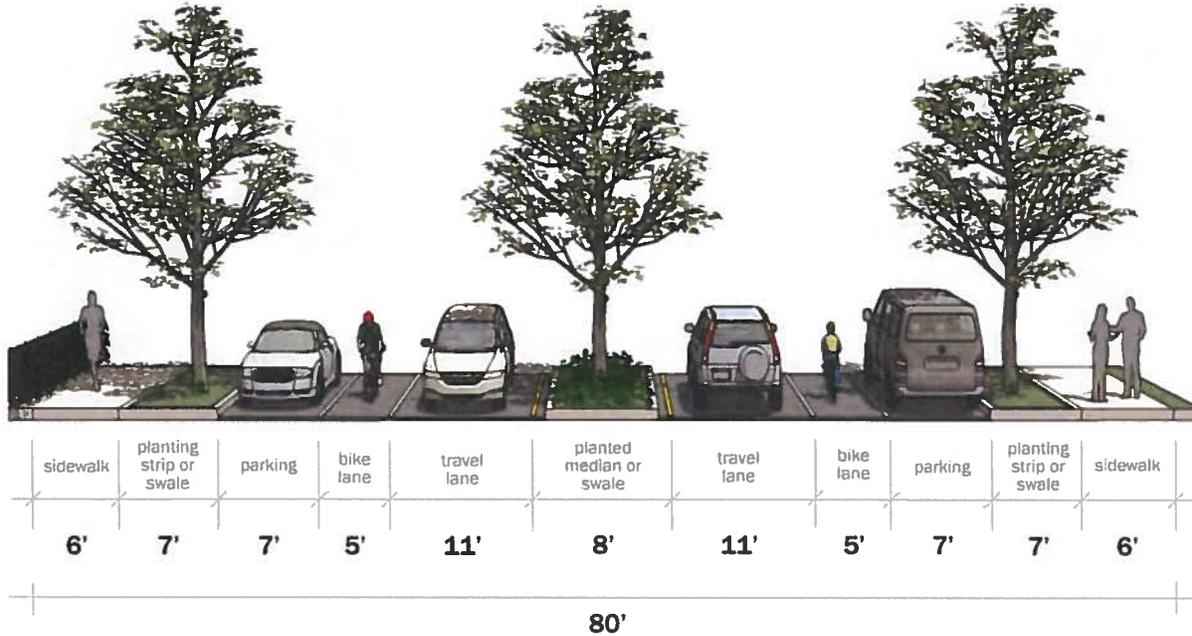
- ♻️ narrow street width
- ♻️ recycled-content in asphalt & concrete
- ♻️ shading from trees

Transportation



Boulevard

This section of the Main Loop Road is a full boulevard with a median and planting strips or bioswales. It will be the centerline of neighborhoods for the south of the village center.



Sustainability Factors

- ♻ narrow street width
- ♻ recycled-content in asphalt & concrete
- ♻ shading from trees
- ♻ integrated stormwater management systems

Section Summary

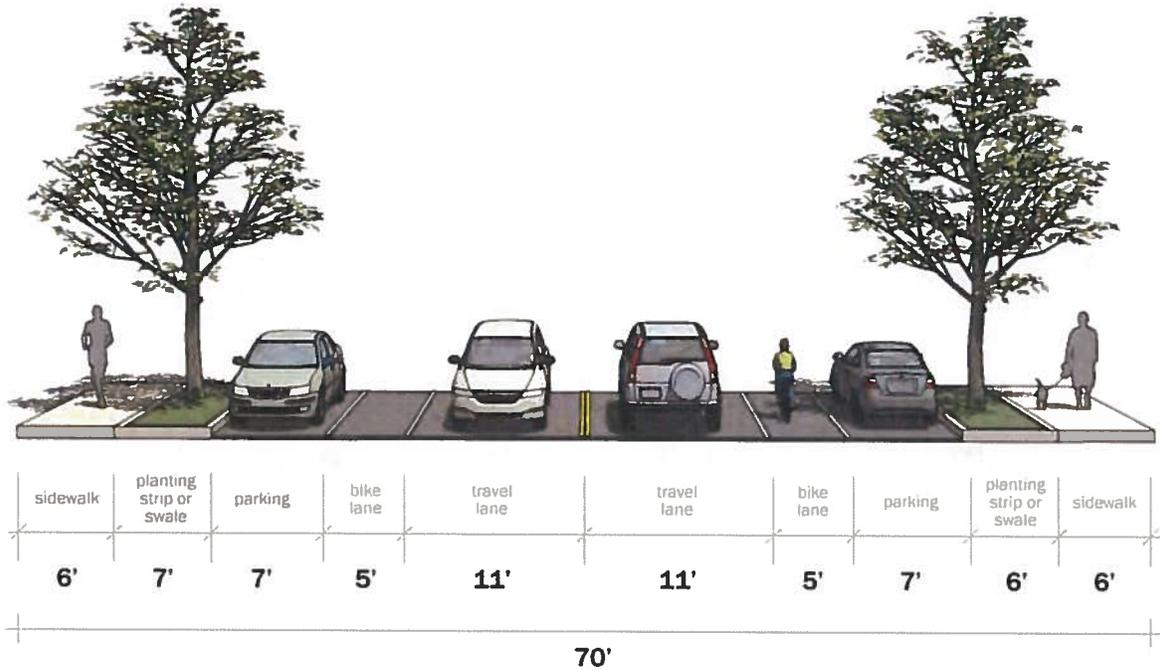
travel lanes	11-feet
on-street parking	7-feet
bicycle lanes	5-feet
sidewalk / trail	6-feet
planting strip / swale	7-feet
intended speed	25 mph
adjacent land uses	medium to low density residential
primary grade	moderate

Main Loop Road - Section 5

This section of the Main Loop Road serves as a transition zone between the residential outskirts of the Village and the wastewater treatment plant.

MAP KEY

5



Section Summary

travel lanes	11-feet
on-street parking	7-feet
bicycle lanes	5-feet
sidewalk / trail	12-feet
planting strip / swale	7-feet
intended speed	35 mph
adjacent land uses	low density residential
primary grade	moderate

Sustainability Factors

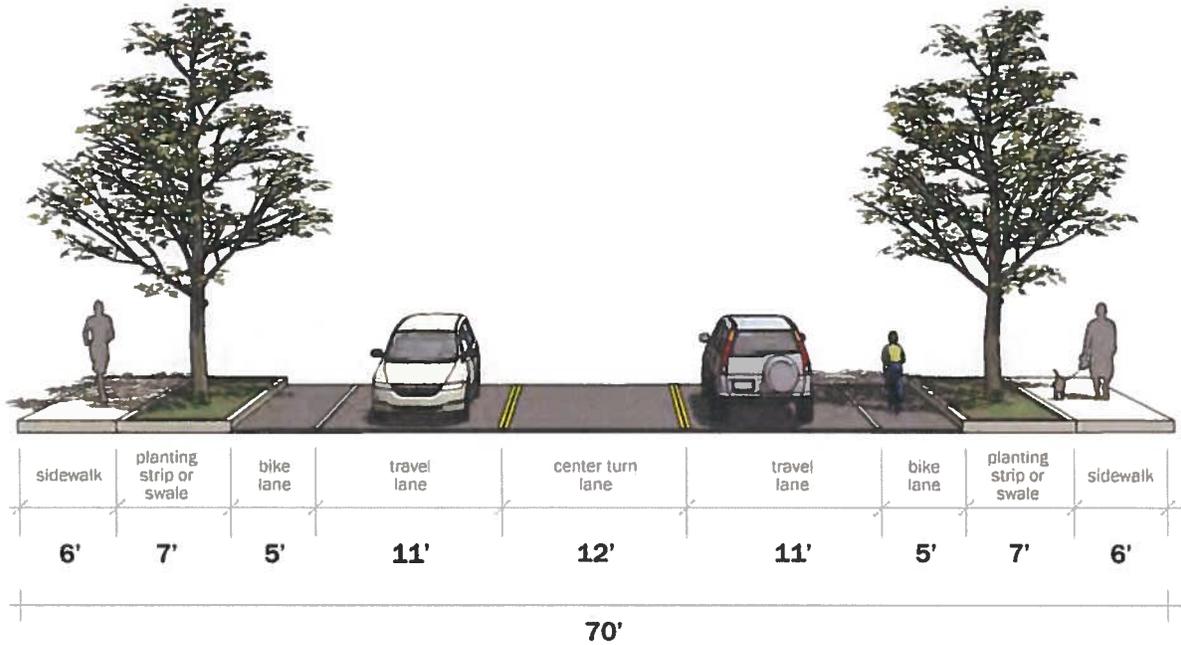
- ◊ narrow street width
- ◊ recycled-content in asphalt & concrete
- ◊ shading from trees
- ◊ integrated stormwater management systems

Transportation



Main Loop Road - Section 6

This section of the Main Loop Road connects Highway 101 to Wilder. A center turn lane provides access to residential areas at the south end of the Village and to areas adjacent to the property, like the wastewater treatment plant.



Sustainability Options

- ⦿ Stormwater swales may be able to be used in place of the planting strip.
- ⦿ A planted median or stormwater swale may be used in place of the center turn lane as long as it provides opportunities for vehicles to turn left into driveways and/or streets.
- ⦿ Integrate existing mature vegetation where possible along the alignment, even if the vegetation is along the roadway centerline.



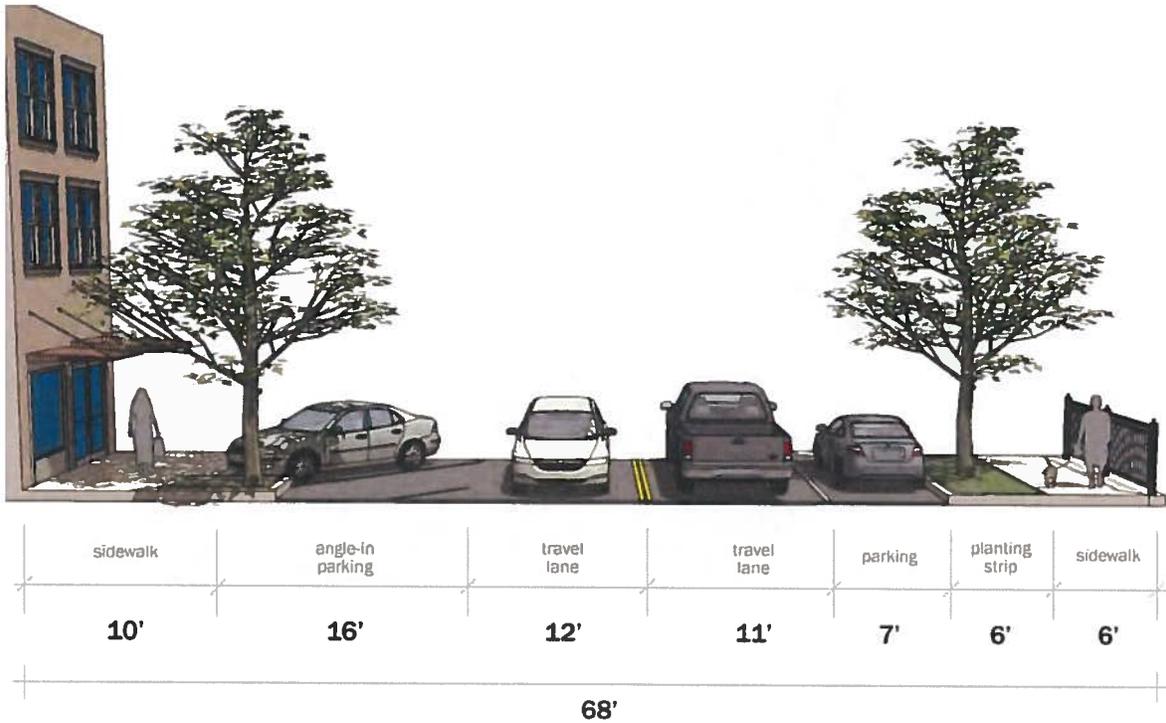
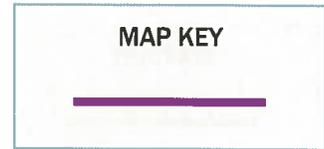
Section Summary

travel lanes	11-feet
on-street parking	none
bicycle lanes	5-feet
sidewalk / trail	6-feet
planting strip / swale	7-feet
intended speed	35 - 40 mph
adjacent land uses	undeveloped, low density residential
primary grade	moderate



Village Center Road - Section 1

The village center road travels around the village center to provide access to commercial and residential uses in the center of the community.



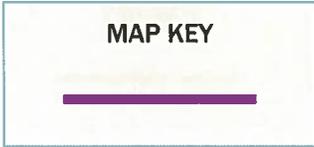
Section Summary

travel lanes	11- and 12-feet
on-street parking	16-feet, angle-in
bicycle lanes	none
sidewalk / trail	10-feet (urban edge), 6-feet (residential edge)
intended speed	20 mph
adjacent land uses	village commercial, high density residential
primary grade	flat

Sustainability Options

Sustainability Factors

- ◊ narrow street width
- ◊ recycled-content in asphalt & concrete
- ◊ shading from trees



Village Center Road - Section 2

This section of the Village Center Road provides access to high- and medium-density residential areas, and provides a transition between them. The angled parking serves residents and visitors.



Section Summary

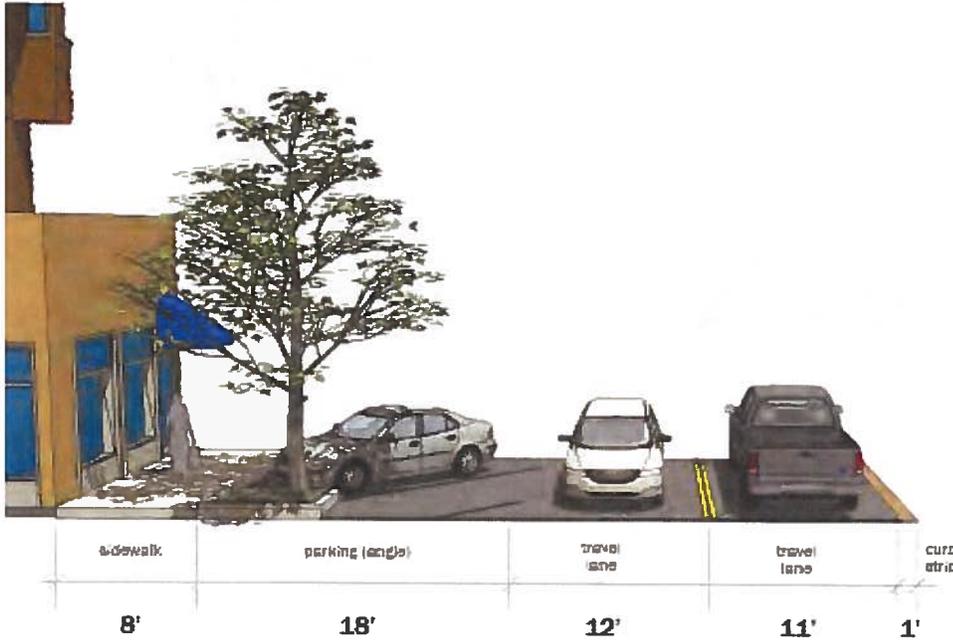
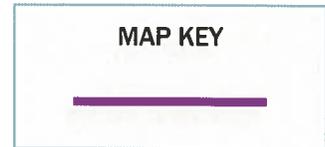
travel lanes	11- and 12-feet
on-street parking	18-feet, 45° angle-in (urban edge)
bicycle lanes	none
sidewalk / trail	8 feet (urban edge), 6-feet (residential edge)
intended speed	20 mph
adjacent land uses	village commercial, high and medium density density residential
primary grade	flat



Village Center Road - Section 3

This section of the Village Center Road connects high density residential areas to the Village Center. This section includes a transition to connect Ellis Street to College Way, where parking is eliminated to reduce intersection conflicts.

Because this section borders the community college property, the college edge is proposed to be finished with a simply curb. If the college chooses to develop on their side of the property, the roadway would be finished to the full Village Center Road cross-section.



Section Summary

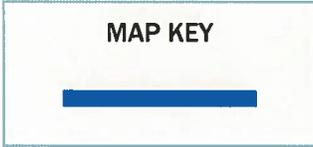
travel lanes	11- and 12-feet
on-street parking	18-feet, 45° angle-in (urban edge), none on site edge
bicycle lanes	none
sidewalk / trail	8 feet (urban edge)
intended speed	20 mph
adjacent land uses	village commercial, high density residential, open space or future development
primary grade	flat

Sustainability Options

Sustainability Factors

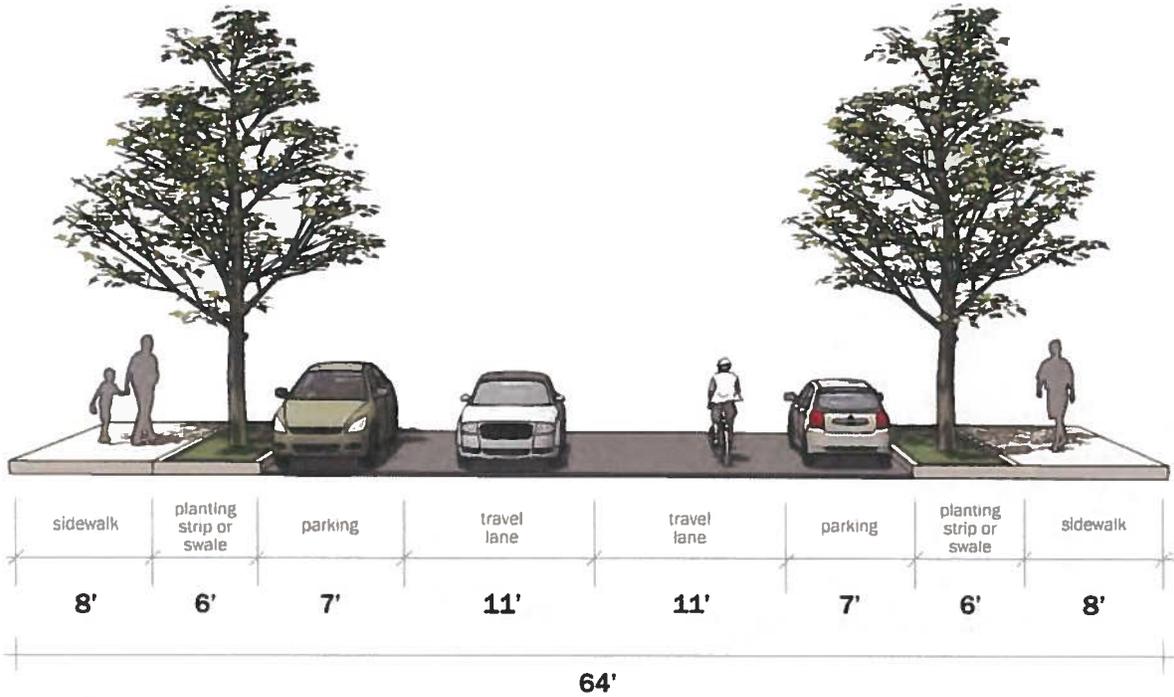
- ♻ narrow street width
- ♻ recycled-content in asphalt & concrete
- 🌳 shading from trees

Transportation



Neighborhood Spine Road

These roads provide primary access to the neighborhoods throughout the Village.



Sustainability Factors

- ◊ narrow street width
- ◊ recycled-content in asphalt & concrete
- ◊ shading from trees
- ◊ integrated stormwater management systems

Section Summary

travel lanes	11-feet
on-street parking	7-feet
bicycle lanes	none
sidewalk / trail	8-feet
planting strip / swale	6-feet
intended speed	25 mph
adjacent land uses	medium density residential
primary grade	flat to moderate

Neighborhood Local Road

These roads provide local access to neighborhoods.

MAP KEY



Queuing Design:

Periodic areas without parking allow larger vehicles to pass.



Section Summary

travel lanes	16-feet, courtesy lane
on-street parking	7-feet
bicycle lanes	none
sidewalk / trail	6-feet
planting strip / swale	no
intended speed	15 - 20 mph
adjacent land uses	medium to low density residential
primary grade	low to moderate

Sustainability Factors

- ♻ narrow street width
- ♻ recycled-content in asphalt & concrete
- ♻ shading from trees
- ♻ integrated stormwater managment systems

Transportation

MAP KEY

Queuing Design:
 Periodic areas without parking allow vehicles to pass.

Hillside Street

Hillside Streets provide a bioswale on the downhill side of the roadway to capture and pre-treat stormwater runoff.



sidewalk	parking	courtesy two-way travel lane	swale
5'	7'	16'	7' - 12'
35' - 40'			

Section Summary

travel lanes	16-foot, courtesy lane
on-street parking	7-feet, one side
bicycle lanes	none
sidewalk / trail	5-feet
planting strip / swale	7-feet, on downhill side
intended speed	15 mph
adjacent land uses	low density residential
primary grade	moderate to steep

Sustainability Factors

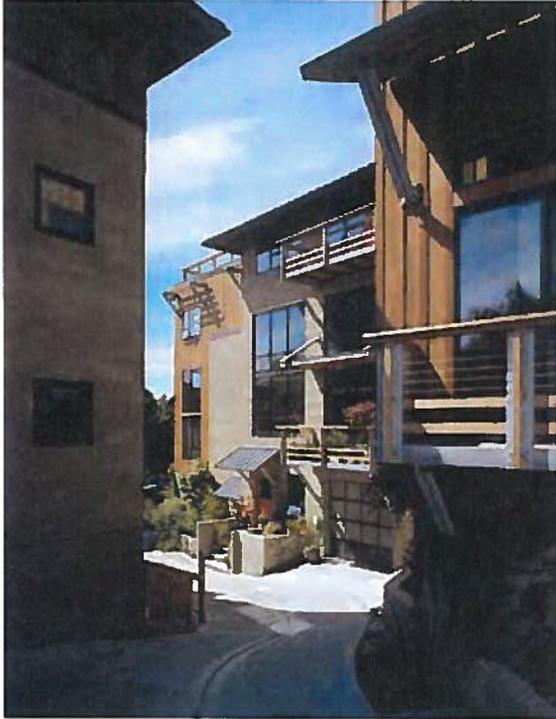
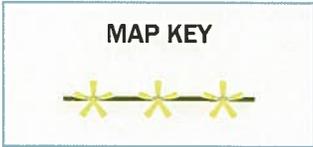
- ⌘ There are a number of variations for the edge conditions of residential streets with little traffic that can integrate green street treatments. Some examples include:
- ⌘ integrated large-capacity bioswales
- ⌘ less impervious surface area (narrower streets)
- ⌘ permeable paving in parking areas
- ⌘ variety and diversity of plants and trees in the right-of-way



photo: on-street parking is handled in a non-traditional way to accommodate wide bioswales, walkways, and other green street treatments (Seattle, WA)

Woonerf - "Street for Living"

Woonerf ("Street for living") is a Dutch term for a common space created to be shared by pedestrians, bicyclists, and low-speed motor vehicles. They are typically narrow streets without curbs and sidewalks, and vehicles are slowed by placing trees, planters, parking areas, and other obstacles in the street.



Above: NW Cliff St. in Newport's Nye Beach area allows for an informal mix of pedestrians, vehicles and cyclists. The unique paving pattern communicates that it is a special type of street.

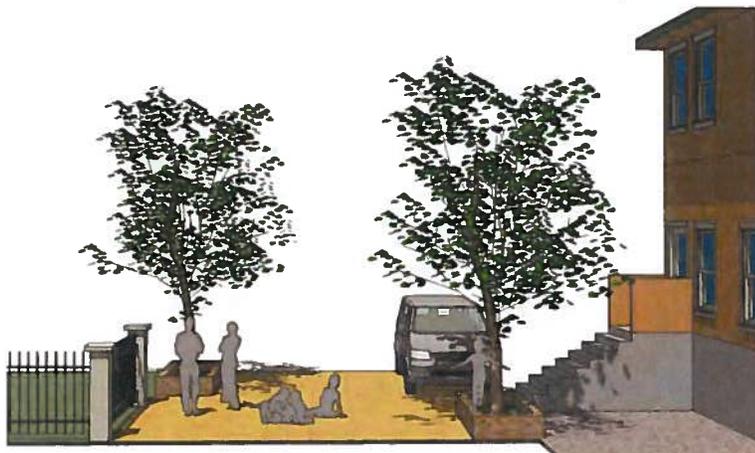
Left: A private drive through the Fremont Lofts development in Seattle creates an enclosed special precinct for residents, whether coming and going by foot or vehicle.

Section Summary

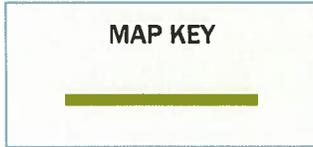
travel lanes	18-30 foot shared corridor
on-street parking	not designated, but permitted
bicycle lanes	none
sidewalk / trail	none
planting strip / swale	none
intended speed	less than 10 mph
adjacent land uses	high- and medium-density residential
primary grade	flat to moderate

Sustainability Factors

- ♻️ multi-use street encourages strong community linkages
- ♻️ narrow street width
- ♻️ recycled-content in asphalt & concrete
- ♻️ shading from trees
- ♻️ integrated stormwater management systems

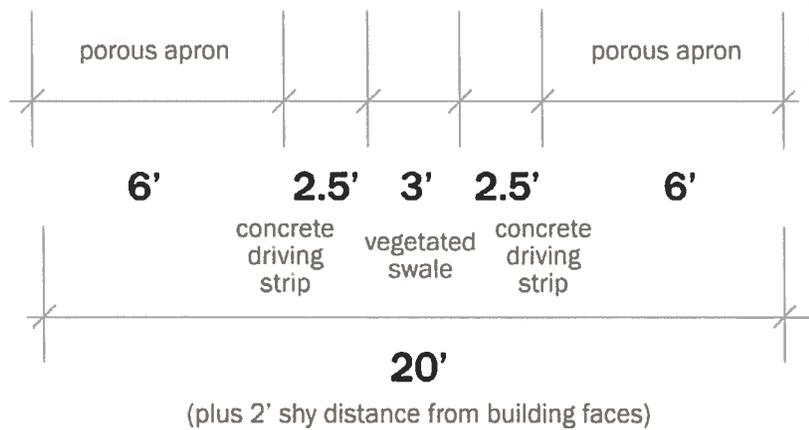
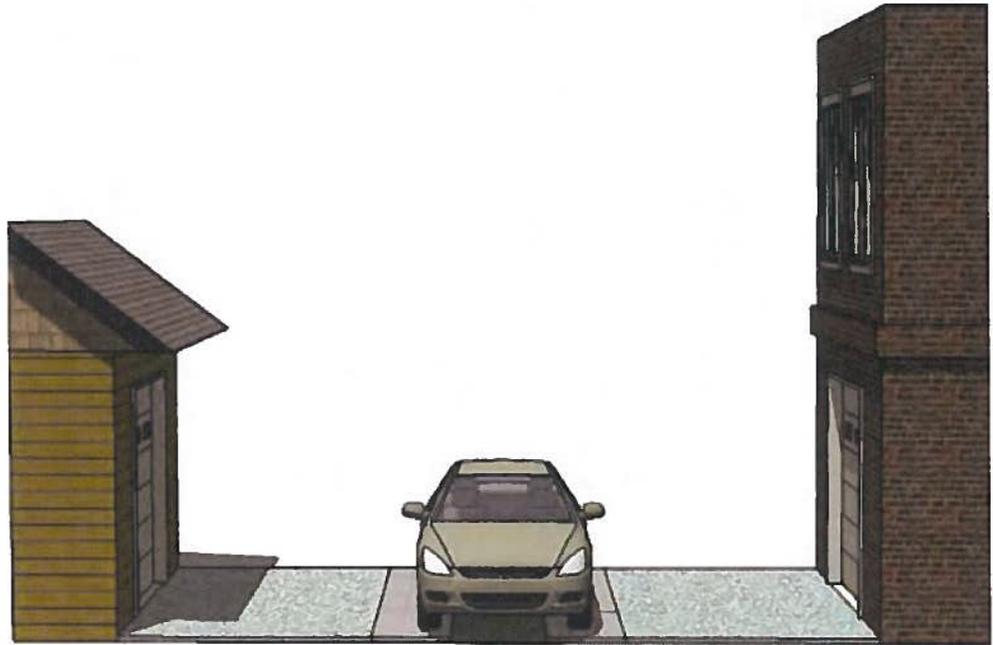


Transportation



Green Alley

A green alley functions as a normal alley from a transportation perspective but is treated with green features to facilitate stormwater absorption and reduce impervious pavement area.



Sustainability Factors

- Explore a variety of materials for the porous apron and driving strips. Because the aprons will not experience the use of a normal roadway, porous asphalt or other hardscapes may work well without continual maintenance.
- Consider a variety of hearty low-growing plants that are adaptive to the coast climate in lieu of grass for the central vegetated swale.

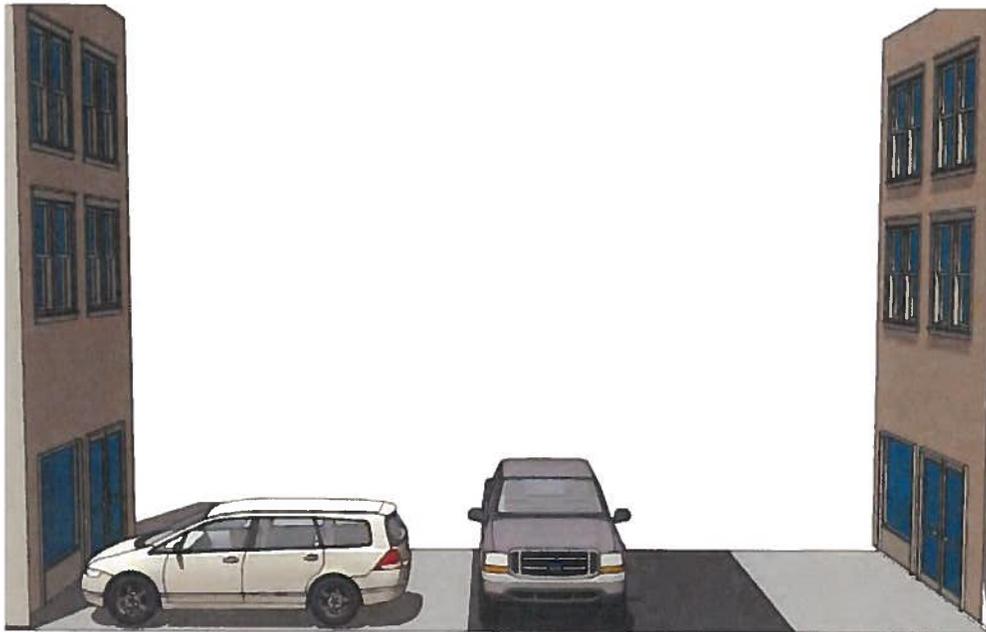
Section Summary

travel lanes	20-foot total right-of-way
on-street parking	none
bicycle lanes	none
sidewalk / trail	none
planting strip / swale	none
intended speed	10 mph
adjacent land uses	residential
primary grade	flat to moderate

Urban Alley

Common in most traditional and neo-traditional neighborhoods, the alley provides access to the rear of buildings. In addition to improving overall connectivity, the alley also provides a place for services and storage (i.e., garbage cans and collection) and allows street frontage to be uninterrupted by driveways.

MAP KEY



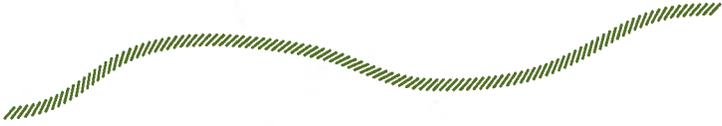
Section Summary

travel lanes	15-foot travel corridor
bicycle lanes	none
sidewalk / trail	none
planting strip / swale	none
intended speed	10 - 15 mph
adjacent land uses	village commercial
primary grade	flat

Sustainability Factors

- ♻️ Supports reduced street widths elsewhere
- ♻️ Improves overall walkability
- ♻️ Recycled-content materials

Transportation



Green Street Strategies



Bioswales

Bioswales are a vegetated swale system with an infiltration trench designed to retain and temporarily store stormwater. They are planted with native grasses, sedges and rushes that enhance filtration, cooling, and cleansing of water in order to improve water quality and prevent sealing of subsoils.

Photo at right: sidewalk is separated from the roadway by a bioswale; on-street parking is provided with 90-degree parking intermittently along the roadway.

Photo below: a common traffic calming element can also serve to slow and pre-treat stormwater runoff.



Sustainability Options

- ☞ Use plants that are most adaptable to the climate and conditions where feasible to reduce irrigation needs
- ☞ Avoid invasive plants



The bioswale above is set back from the roadway to accommodate people getting into and out of their vehicles.

Photo top: deep bioswale between a parking lot and the roadway; Photo bottom: a bioswale integrated with traffic calming

(Images shown are conceptual and do not represent final specific designs for Wilder)

Permeable or Porous Pavement

Permeable or perforated paving materials or pavers with spaces that allow transmission of water to aggregate base and subsoils. Runoff is temporarily stored in the base for infiltration into the subsoils and/or slow release to storm drain system.



Porous pavement will need to be tested on the Wilder site before the treatment is used for full applications.



Photos clockwise from top left: parking lot with several permeable pavement types including pavers and porous asphalt (Jean Vellum Natural Capital Center - Portland, OR); walkway of porous pavers (Portland State University - Portland, OR); parking lot of porous pavers (North Carolina); parking strip of porous pavers.

Sustainability Options

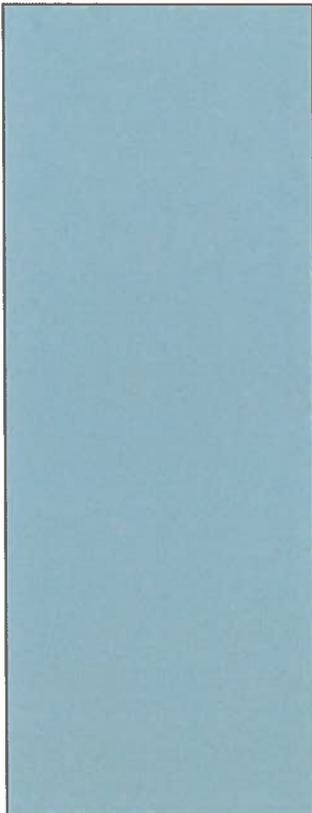
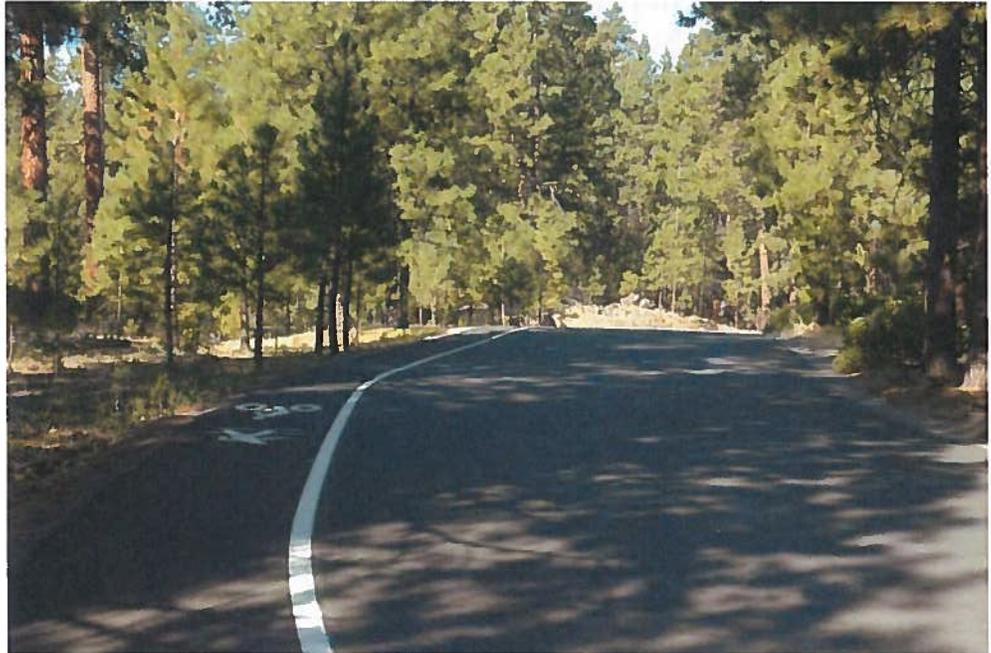
- ♻️ Seek local source materials
- ♻️ Recycled-content materials

Smaller Roads

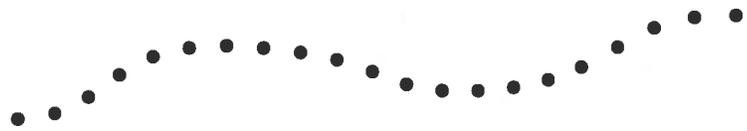
Designing and constructing smaller roads is one way to reduce the volume of stormwater run off simply because there is less impervious surface. More of the roadway right-of-way can then be dedicated to greenery (shade, CO2 absorption, aesthetics, etc.) and bioswales (to collect and treat localized stormwater runoff). Additionally, smaller roads use fewer materials during their construction, particularly petroleum-based materials like asphalt.

photo at left: rural application of the small road concept

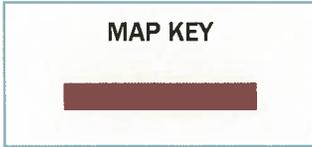
photos below: Seattle's Street Edge Alternatives (SEA) program redesigned a series of neighborhood roads to accommodate stormwater runoff. The roadway was narrowed, on-street parking was consolidated to a few locations along the block face, bioswales were installed on both sides of the roadway to treat stormwater runoff, and a sidewalk was provided on one side of the road for pedestrians.



Transportation
Pedestrian Circulation Types



Pedestrian Circulation

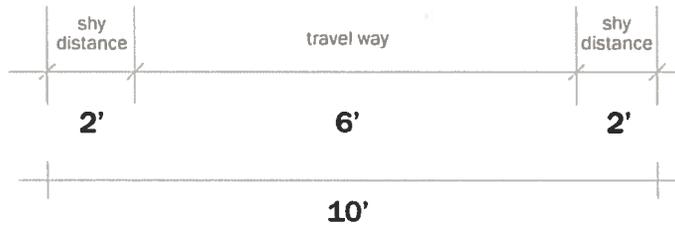


Access Trails

Access trails provide short paved trail or stair connections between streets. These trails improve pedestrian and bicycle connectivity and encourage more walking in the community. If terrain allows, these trails should be ADA accessible.



access trails



Sustainability Options

- ⌘ evaluate porous concrete or asphalt for trail surfaces
- ⌘ use small bioswales to treat stormwater on site
- ⌘ use materials found on site for stair structures and minor retaining walls
- ⌘ use solar panels for lighting

Guidelines

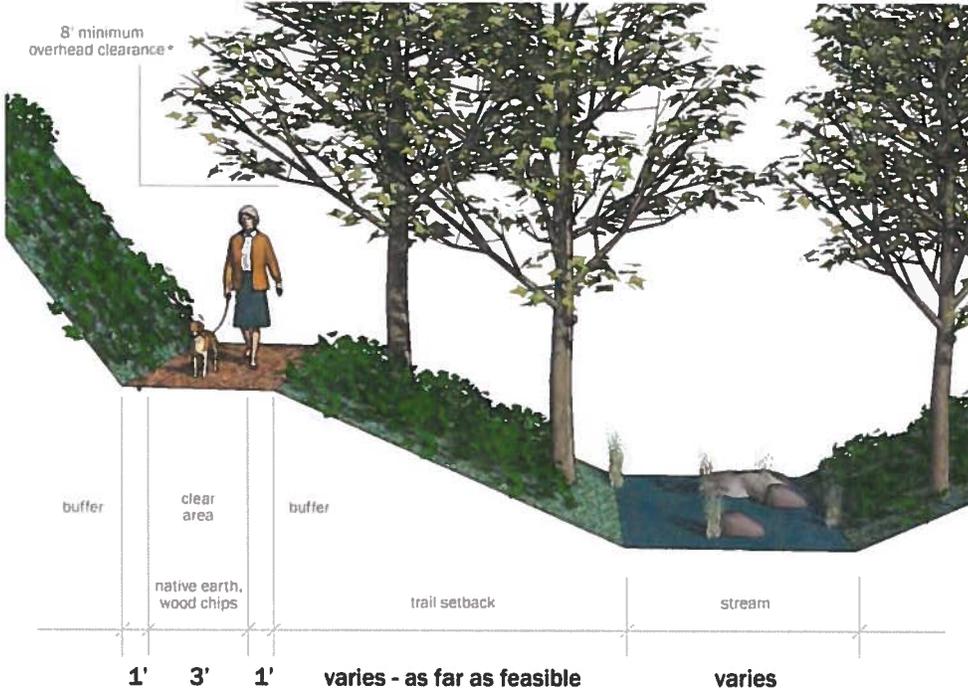
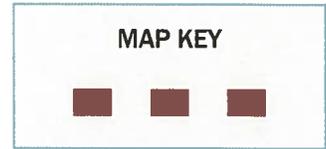
surface	asphalt, concrete, wood (stairs)
width	10-feet
cross-slope	maximum 2%
vertical clearance	10-feet minimum

Considerations

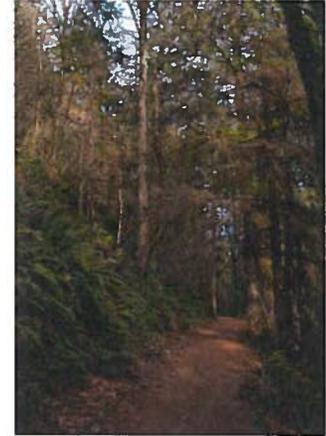
- Access trails and stairways should be sensitively designed and constructed to minimize impact on the terrain and neighboring homes.
- Consider constructing stair systems from concrete and local stone, instead of chemically-treated lumber. These materials are not as slippery as wood, are more durable, and have greater longevity. In addition to providing access, a rock and concrete stair system can also provide hillside stabilization and attractive rock gardens.
- Fences on both sides of access trails should be limited to improve pedestrian safety and encourage “eyes on the street.” If screening is desired, consider using vegetation or fences that provide some privacy but retain the ability to see and hear the trail (i.e., “good neighbor” fencing, wrought iron, etc.).
- Access trails should be lighted so that they can be used safely year-round. Lights should minimize deflection into the sky and neighboring homes.

Natural Trails

Natural trails are soft-surface walking/hiking trails that provide recreation opportunities and access to nature in the community. Natural trails can support bicycling and equestrian use if designed properly, but are generally intended to serve pedestrians.



*if equestrians and bicyclists are expected to use the trail system, overhead clearance should be at least 10'



natural trails



Guidelines

surface	earth, wood chip, gravel
width	5-feet
cross-slope	2%, down slope
horizontal slope	15% maximum
vertical clearance - pedestrians only	8-foot minimum
vertical clearance - bikes and horses	10-foot minimum
trail setback from waterways	as much as feasible

Considerations

- Trail systems significantly contribute to the marketability of the community and increase property values.
- A natural soft-surface trail system is the best way to access some of the best parts of Wilder and its surrounding areas. By contouring along the steep eastern slopes of the property, residents can walk with relative ease to Idaho Point, King Slough, and other parts of the community in a completely natural environment.
- This type of trail system is relatively easy to construct and maintain when done properly. It also provides an opportunity to improve some existing land conditions by improving drainage, stabilizing slopes with native vegetation, and removing invasive plants like Himalayan blackberry and Scotch Broom.

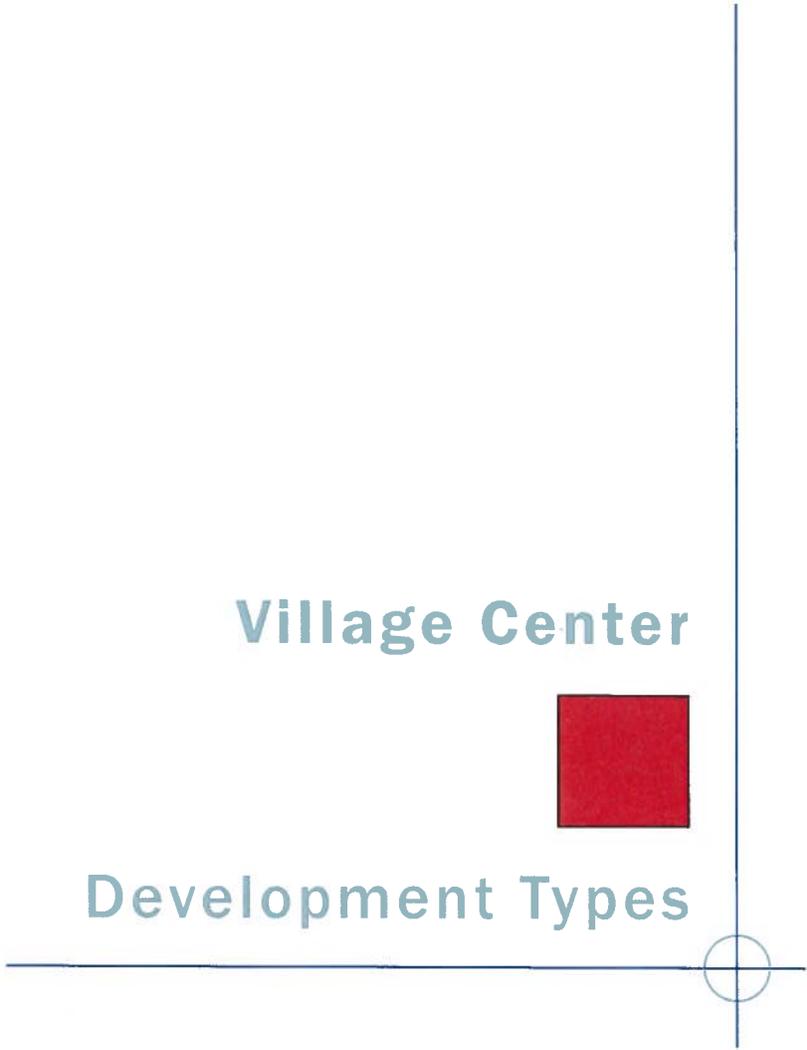
Sustainability Options

- employ "green" trail construction techniques
- use native earth as much as possible
- utilize local lumber for small bridges, retaining walls, railings and fences
- minimize switchbacks (to cut down on trail cutting and erosion)
- use low-impact boardwalks through wetlands and other wet areas
- avoid long sustained grades or utilize water bars to control drainage and erosion

Village Center



Development Types





Village Center: Retail

A range of sizes should include very small “incubator” spaces to encourage small businesses and create interest. Buildings should make a strong connection to the street through glazing, roll-up openings, outside display or seating. Awnings and street furniture provide important functions.



photos clockwise from left: Downtown Cannon Beach, OR; Coffee shop, Forest Heights (Portland, OR); College Avenue (Berkeley, CA); shops in Sisters, OR



Sustainability Factors

- ♻️ Provide neighborhood amenities to reduce need for vehicular travel
- ♻️ Density makes community more supportive of transit
- ♻️ Build durable and flexible buildings to ensure that can provide for different uses as the community matures
- ♻️ Seek energy efficiencies between building uses and at a district scale

General Specifications

Unit Size:	no larger than 20,000 sf
Unit Height:	up to 3 stories
Parking:	on street and shared parking lots
Private Outdoor Space:	n/a
Density range / typ. lot size:	
Target price range:	

Development Types

IN ZONE...

Village Center: Small Retail Shops

Important to the success of any new retail is the ability of small businesses to start up with minimal risk. Providing interesting small retail spaces is one way to do this. Portable carts, small kiosks, arcades and market hall type retail are all proven ways of doing this.



Arcades and market halls have several benefits: reduced overhead, a high degree of visual activity, and pass-through spaces that can front to a street and rear parking.

above: Granville Island market (Vancouver, BC); right: City Market (Portland, OR); below: Swan's Market (Oakland, CA)

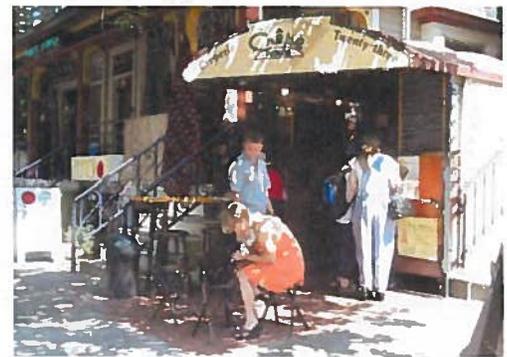


Sustainability Options

- ☞ Daylighting of retail has been shown to increase sales, as well as energy savings
- ☞ New LED lighting is emerging for retail uses



Food carts and portable kiosks can evolve with a retail area, moving to the most successful locations and duplicating as demand grows. Photo above: portable food cart (Portland, OR)

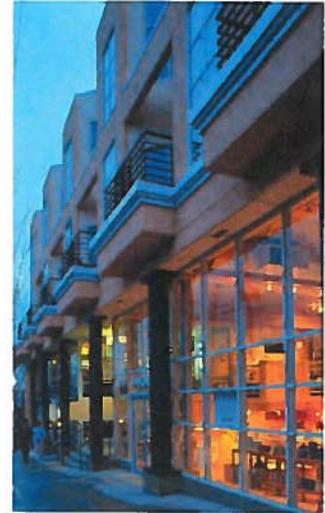


Tiny stand-alone shops can take advantage of unusual building or site geometry, and can energize areas that would be otherwise empty.



Village Center: Housing Over Commercial

Mixing residential and commercial activities contributes to “eyes on the street” and focuses human activity in core areas at all times of the day. Commercial can be retail, office or civic uses, depending on demand. Housing can be elevator-served or walk up townhouses stacked above.



Mixed use buildings are a time-honored type, and occur at many scales and types of construction. Clockwise from above: NE Portland, NW 23rd Av., Portland; Orenco Station; SE Portland; Pacific City, OR



Sustainability Options

- ♻ More supportive of transit
- ♻ Improves overall balance of jobs and housing
- ♻ Potential for shared parking
- ♻ Potential for 'waste heat' from commercial uses to serve residences
- ♻ Green building certification

Development Types

IN ZONE...

COM **R3**

Village Center: Hospitality

Hotels and Bed and Breakfasts near the commercial core will provide more activity and help energize the area in the evening. These establishments often include restaurants and other uses on the ground floor.



Bed & Breakfast lodging in Seattle and the San Juan Islands



Right: The Sylvia Beach Hotel, with its author themed rooms, provides a compelling and highly desirable lodging opportunity on the Oregon Coast, where the hospitality industry is always looking for new and innovative ways to attract visitors.



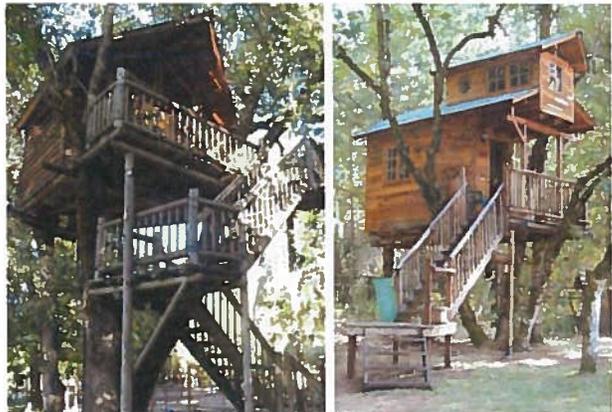
Sustainability Options

- ♻ Green building strategies
- ♻ Zone mechanical systems for room-by-room control to reduce impact of unoccupied rooms.
- ♻ Incorporate green management practices for cleaning, laundry, etc.



Above: Coast Cabins, a cluster of short-stay cabins in Manzanita, OR

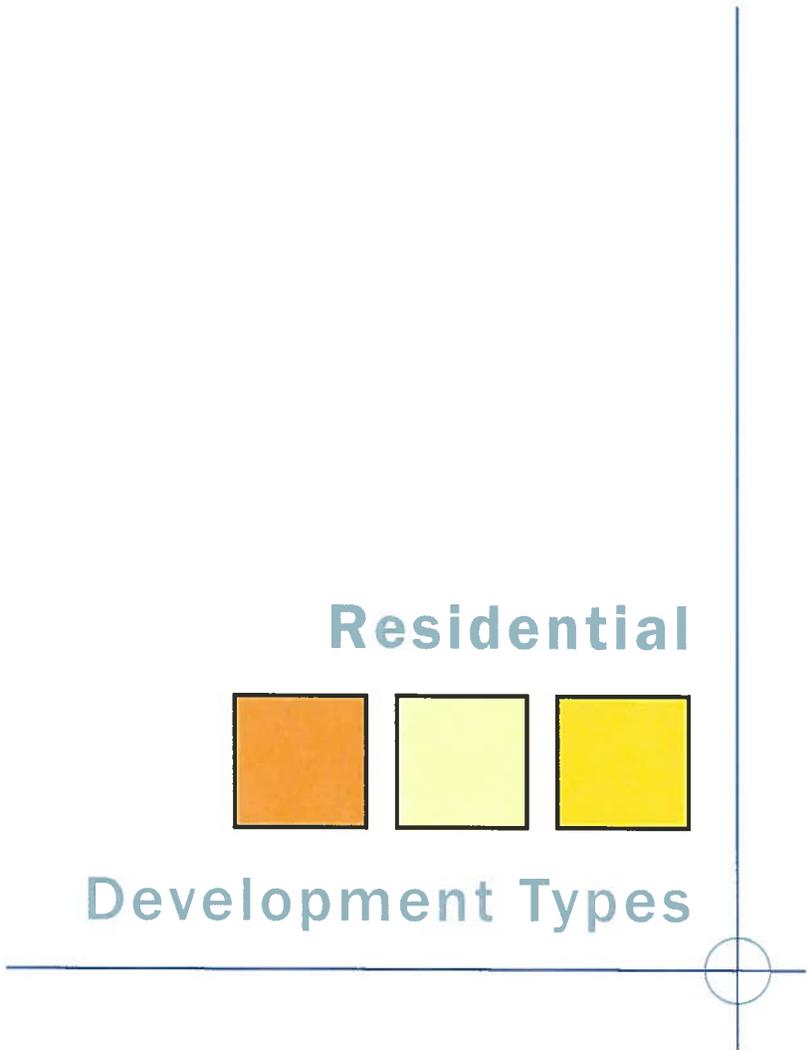
Right: This “tree-sort” is a destination place to stay in the woods of Southern Oregon, pulling travelers well out of their way to stay in a creative building type: treehouses! (Takilma, OR)



Residential



Development Types



Single-Family: Hill Homes

The areas near the perimeter will generally have larger view lots, with somewhat larger houses. Thoughtful landscape standards and stormwater management can contribute to homes that blend into the landscape and to the stability of adjacent slopes.



IN ZONE...

R1



photos clockwise from left: traditional architecture (Portland, OR); modern hill house, (Berkeley, CA); craftsman houses (Berkeley, CA)

Sustainability Options

- ♻️ Certification
- ♻️ High Energy Efficiency
- ♻️ Stormwater managed on site
- ♻️ FSC-certified framing
- ♻️ Recycled content materials
- ♻️ Green building program with incentives to avoid excessively large homes, and higher burden for efficiencies, relative to smaller homes
- ♻️ Renewable energy production
- ♻️ Minimize alterations to existing landscape
- ♻️ Detached garages improve indoor air quality by keeping garage fumes out of the living spaces

General Specifications

Unit Size:	1200 - 2000+ sf
Unit Height:	2 story
Parking:	off street
Private Outdoor Space:	Backyard / front yard
Density range / typ. lot size:	3 - 7 du/acre
Target price range:	\$\$\$ TBD

- Larger lots
- Typically located at slope edges
- Design standards can steer construction toward a cohesive style for the community (i.e. neo-traditional – or a particular material set and/or form, like wood siding, sloped roofs)
- Landscape standards can help to blend homes into landscape

Development Types

IN ZONE...

R3 R2

Single-Family: Medium Density Homes

These homes will be the dominant housing type at Wilder. They allow open space for each home and remain affordable for many families. Porches and limitations on garage locations help to link this type to the street for improved neighboring opportunities.



photos: various medium-density housing styles and configurations



Sustainability Options

- ⌄ Certifications
- ⌄ High Energy Efficiency
- ⌄ Stormwater drywells
- ⌄ FSC-certified framing
- ⌄ Recycled content materials
- ⌄ Reduce ecological footprint through energy savings, preferred materials, good siting, etc.
- ⌄ Improve indoor air quality
- ⌄ Support potential industrial tenants within overall project, as well as regional economy
- ⌄ Provide market differentiation
- ⌄ Detached garages improve indoor air quality by keeping garage fumes out of the living spaces

General Specifications

Unit Size:	1200 - 2000 sf
Unit Height:	2 story
Parking:	off street
Private Outdoor Space:	Backyard / front yard
Density range / typ. lot size:	8 - 10 du/acre
Target price range:	\$\$

- Basic lot size is 5000 sf
- Affordable construction type
- Design and landscape standards, intended to support project quality without over-inflating housing costs
- Accessory units allowed (see page x)

Single-Family: Urban Lot Houses

Urban lot houses are freestanding homes, but offer a more compact neighborhood as well as more affordable housing.

IN ZONE...

R3 R2



photos: urban lot houses (Portland, OR, & Newport, OR)

Sustainability Options

- ♻️ Certifications
- ♻️ High Energy Efficiency
- ♻️ Stormwater drywells
- ♻️ FSC-certified framing
- ♻️ Recycled content materials

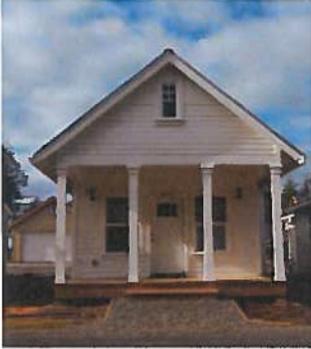
General Specifications

Unit Size:	800 - 1,100 sf
Unit Height:	1-2 story
Parking:	off street
Private Outdoor Space:	Backyard / front yard
Density range / typ. lot size:	9 - 15 du/acre
Target price range:	\$-\$\$

Development Types

IN ZONE...

R3 **R2**



photos: Micro-Cottages at Wilder

Single-Family: Urban Micro Cottages

Very small homes have become a demonstrated success for some parts of the population, including single-occupant households and new home-owners. Small, independently sited cottages serve these populations well, and are an attractive way to attain a home in an area with many regional outdoor attractions.



Sustainability Options

- ⌚ Certification
- ⌚ High Energy Efficiency
- ⌚ Stormwater drywells
- ⌚ FSC-certified framing
- ⌚ Recycled content materials
- ⌚ Increasing density can in itself improved sustainability by making walking and transit more viable for more trips.

General Specifications

Unit Size:	450 - 1,000 sf
Unit Height:	1-2 story
Parking:	off street
Private Outdoor Space:	Backyard / front yard
Density range / typ. lot size:	10 - 18 du/acre
Target price range:	\$\$-\$

Townhouse

Townhouses provide the benefits of direct simple ownership (without the potential risks of condominiums) while contributing to higher densities than free-standing homes. They are a long-standing traditional type in many cultures, from the Victorians of San Francisco to cutting edge modernist designs throughout the industrial world.

While townhouses are often built with garages below and directly off the street, the preferred pattern is to have garages at the rear, either in a separate outbuilding (a 'mews' pattern typical in England) or tucked under the unit with open space provided in front yards. Eliminating the garage door on the front improves the qualities of the street, by providing more visual contact between the street and the homes.

When garages must be located at the front, they can be set 1/3 to half a story down to increase the connection between street and house.



photos: Belmont Dairy (Portland, OR); Sullivan's Gulch townhouses (Portland, OR)

IN ZONE...

R3

COM

General Specifications

Unit Size:	1,100 sf - 1,600 sf (18' - 20' wide)
Unit Height:	2-3 story
Parking:	garage, off street
Private Outdoor Space:	Backyard
Density range:	10-20 d.u./gross acre
Target price range:	\$-\$\$

Sustainability Options

- ♻️ Certification
- ♻️ High Energy Efficiency
- ♻️ Stormwater drywells
- ♻️ FSC-certified framing
- ♻️ Recycled content materials
- ♻️ Increasing density can in itself improved sustainability by making walking and transit more viable for more trips.
- ♻️ Shared walls typically lead to increased energy efficiency for each unit.

Development Types

IN ZONE...

R3 R2 R1

Cluster Development: Walk-In

Clustered developments offer a sense of scale among neighbors, who typically share a small common open space. In truly successful designs, these spaces become very desirable amenities.



photos, clockwise from above: Cluster on common green, Stapleton (Denver, CO); Rose Walk (Berkeley, CA); bungalow court walk-in (Portland, OR)

General Specifications

Unit Size:	800 - 1800 sf
Unit Height:	1 - 2 story
Parking:	off street, shared, and/or ganged garages
Private Outdoor Space:	shared commons
Density range / typ. lot size:	8 - 12 du/acre
Target price range:	\$\$

Sustainability Options

- 🔗 Certification of homes
- 🔗 Coordinated management of stormwater, landscape etc.: use green standards
- 🔗 Higher potential for sharing of resources among neighbors



Cluster Development: Cottage Clusters

Cottage clusters are a type of walk-in cluster where homes are smaller than typical single family, increasing affordability and density within a single family neighborhood. They are being used in existing neighborhoods to create housing variety and affordability.



IN ZONE...

R3

R2

R1



Examples, counterclockwise from above: Co-Housing cluster, Denver, CO; short-stay cabins at Manzanita, OR; Bella Beach, Gleneden, OR; Edward's aDDition, Monmouth, OR

Sustainability Options

- ♻️ Certification of homes
- ♻️ Landscape standards
- ♻️ Smaller house sizes
- ♻️ Higher potential for sharing of resources among neighbors

General Specifications

Unit Size:	800 sf or less
Unit Height:	1 - 2 story
Parking:	shared
Private Outdoor Space:	shared commons
Density range / typ. lot size:	12-24 du/acre
Target price range:	\$

- Typically an allowed use within single family neighborhoods, with 6 - 8 cottages in lieu of 3 - 5 standard size homes
- Shared parking at periphery
- Open space provides front door access and commons

Development Types

IN ZONE...

R3



Apartment building (Denver, CO)



Apartment building in a single family neighborhood context

Sustainability Factors

- ◊ Green building certification
- ◊ Potential for building scale mechanical systems
- ◊ Higher land efficiencies
- ◊ More supportive of transit
- ◊ Green landscape standards

Multi-Family

Multi-family housing is a long-established housing type in cities and towns of all sizes, and in all cultures. In modern construction, several types are common:

Apartments are owned by one party with tenants renting their individual units

Condominiums ('condos') are owned by the individual tenant, who also typically owns an interest in the common areas of the property. A homeowners association manages the joint ownership areas.

Flats are units on one floor of a multi-story building with conventional floor-to-floor heights.

Lofts are units that have a higher floor-to-floor height and typically have a mezzanine loft within, often over the kitchen/bath areas.

Multi-family units can be arranged in numerous configurations (e.g. along corridors, around courtyards, off of circulation balconies, etc.). Each of these layouts lead to different building types. Smaller buildings oriented off of a common stair landing at each level can often fit in well with single family building massing.

Multi-family housing also can be located with other uses on the ground floor, especially retail and commercial uses. This helps increase the level of activity in central areas, with benefits for retailers and the public space.



Apartments near University of Portland

General Specifications

Unit Size:	500 - 1100 sf
Unit Height:	1 - 2 story
Parking:	off street, shared, and/or ganged garages
Private Outdoor Space:	shared commons, balconies, patios
Density range / typ. lot size:	8 - 12 du/acre
Target price range:	\$

Development Types

Multi-Family: Clustered

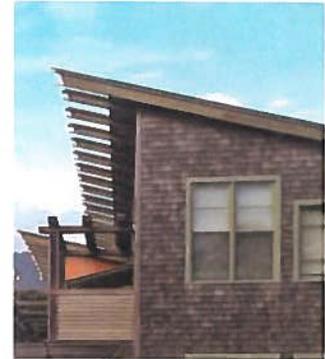
Clustered Apartments could serve nearby institutions of higher education, such as OCCC and OSU, as well as others in the community. The units can vary in size, and can be shared among multiple residents.

IN ZONE...

R3



Student Apartments, Lewis & Clark University, Portland, OR - use of bays, trims, and massing to break down the scale of multi-family structures



Finding the appropriate scale and level of detail is key to integrating multi-family housing into Wilder.



Student Apartments: Bastyr University; Kenmore, Washington

Sustainability Opportunities

- ♻️ Green building certification
- ♻️ Pre-fabricated construction
- ♻️ Potential for building or district scale mechanical systems
- ♻️ Higher land efficiencies
- ♻️ More supportive of transit
- ♻️ Green landscape standards

General Specifications

Unit Size:	300-800 sf
Unit Height:	2-3 story
Parking:	off street, shared, and/or ganged garages
Private Outdoor Space:	shared commons, balconies, patios
Density range / typ. lot size:	12-34 du/acre
Target price range:	\$

Auxilliary Dwelling Unit (ADU), A.K.A. “Granny Flat”

An ADU is a second self-contained dwelling unit created on a lot with a house, attached house or manufactured home. These dwellings are typically small (no larger than 800 sf) and are intended to provide housing options for a variety of single occupant tenants. Units can be joined to/over garages or stand alone on the property.

IN ZONE...

R3	R2	R1
----	----	----



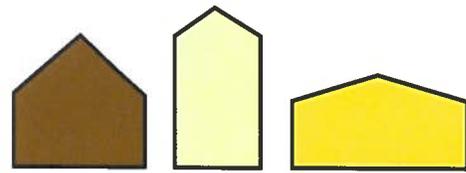
...e House (Portland, OR - SIP roof panels, Net Zero Energy Design),
 ...ver, CO); ADU infill , Portland, OR

Sustainability Features

...
 ...
 ...

...
 ...
 ...

General Specifications	
Unit Size:	250 - 800 sf
Unit Height:	1 story
Parking:	off street / on street
Private Outdoor Space:	patio / deck
Density range / typ. lot size:	n/a
Target price range:	\$\$-\$



**Building and
Development Strategies**



Building and Development Strategies

Green Building Certification

Certification programs provide the builder with explicit standards to achieve best environmental practices and provide building owners with the assurance that their project is built to those standards. There are several home certification approaches available, with different emphases; the most effective of these are described below. Around the U.S., local and state jurisdictions have also adopted custom green building programs.

The most comprehensive programs, such as LEED, look beyond energy impacts to reward use of recycled content or sustainably produced materials, healthy indoor environments, and water conservation. However, no certification level will guarantee sustainability. True sustainability in the built environment requires an on-going process of improvement and innovation, and requires an underlying vision to guide decisions.



LEED Silver Residence Hall at Lewis & Clark College



The LEED-H Silver Home at Parkdale, Oregon, Built by Neil Kelly homes

LEED certified projects receive a plaque to display their commitment



Certification Programs and Approaches

LEED:	A voluntary certification program, based on a checklist of prerequisites and credits, awarding certification at increasing levels, up to platinum. Credits are awarded in six areas: Sustainable Sites, Water Efficiency, Energy & Atmosphere, Indoor Environmental Quality, Materials and Resources, and Design Process.
LEED-Homes	A specific LEED version re-tooled for single-family homes, which gives additional credits for proximity to community services
Energy Star	Certified by U.S. Dept. of Energy (DOE) to be 15% more efficient than code requirements.
U.S. DOE's Building America Program	Technical and design assistance with project-tailored energy strategies for regional climate
EarthAdvantage	Certifies and tests for energy savings of 15% better than code, low-VOC materials, fresh air ventilation, environmentally preferred materials. Also technical assistance.

Building and Development Strategies

Panelized Construction

Panelized construction can help reduce costs in housing construction and – if done correctly - contribute to a more-resource efficient approach. Some building elements, such as roof trusses are commonly pre-manufactured and brought to the site ready to install in production housing. Roof panels are another building component that has shown strong potential for use in the housing industry, because of their efficiencies.

Wall panels can also be pre-manufactured, but do not always capture the same benefits in terms of resource efficiency, due to wastage from window cut-outs and other irregularities. Nevertheless, an innovative manufacturer committed to waste reduction and sustainable practices could be a strong partner in construction of the project.



Pre-manufactured trusses are a common form of panelized construction.



The Rose house was built with SIPs for the roof. (Portland, OR)

- Improves affordability
- Requires across-the-board attention to waste reduction in design and production processes
- Potential for single-family and multi-family building types
- Potential industrial use within project area



The NowHouse uses SIPs technology for the entire construction.

Modular Construction

Modular housing is undergoing somewhat of a renaissance, and can offer affordable construction at a higher design quality than in past generations. Both aesthetics and sustainability have been improved.



photos clockwise from left:
 "LivingHome" (Santa Monica, CA);
 GlideHouse (Menlo Park, CA);
 Epoch Modular Home.
 New England

- Offers a balance of high design and affordability
- Factory-built and moved once to home site
- Somewhat more affordable than comparable homes built from scratch
- GlideHouse factory in Portland
- Potential industrial applications within project area

Building and Development Strategies

Co-Housing

Co-housing is a specific housing type where residents arrange to share many amenities, usually including a common house with kitchen. Residents often share meals, though they have individual kitchens as well. Co-housing communities often act as an anchor to a larger neighborhood community.



photos clockwise from top left: Trillium Hollow (Portland, OR); Hearthstone Co-Housing (Denver, CO); CoHo Co-Housing (Corvallis, OR - 2); Cascadia Commons (Washington County, OR)



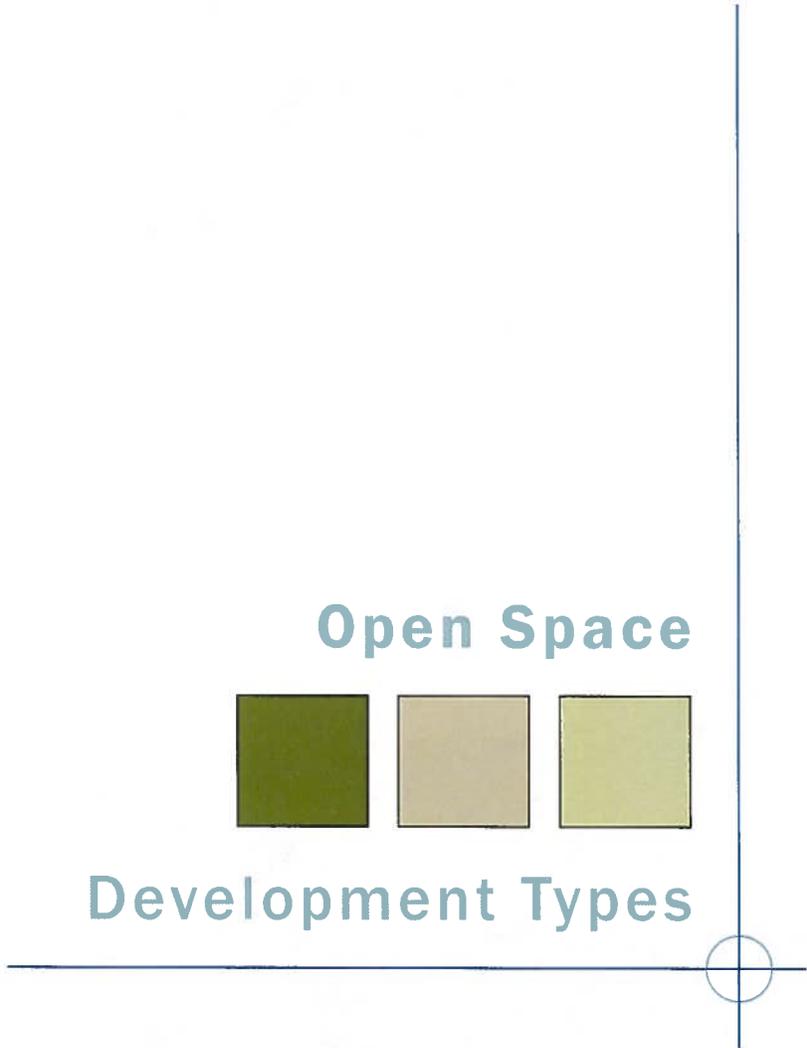
General Specifications

Unit Size:	varies
Unit Height:	varies
Parking:	off street
Private Outdoor Space:	patio
Density range / typ. lot size:	8 - 12 du/acre
Target price range:	\$-\$\$\$

Open Space



Development Types



Open Space Types



Developed Open Space: Commons

A Village Center Plaza or Commons provides a mix of soft and hardscapes for a variety of community uses, like farmers' markets, bazaars, concerts, and festivals. The urban design of the space creates a sense of enclosure but also permeability, with access from multiple points.



photos above: farmers market (Portland, OR); Prairie Crossing (Greyslake, IL)

right: Grey Friars' Square is dominated by an overarching shade tree (Copenhagen, Denmark)



Above: village plaza integrates existing vegetation; photo below: central plaza accentuates the natural surroundings with soft surface walkways and grass instead of concrete.

Below left: Performance spaces can anchor a plaza.(Coffee Crekk Development, Chesterton, IN)

Below right: Building form can help shape the public space and create a dramatic contrast with surrounding streets, whether it is urban or green. (Slavonice, Czech Republic)



Developed Open Space: Neighborhood Park

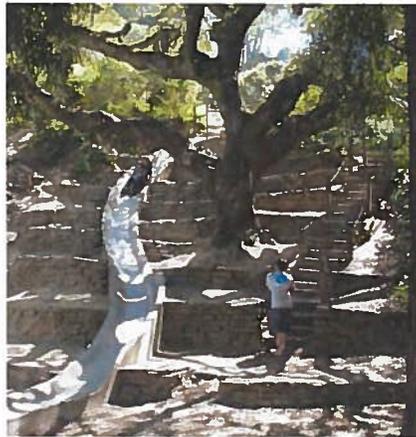
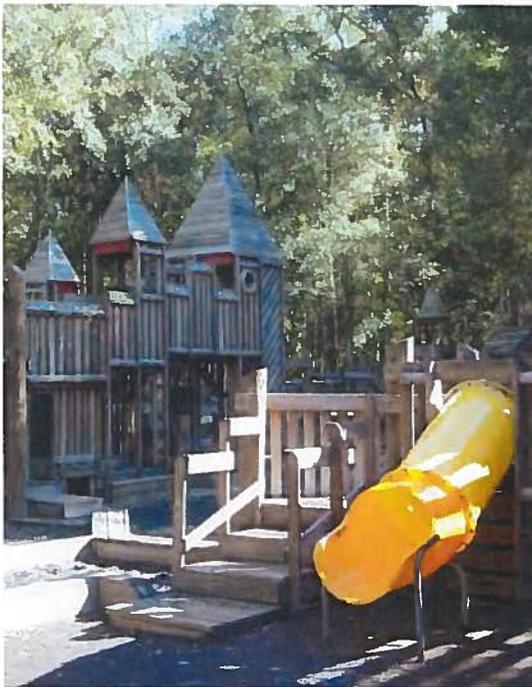
This type of open space is intended to provide public gathering and recreation space for community residents. A neighborhood park should be within 1/2 mile of each home in Wilder so that residents can easily walk or bicycle to them. Ideally, the parks should be connected through the trail system.

MAP KEY



Park amenities could include:

- * children’s play equipment
- * open lawn areas
- * shelters / focused gathering areas
- * trails / paths



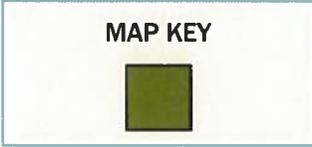
photos counter clockwise from top: Berkeley, CA; Shelton, WA; Portland, OR; Clinton Community Garden (New York, NY); Highlands Garden Village (Denver, CO)



Sustainability Options

- ◊ Retain as much existing vegetation as possible, particularly large trees
- ◊ Creatively integrate play equipment and trails into the landscape
- ◊ Protect steep slopes by concentrating use on flatter areas and establishing native vegetation on the slope for stabilization

Open Space Types



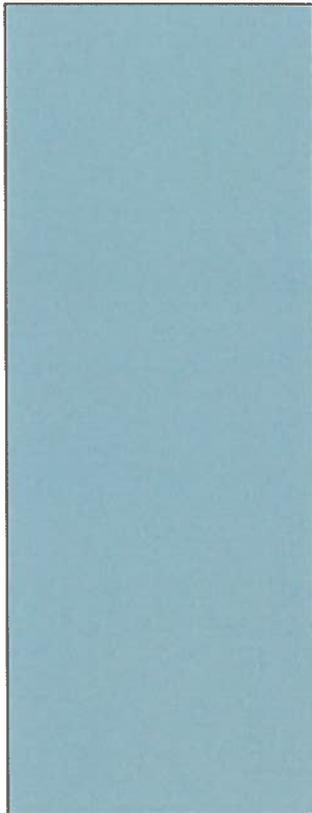
Above: City-owned lands within the project site

Developed Open Space: Play Fields

Play fields are typically engineered open spaces that accommodate a variety of field sports that require large areas for play (i.e., soccer, football, baseball, etc.) Successful play fields are engineered to address drainage, grade change, lighting, and spectator seating and usually require a higher level of maintenance.



Active play fields could serve the college and the larger community

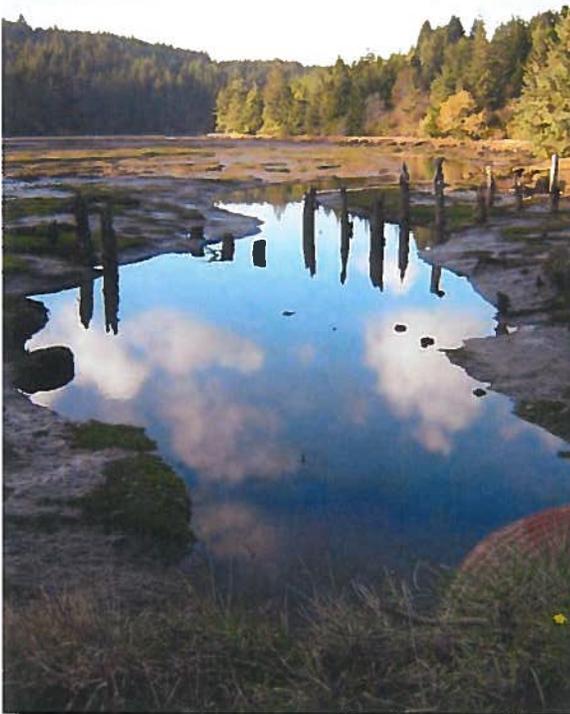


(Images shown are conceptual and do not represent final specific designs for Wilder)

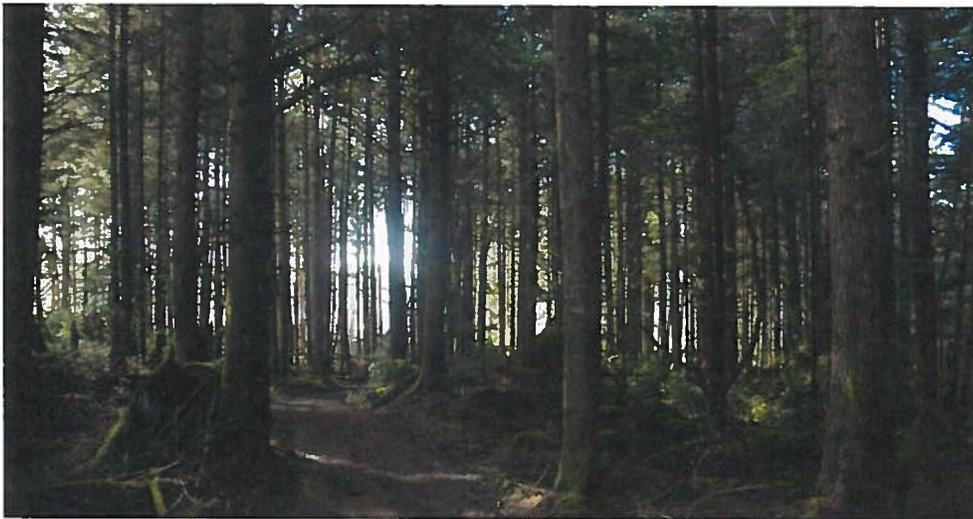
Undeveloped Areas

Undeveloped natural areas are typically steep slopes, wetlands, and other sensitive natural areas

MAP KEY



photos: existing undeveloped open space locations on the Wilder property

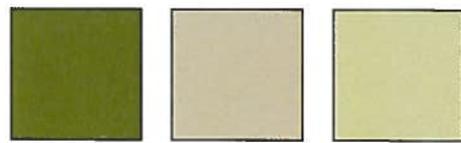


Sustainability Options

- ◊ Retain as much existing vegetation as possible, particularly large trees
- ◊ Design trails to reduce erosion
- ◊ Collaborate with other property owners to reduce invasive species and maintain habitat potential

- Link Wilder trail network with OCCC and Mike Miller Park
- Maintenance strategy to be determined
 - * Conservation overlay?
 - * Conservation group management?
 - * HOA management?

Open Space



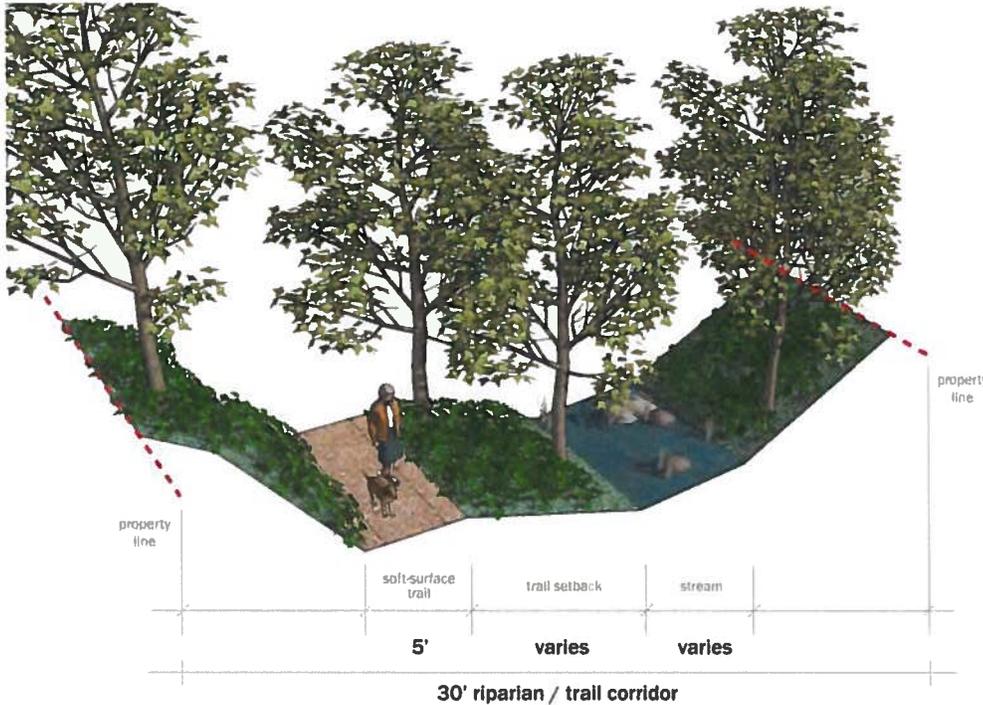
Conservation Strategies



Open Space Conservation Strategies

Riparian Corridors

The steep terrain and perennial waterways throughout Wilder offer an opportunity to integrate riparian corridor protection and a comprehensive soft-surface trail system.



Guidelines

surface	earth, wood chip, gravel
width	5-feet
cross-slope	2%, down slope
horizontal slope	15% maximum
vertical clearance - pedestrians only	8-feet minimum
vertical clearance - bikes and horses	10-feet minimum
trail setback from waterways	as much as feasible

Considerations

- Identify and enhance important habitat areas and travel corridors. Try to keep these areas intact so that wildlife is not completely displaced.
- Integrate education into the trail system and stream / habitat corridor protection system.

Sustainability Options

- use native earth as much as possible
- use existing disturbance corridors (utility easements, old roads, etc.)
- keep trails out of core habitat areas
- avoid endangered or threatened habitat areas
- minimize stream crossings
- establish native plant species along the trail and along waterways
- remove invasive plant species
- control stormwater run-off from the trail
- design trails for expected users

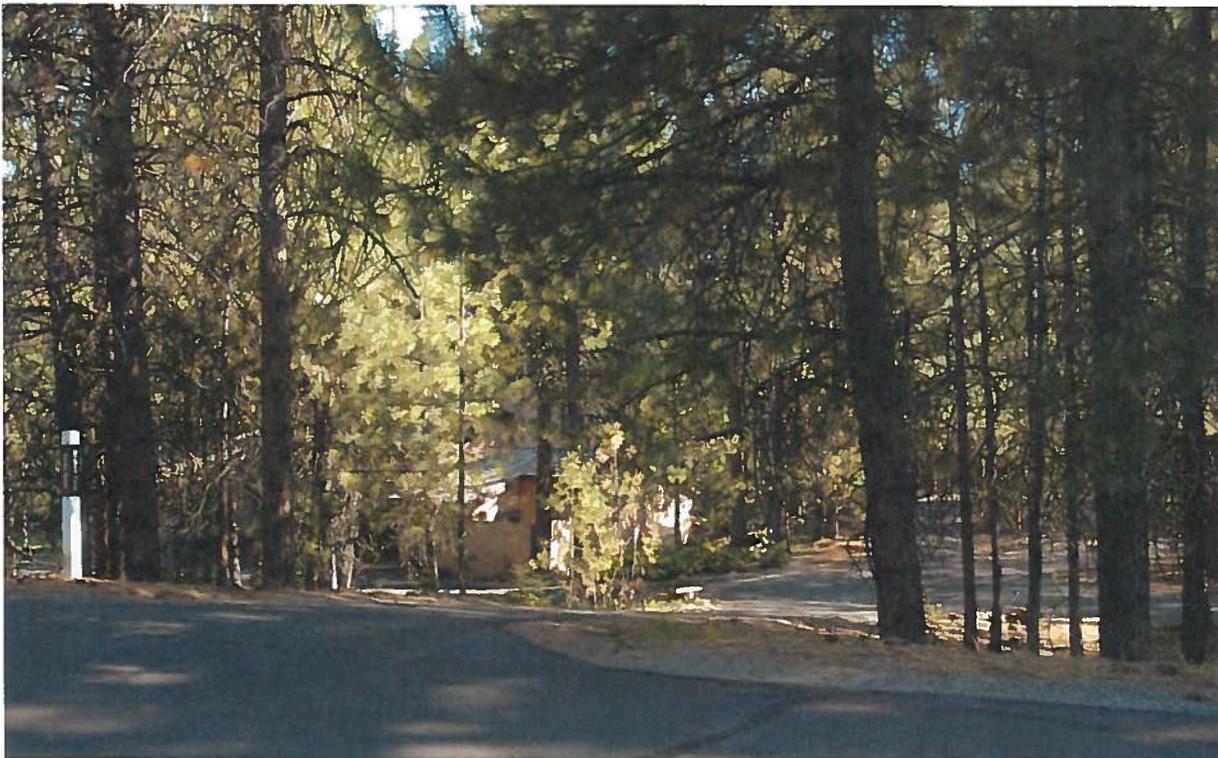
Tree Preservation

The steep terrain and perennial waterways throughout Wilder offer an opportunity to integrate riparian corridor protection and a comprehensive soft-surface trail system.



Removal of trees will require care to ensure that the trees left standing are not overly exposed to winds, soil compaction and other factors that will reduce their chances of survival.

Below: Roads at Black Butte Ranch are designed to leave important trees intact.



Appendix

Additional Types, Variations

Variations on some of the preferred development types are included here.

Site Diagrams

These site diagrams show the conceptual layout of the proposed project, including zoning, open space and circulation systems. Detailed planning will be submitted in phase-by-phase submittals.

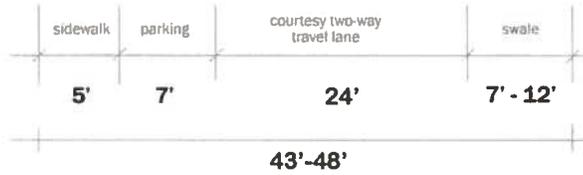
Transportation

MAP KEY

Queuing Design:
 Periodic areas without parking allow vehicles to pass.

Hillside Street, Variation (City-Mandated)

Hillside Streets provide a bioswale on the downhill side of the roadway to capture and pre-treat stormwater runoff.



Section Summary

travel lanes	16-feet, courtesy lane
on-street parking	7-feet, one side
bicycle lanes	none
sidewalk / trail	5-feet
planting strip / swale	7-feet, on downhill side
intended speed	15 mph
adjacent land uses	low density residential
primary grade	moderate to steep

Sustainability Factors

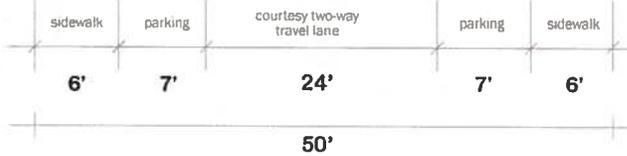
- ♻️ There are a number of variations for the edge conditions of residential streets with little traffic that can integrate green street treatments. Some examples include:
- ♻️ integrated large-capacity bioswales
- ♻️ less impervious surface area (narrower streets)
- ♻️ permeable paving in parking areas
- ♻️ variety and diversity of plants and trees in the right-of-way



photo: on-street parking is handled in a non-traditional way to accommodate wide bioswales, walkways, and other green street treatments (Seattle, WA)

Neighborhood Local Road, Variation (City-Mandated)

These roads provide local access to neighborhoods.



Section Summary

travel lanes	16-feet, courtesy lane
on-street parking	7-feet
bicycle lanes	none
sidewalk / trail	6-feet
planting strip / swale	no
intended speed	15 - 20 mph
adjacent land uses	medium to low density residential
primary grade	low to moderate

MAP KEY



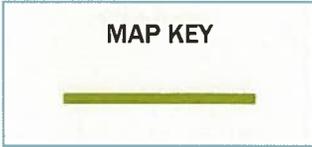
Queuing Design:

Periodic areas without parking allow larger vehicles to pass.

Sustainability Factors

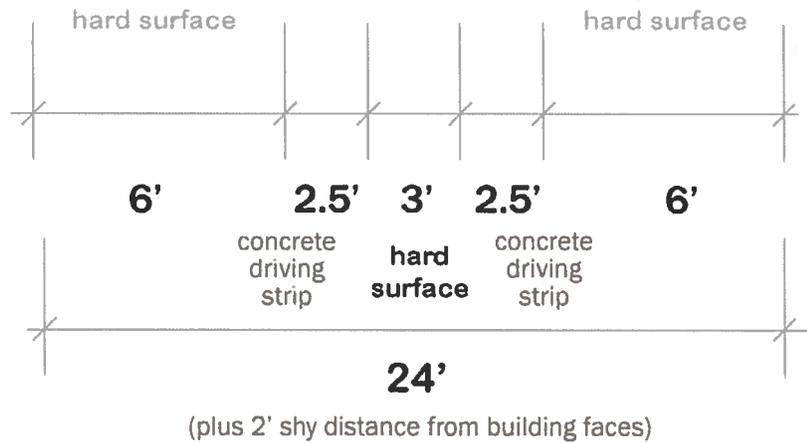
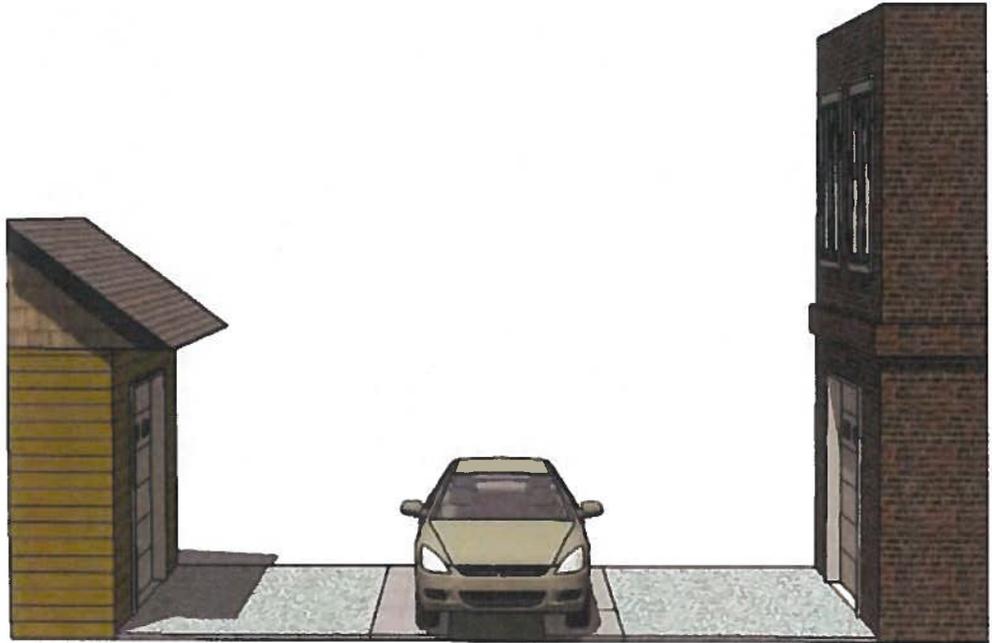
- ♻ narrow street width
- ♻ recycled-content in asphalt & concrete
- ♻ shading from trees
- ♻ integrated stormwater management systems

Transportation



Utility Alley (City-Mandated)

A green alley functions as a normal alley from a transportation perspective but is treated with green features to facilitate stormwater absorption and reduce impervious pavement area.



Sustainability Factors

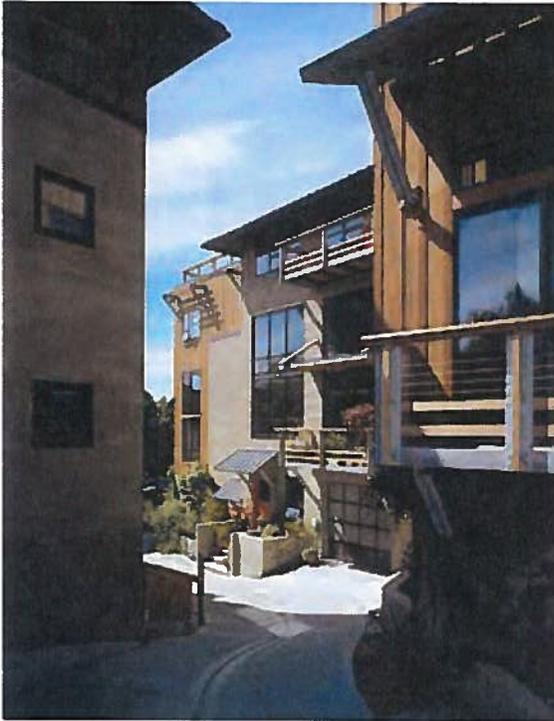
- Explore a variety of materials for the porous apron and driving strips. Because the aprons will not experience the use of a normal roadway, porous asphalt or other hardscapes may work well without continual maintenance.
- Consider a variety of hearty low-growing plants that are adaptive to the coast climate in lieu of grass for the central vegetated swale.

Section Summary

travel lanes	20-foot total right-of-way
on-street parking	none
bicycle lanes	none
sidewalk / trail	none
planting strip / swale	none
intended speed	10 mph
adjacent land uses	residential
primary grade	flat to moderate

Fleming St. (44th-46th, City-Mandated)

Woonerf (“Street for living”) is a Dutch term for a common space created to be shared by pedestrians, bicyclists, and low-speed motor vehicles. They are typically narrow streets without curbs and sidewalks, and vehicles are slowed by placing trees, planters, parking areas, and other obstacles in the street.



Above: NW Cliff St. in Newport's Nye Beach area allows for an informal mix of pedestrians, vehicles and cyclists. The unique paving pattern communicates that it is a special type of street.

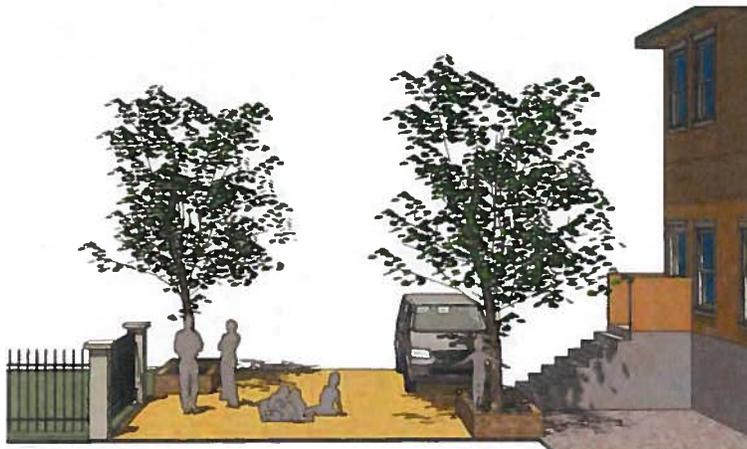
Left: A private drive through the Fremont Lofts development in Seattle creates an enclosed special precinct for residents, whether coming and going by foot or vehicle.

Section Summary

travel lanes	24 foot shared corridor
on-street parking	not designated, not permitted
bicycle lanes	none
sidewalk / trail	none
planting strip / swale	none
intended speed	less than 10 mph
adjacent land uses	high- and medium-density residential
primary grade	flat to moderate

Sustainability Factors

- ♻️ multi-use street encourages strong community linkages
- ♻️ narrow street width
- ♻️ recycled-content in asphalt & concrete
- ♻️ shading from trees
- ♻️ integrated stormwater management systems

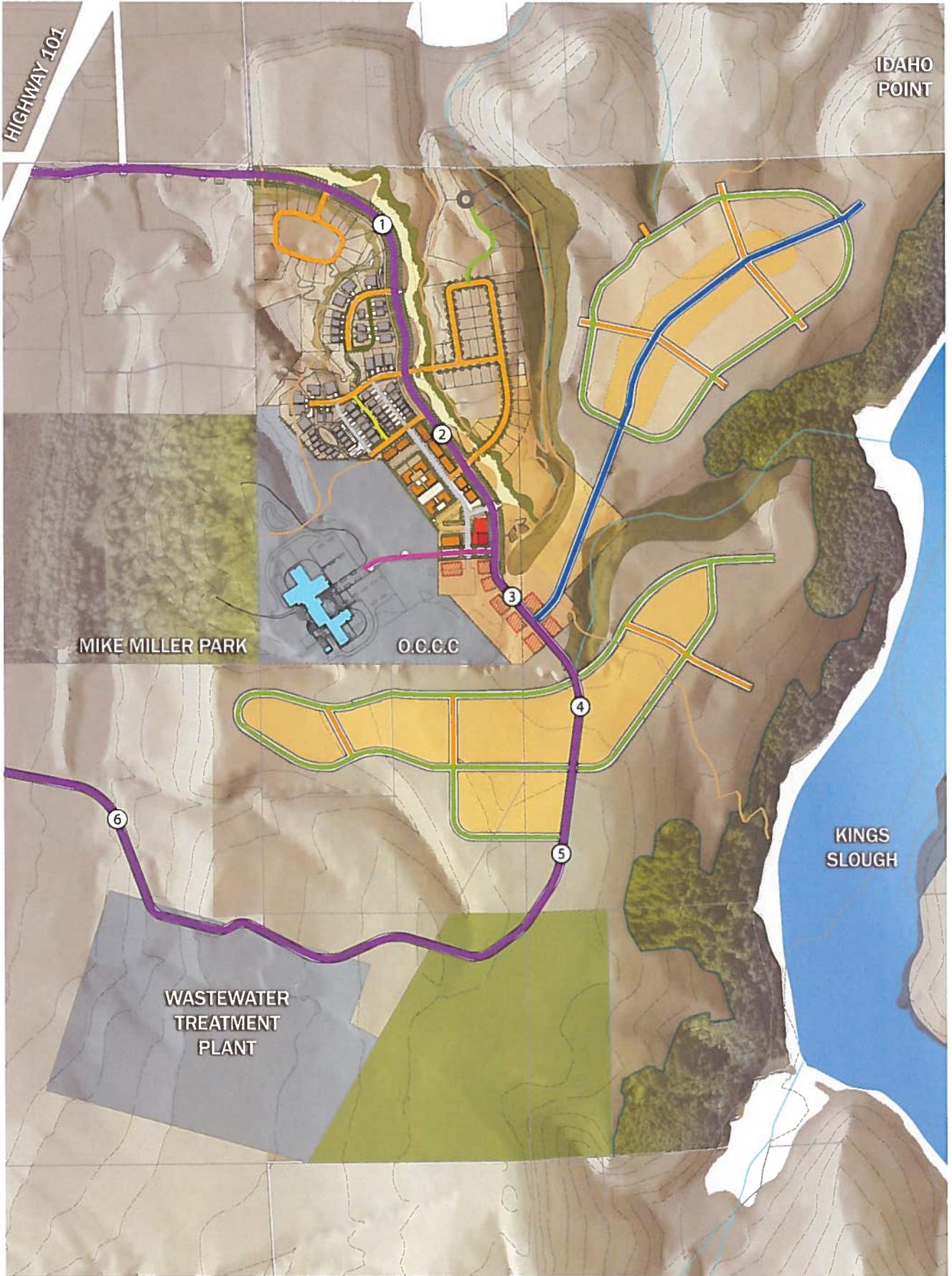






MIKE MILLER
PARK

O.C.C.C



WILDER COMMUNITY MASTER PLAN

CIRCULATION

- Main Loop Road
- Neighborhood Local
- Hillside Street
- Woonerf
- Key to Sections
- Village Center Road

- Neighborhood Spine
- Green Alley
- Urban Alley
- Trail

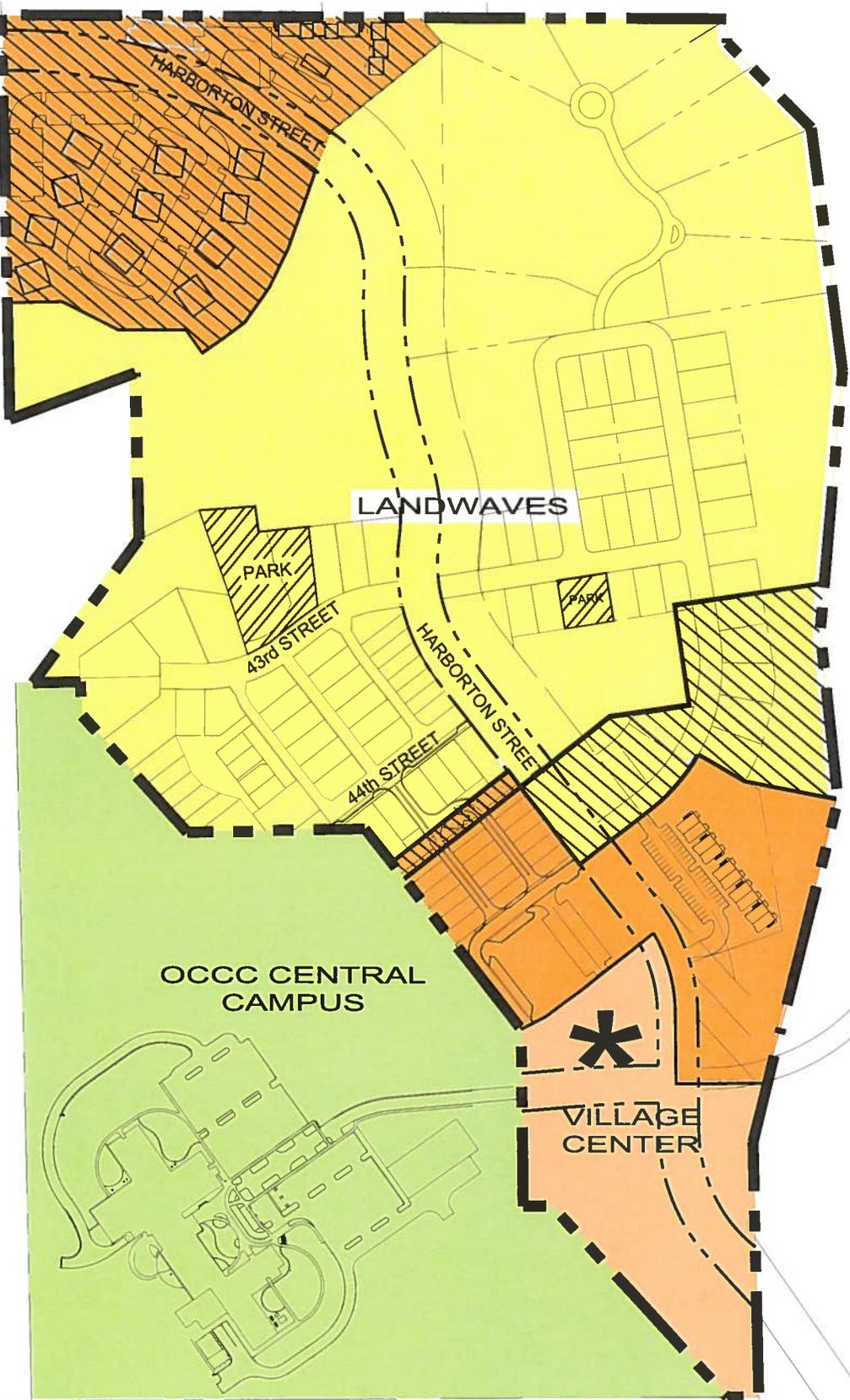


Wilder Community Master Plan Development Applications

APPENDIX I.

Comprehensive Plan Maps and Legal Descriptions

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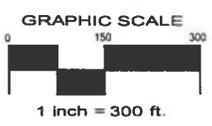


ACREAGES BY ZONING

SYMBOL	ZONING	AREA (AC)
	P1	24.2
	C1	5.5
	R3	14.2
	PROPOSED R3 FORMER R2	
	R2	39.9
	PROPOSED R2 FORMER R3	

WILDER

PROPOSED ZONING MAP



PREPARED FOR:
landwaves^{inc}
 2712 SE 20th Ave.
 Portland, Oregon 97202
 TEL: (503) 221-0167
 FAX: (503) 221-0741

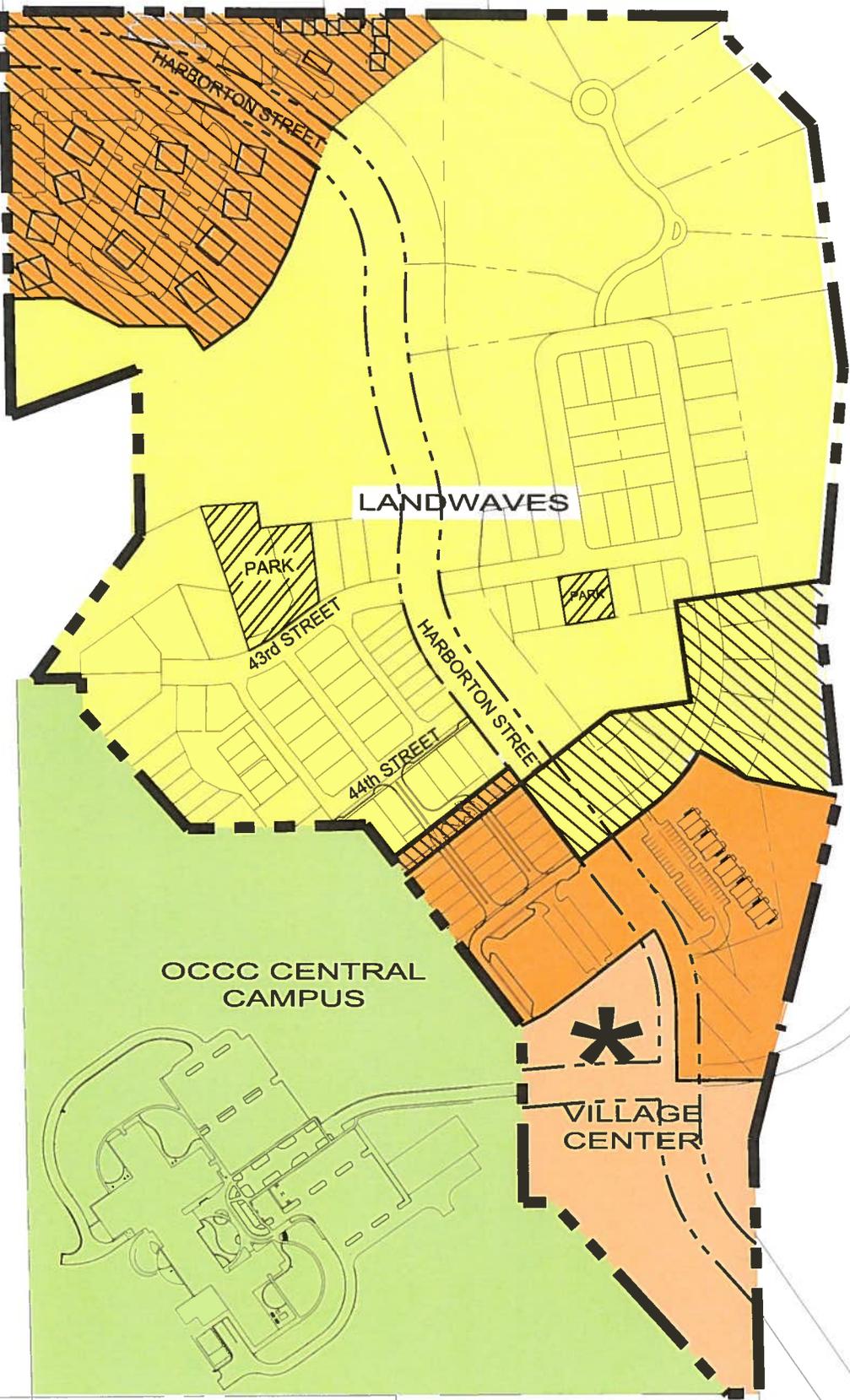
PREPARED BY:

 400 COLUMBIA STREET
 SUITE 160
 VANCOUVER, WA 98660
 PHONE 503-939-8750

JET Planning, LLC
 215 W. 4th Street ste. 215
 Vancouver, WA 98660

Date: 7-20-16
 Job No: LAN005

Jul 19, 2016 - 1:31 PM C:\Common Data\Prd\Active\MAH001-16-01 - OSU Student Housing - Wilder Ph 4\4 Planning\Drawings\Community Map - Ph 4 OSU Student Housing plan set\Proposed Comprehensive Plan Map.dwg

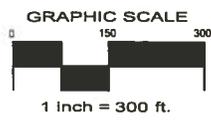


ACREAGES BY ZONING

SYMBOL	ZONING	AREA (AC)
	PUBLIC	24.2
	COMMERCIAL	5.5
	HIGH DENSITY RESIDENTIAL	6.1
	HIGH DENSITY RESIDENTIAL PROPOSED, EXISTING LOW DENSITY RESIDENTIAL	6.1
	LOW DENSITY RESIDENTIAL	37.7
	LOW DENSITY RESIDENTIAL PROPOSED, EXISTING HIGH DENSITY RESIDENTIAL	2.2

WILDER

PROPOSED COMPREHENSIVE PLAN MAP



PREPARED FOR:
landwaves^{inc}
 2712 SE 20th Ave.
 Portland, Oregon 97202
 TEL: (503) 221-0167
 FAX: (503) 221-0741

PREPARED BY:

 400 COLUMBIA STREET
 SUITE 160
 VANCOUVER, WA 98660
 PHONE 503-939-8750

JET Planning, LLC
 215 W. 4th Street ste. 215
 Vancouver, WA 98660

Date: 7-20-16
 Job No: LAN005



AKS ENGINEERING & FORESTRY VANCOUVER
 9600 NE 126th Avenue, Suite 2520, Vancouver, WA 98682
 P: (360) 882-0419 F: (360) 882-0426

OFFICES IN: TUALATIN, OR - VANCOUVER, WA - SALEM-KEIZER, OR

**LEGAL DESCRIPTION
 FOR
 WILDER ZONING**

ZONE R-3 NORTH

Being a portion of the Northeast quarter of Section 20, Township 11 South, Range 11 West, Willamette Meridian, and Parcel 2 of Partition Plat recorded in Book 2015, Page 1, City of Newport, Lincoln County, Oregon, more particularly described as follows:

COMMENCING at a brass cap marking the Northeast quarter of Section 20, Township 11 South, Range 11 West, Willamette Meridian, as shown in Partition Plat recorded in Book 2015, Page 1;

THENCE North 84°40'37" West along the North line of said Section 20, also being the North line of Parcel 2 of said Partition Plat, for a distance of 571.71 feet to the **POINT OF BEGINNING**;

THENCE South 36°40'45" East, leaving said North line, for a distance of 60.77 feet;

THENCE South 56°02'46" West, for a distance of 265.91 feet;

THENCE South 26°56'02" West, for a distance of 77.78 feet;

THENCE South 24°24'13" West, for a distance of 156.90 feet;

THENCE South 31°39'42" West, for a distance of 76.90 feet;

THENCE South 40°07'01" West, for a distance of 80.40 feet;

THENCE South 59°22'16" West, for a distance of 98.11 feet;

THENCE North 30°37'44" West, for a distance of 53.12 feet;

THENCE North 84°53'51" West, for a distance of 126.42 feet;

THENCE North 58°20'19" West, for a distance of 115.76 feet;

THENCE North 85°55'23" West, for a distance of 101.66 feet to the West Line of Parcel 2 of Partition Plat Book 2015, Page 1;

THENCE North 04°04'37" East, along the West line of said Parcel 2, for a distance of 535.11 feet to the most Northwesterly corner of said Parcel 2;



THENCE South 84°40'37" East along the North line of said Section 20 and the North line of said Parcel 2, for a distance of 779.14 feet to the **POINT OF BEGINNING**.

This property contains 7.97 Acres, more or less.





AKS ENGINEERING & FORESTRY VANCOUVER
 9600 NE 126th Avenue, Suite 2520, Vancouver, WA 98682
 P: (360) 882-0419 F: (360) 882-0426

OFFICES IN: TUALATIN, OR - VANCOUVER, WA - SALEM-KEIZER, OR

**LEGAL DESCRIPTION
 For
 WILDER ZOING**

ZONE R-2

Being a portion of the Northeast quarter of Section 20, and the Northwest quarter of Section 21, Township 11 South, Range 11 West, Willamette Meridian, and Parcel 2 of Partition Plat recorded in Book 2015, Page 1, and Wilder Phase 1 recorded in Book 18 Page 46, City of Newport, Lincoln County, Oregon, more particularly described as follows:

BEGINNING at a brass cap marking the Northeast quarter of Section 20, Township 11 South, Range 11 West, Willamette Meridian, as shown in Partition Plat recorded in Book 2015, Page 1;

THENCE South 03°56'17" West along the East line of said Section 20, also being along a Easterly line of Parcel 2 of said Partition Plat, for a distance of 46.44 feet;

THENCE South 39°05'17" East, leaving said East line, along the Easterly line of Parcel 2, for a distance of 215.49 feet;

THENCE South 01°56'14" East, along said Easterly line, for a distance of 458.64 feet;

THENCE South 01°13'22" West, along said Easterly line, for a distance of 474.86 feet;

THENCE South 01°14'34" East, along said Easterly line, for a distance of 314.61 feet;

THENCE North 73°57'52" West, leaving said Easterly line, or a distance of 172.42 feet;

THENCE North 55°05'17" West, for a distance of 100.00 feet to a point on a curve;

THENCE along the arc of a non-tangent 342.00 foot radius curve to the right, the radius point of which bears South 55°05'17" East, through a central angle of 22°26'37", for an arc length of 133.97 feet, the chord of which bears South 46°08'02" West for a distance of 133.11 feet;

THENCE South 57°21'21" West, for a distance of 170.41 feet to the Westerly Right-of-Way line of Harborton Street (also known as 40th Street);



THENCE North 32°38'39" West, along said Westerly Right-of-Way line, for a distance of 216.90 feet;

THENCE South 57°21'21" West, leaving said Westerly Right-of-Way line, for a distance of 275.00 feet to the Westerly line of Parcel 2 of Partition Plat Book 2015 Page 1;

THENCE North 32°38'46" West, along the Westerly line of said Parcel 2, for a distance of 79.27 feet to an angle point in the Westerly line Parcel 2;

THENCE North 86°16'43" West, along the Southwesterly line of Parcel 2, also being the Southerly line of Wilder Phase 1 as recorded in Book 18 Page 46, Lincoln County plat records, for a distance of 279.32 feet;

THENCE North 36°52'23" West, along the Westerly line of Wilder Phase 1, for a distance of 294.78 feet to an angle point in the Westerly line of Wilder Phase 1;

THENCE North 03°34'25" East, along said Westerly line, for a distance of 60.07 feet to another angle point in said Westerly line;

THENCE North 86°24'59" West, along said Westerly line, for a distance of 88.01 feet to another angle point in said Westerly line;

THENCE North 41°46'00" East, along said Westerly line, for a distance of 332.07 feet to the most Northerly Northwest corner of Wilder Phase 1, also being a Westerly corner of Parcel 2 of Partition Plat per Book 2015, Page 1;

THENCE North 04°04'00" East, along the Westerly line of said Parcel 2, for a distance of 309.00 feet;

THENCE South 74°48'56" West, along the most Northerly-South line of Parcel 2, for a distance of 249.11 feet to the West line of Parcel 2;

THENCE North 04°04'37" East, along the West line of said Parcel 2, for a distance of 216.53 feet;

THENCE South 85°55'23" East, leaving said West line of said Parcel 2, for a distance of 101.66 feet;

THENCE South 58°20'19" East, for a distance of 115.76 feet;

THENCE South 84°53'51" East, for distance of 126.42 feet;

THENCE South 30°37'44" East, for a distance of 53.12 feet;

THENCE North 59°22'16" East, for a distance of 98.11 feet;

THENCE North 40°07'01" East, for a distance of 80.40 feet;

THENCE North 31°39'42" East, for a distance of 76.90 feet;

THENCE North 24°24'31" East, for a distance of 156.90 feet;

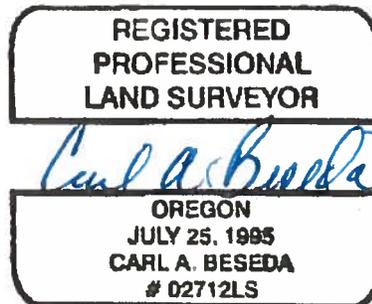
THENCE North 26°56'02" East, for a distance of 77.78 feet;

THENCE North 56°02'46" East, for a distance of 265.91 feet;

THENCE North 36°40'45" West, for a distance of 60.77 feet to the North line of said Section 20, also being the North line of said Parcel 2;

THENCE South 84°40'37" East, along said North line, for a distance of 571.71 feet to the **POINT OF BEGINNING.**

This property contains 39.85 Acres, more or less.





AKS ENGINEERING & FORESTRY VANCOUVER
 9600 NE 126th Avenue, Suite 2520, Vancouver, WA 98682
 P: (360) 882-0419 F: (360) 882-0426

OFFICES IN: TUALATIN, OR - VANCOUVER, WA - SALEM-KEIZER, OR

LEGAL DESCRIPTION
For
WILDER ZOING

ZONE R-3 SOUTH

Being a portion of the Northeast quarter of Section 20, Township 11 South, Range 11 West, Willamette Meridian, and Parcel 2 of Partition Plat recorded in Book 2015, Page 1, City of Newport, Lincoln County, Oregon, more particularly described as follows:

COMMENCING at a brass cap marking the Northeast quarter of Section 20, Township 11 South, Range 11 West, Willamette Meridian, as shown in Partition Plat recorded in Book 2015, Page 1;

THENCE South 03°56'17" West along the East line of said Section 20, also being along a Easterly line of Parcel 2 of said Partition Plat, for a distance of 46.44 feet;

THENCE South 39°05'17" East, leaving said East line, along the Easterly line of Parcel 2, for a distance of 215.49 feet;

THENCE South 01°56'14" East, along said Easterly line, for a distance of 458.64 feet;

THENCE South 01°13'22" West, along said Easterly line, for a distance of 474.86 feet;

THENCE South 01°14'34" East, along said Easterly line, for a distance of 314.61 feet to the **POINT OF BEGINNING**;

THENCE South 18°55'03" West, along said Easterly line, for a distance of 545.03 feet;

THENCE North 85°19'10" West, for a distance of 149.39 feet to the centerline of Harborton Street (also known as 40th Street);

THENCE North 04°40'50" East, along the centerline of said Harborton Street, for a distance of 132.57 feet to a point of curvature;



THENCE continuing along the centerline of said Harborton Street, along the arc of 319.00 foot radius curve to the left, through a central angle of $30^{\circ}15'32''$, for an arc length of 168.47 feet; the long chord of which bears North $10^{\circ}26'56''$ West for a distance of 166.52 feet;

THENCE leaving said centerline, South $57^{\circ}21'14''$ West, along the North line of Parcel 1 of Partition Plat per Book 2015 Page 1, for a distance of 271.17 feet;

THENCE South $67^{\circ}00'47''$ West, continuing along the North line of said Parcel 2, for a distance of 55.18 feet to the Northwest corner of Parcel 1, also being an angle point in the West line of Parcel 2 of said Partition Plat;

THENCE North $32^{\circ}38'46''$ West, along the West line of said Parcel 2, for a distance of 392.30 feet;

THENCE North $57^{\circ}21'21''$ East leaving the West line of said Parcel 2, for a distance of 275.00 feet to the Westerly Right-of-Way line of Harborton Street (also known as 40th Street);

THENCE South $32^{\circ}32'39''$ East, along said Westerly Right-of-Way line, for a distance of 216.90 feet;

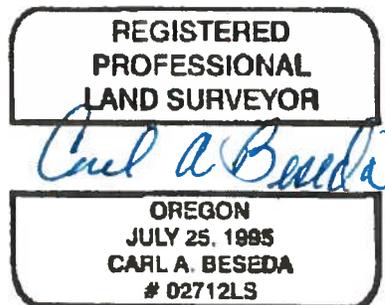
THENCE North $57^{\circ}21'21''$ East, leaving said Westerly Right-of-Way line, for a distance of 170.41 feet to a point of curvature;

THENCE along the arc of a 342.00 foot radius curve to the left, through a central angle of $22^{\circ}26'37''$, for an arc length of 133.97 feet, the long chord of which bears North $46^{\circ}08'02''$ East for a distance of 133.11 feet;

THENCE South $55^{\circ}05'17''$ East, for a distance of 100.00 feet;

THENCE South $73^{\circ}57'52''$ East, for a distance of 172.42 feet to the **POINT OF BEGINNING**.

This property contains 6.20 Acres, more or less.





AKS ENGINEERING & FORESTRY VANCOUVER
 9600 NE 126th Avenue, Suite 2520, Vancouver, WA 98682
 P: (360) 882-0419 F: (360) 882-0426

OFFICES IN: TUALATIN, OR - VANCOUVER, WA - SALEM-KEIZER, OR

LEGAL DESCRIPTION

For WILDER ZOING

ZONE C-1

Being a portion of the Northeast quarter of Section 20 and the Northwest quarter of Section 21, Township 11 South, Range 11 West, Willamette Meridian, and Parcel 2 of Partition Plat recorded in Book 2015, Page 1, City of Newport, Lincoln County, Oregon, more particularly described as follows:

COMMENCING at a brass cap marking the Northeast quarter of Section 20, Township 11 South, Range 11 West, Willamette Meridian, as shown in Partition Plat recorded in Book 2015, Page 1;

THENCE South 03°56'17" West along the East line of said Section 20, also being along a Easterly line of Parcel 2 of said Partition Plat, for a distance of 46.44 feet;

THENCE South 39°05'17" East, leaving said East line, along the Easterly line of Parcel 2, for a distance of 215.49 feet;

THENCE South 01°56'14" East, along said Easterly line, for a distance of 458.64 feet;

THENCE South 01°13'22" West, along said Easterly line, for a distance of 474.86 feet;

THENCE South 01°14'34" East, along said Easterly line, for a distance of 314.61 feet;

THENCE South 18°55'03" West, along said Easterly line, for a distance of 545.03 feet to the **POINT OF BEGINNING**;

THENCE South 18°55'03" West, for a distance of 108.21 feet to the East line of said Section 20;

THECNE South 03°56'17" West, along the East line of said Section 20, for a distance of 118.34 feet to a brass cap marking the East quarter corner of said Section 20;

THENCE North 85°19'10" West, along the most Southerly line of Parcel 2 of Partition Plat recorded in Book 2015 Page 1, for a distance of 59.05 feet;



THENCE North 37°29'37" West, along a Westerly line of said Parcel 2, for a distance of 482.65 feet to an angle point in said Westerly line;

THENCE North 85°18'44" West, along a Southwesterly line of said Parcel 2, for a distance of 53.84 feet to an angle point in the Westerly line of Parcel 2;

THENCE North 04°40'51" East, along said Westerly line, for a distance of 176.02 feet to the Northwest corner of Parcel 1 of said Partition Plat;

THENCE North 67°00'47" East, along the North line of said Parcel 1, for a distance of 55.18 feet to an angle point in said North line;

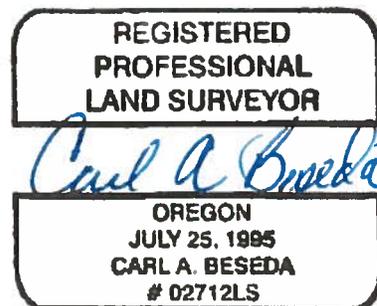
THENCE North 57°21'14" East, along said North line, for a distance of 271.17 feet to a point on a curve at the centerline of Harborton Street (also known as 40th Street);

THENCE along said centerline, along the arc of a non-tangent 319.00 foot radius curve to the right, the radius point of which bears South 64°25'18" West, through a central angle of 30°15'32", for an arc length of 168.47 feet, the long chord of which bears South 10°26'56" East for a distance of 166.52 feet;

THENCE continuing along said centerline, South 04°40'50" West, for a distance of 132.57 feet;

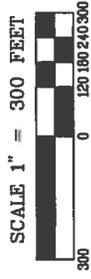
THENCE South 85°19'10" East, leaving said centerline, for a distance of 149.39 feet to the **POINT OF BEGINNING**.

This property contains 5.47 Acres, more or less.



WILDER ZONING MAP

BEING IN A PORTION OF THE NE 1/4 OF SECTION 20 AND THE NW 1/4 OF SECTION 21, T.11S., R.11W., W.M., AND LYING WITHIN PARCELS 1 & 2 OF PARTITION PLAT BOOK 2015 PAGE 1 AND WILDER PHASE 1 BOOK 18 PAGE 46, CITY OF NEWPORT, LINCOLN COUNTY, OREGON

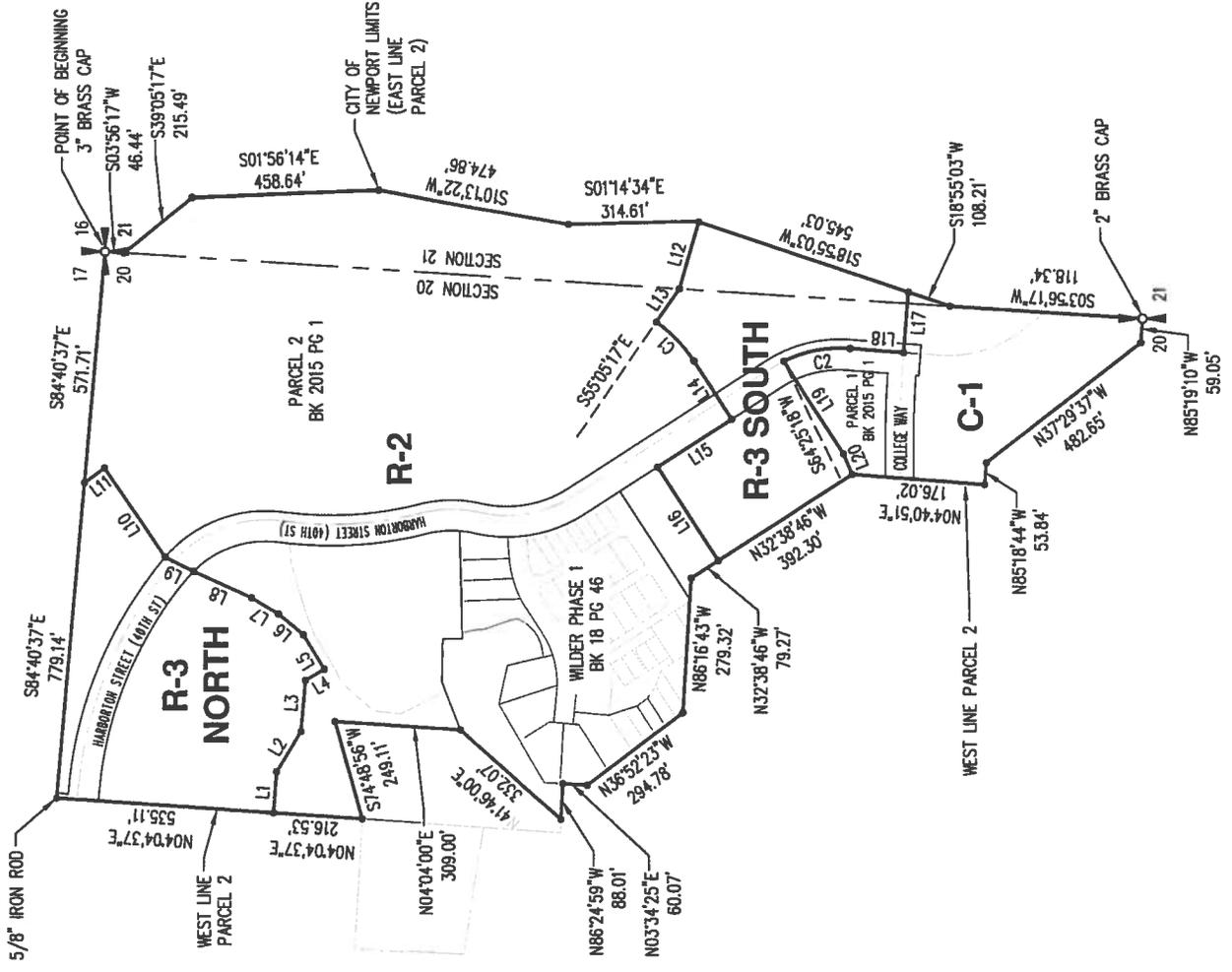


LINE	DIRECTION	LENGTH
L1	S85°55'23"E	101.66'
L2	S58°20'19"E	115.76'
L3	S84°53'51"E	126.42'
L4	S30°37'44"E	53.12'
L5	N59°22'16"E	98.11'
L6	N40°07'01"E	80.40'
L7	N31°39'42"E	76.90'
L8	N24°24'13"E	156.90'
L9	N26°56'02"E	77.78'
L10	N56°02'46"E	265.91'
L11	N36°40'45"W	60.77'
L12	S73°57'52"E	172.42'
L13	S55°05'17"E	100.00'
L14	N57°21'21"E	170.41'
L15	N32°38'39"W	216.90'
L16	N57°21'21"E	275.00'
L17	S85°19'10"E	149.39'
L18	S04°40'50"W	132.57'
L19	N57°21'14"E	271.17'
L20	N67°00'47"E	55.18'

CURVE	RADIUS	DELTA	LENGTH	CHORD
C1	342.00'	22°26'37"	133.97'	N46°08'02"E 133.11'
C2	319.00'	30°15'32"	168.47'	N10°26'56"W 166.52'

REGISTERED PROFESSIONAL LAND SURVEYOR
Carl A. Beseda
 OREGON
 JULY 25, 1985
 CARL A. BESEDA
 # 02712LS

WILDER ZONING MAP
 EXHIBIT
 DATE: 07-18-2011
AKS 278
 AKS ENGINEERING & FORESTRY, LLC
 9600 NE 126TH AVE, STE 2520
 VANCOUVER, WA 98682
 P: 360.882.0419 F: 360.882.0426 aks-eng.com



Wilder Community Master Plan Development Applications

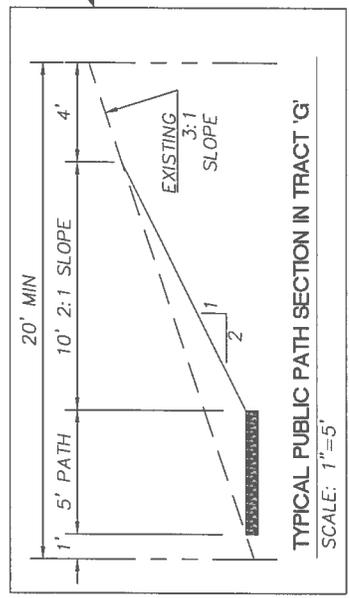
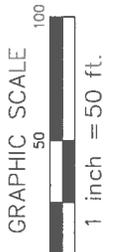
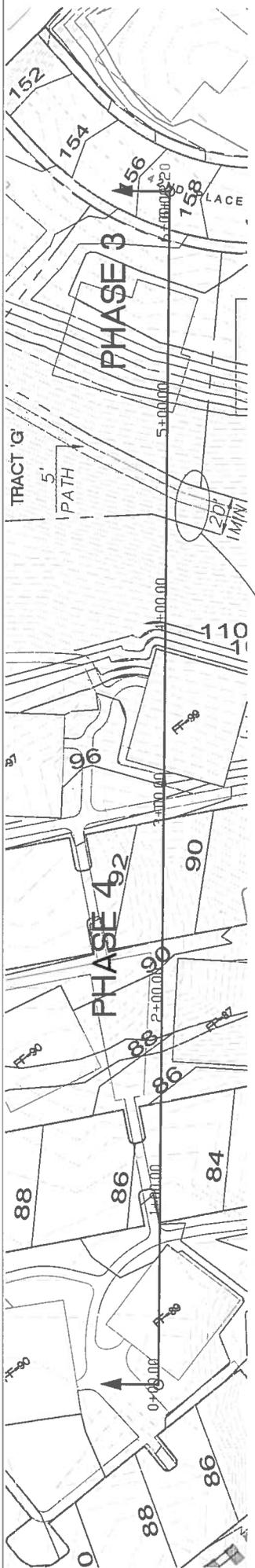
APPENDIX J.

Approved SE Harborton Street Cross-Section

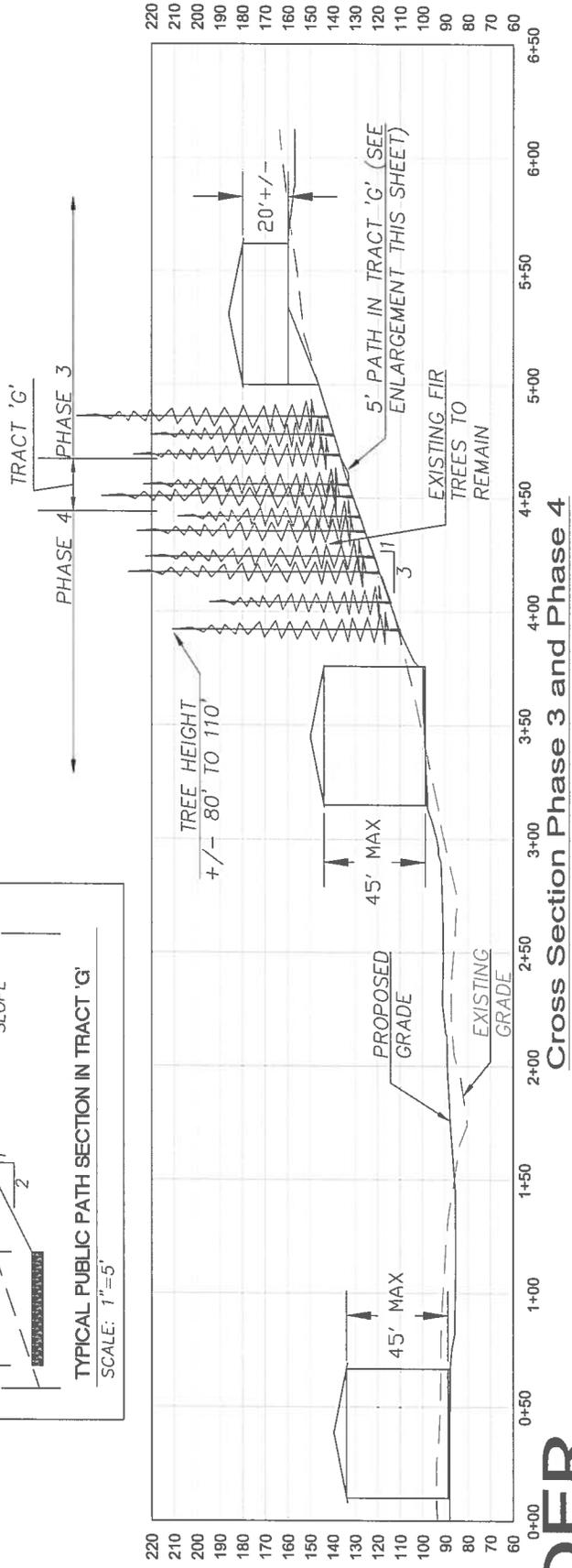
**Wilder Community Master Plan
Development Applications**

APPENDIX K.

Cross Section Phase 3 and Phase 4

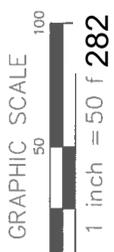


SEE ENLARGEMENT
THIS SHEET



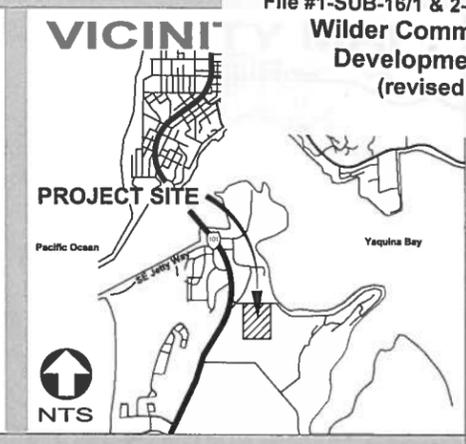
WILDER
PHASE 3 & 4
CROSS SECTION
DATE: 07.19.16

PREPARED BY:
2G ASSOCIATES
400 COLUMBIA STREET
SUITE 160
VANCOUVER, WA 98660
PHONE: 503-939-8750



WILDER

COMMUNITY MASTER DEVELOPMENT PLAN APPLICATIONS CITY OF NEWPORT, OREGON



landwaves
 JET Planning, LLC
 215 W. 4th Street Ste. 209
 Vancouver, WA 98660
 TEL: (503) 221-0167
 FAX: (503) 221-0741

SITE DATA:

LOCATION
 South Beach - Wilder Master Plan Area

LEGAL DESCRIPTION
 Map and Tax Lot 11-11-20-00-00100-00
 Map and Tax Lot 11-11-21-00-00700-00
 Map and Tax Lot 11-11-21-00-01300-00

AREA
 Approximate 62 Acres

ZONING
 R-2 (Medium Density Single Family)
 R-3 (Medium Density Multi-Family)
 C-1 (Retail + Service Commercial)

TEAM MEMBERS:

Owner
 Landwaves, Inc.
 2712 SE 20th Ave
 Portland, OR 97202

Applicant
 Oregon State University
 Leasing & Strategic Real
 Property Management
 3015 SW Western Blvd
 Corvallis, OR 97333

Civil Engineer
 2G Associates, Inc.
 Fred Garmire
 400 Columbia Street, Suite 160
 Vancouver, WA 98660
 503-939-8750

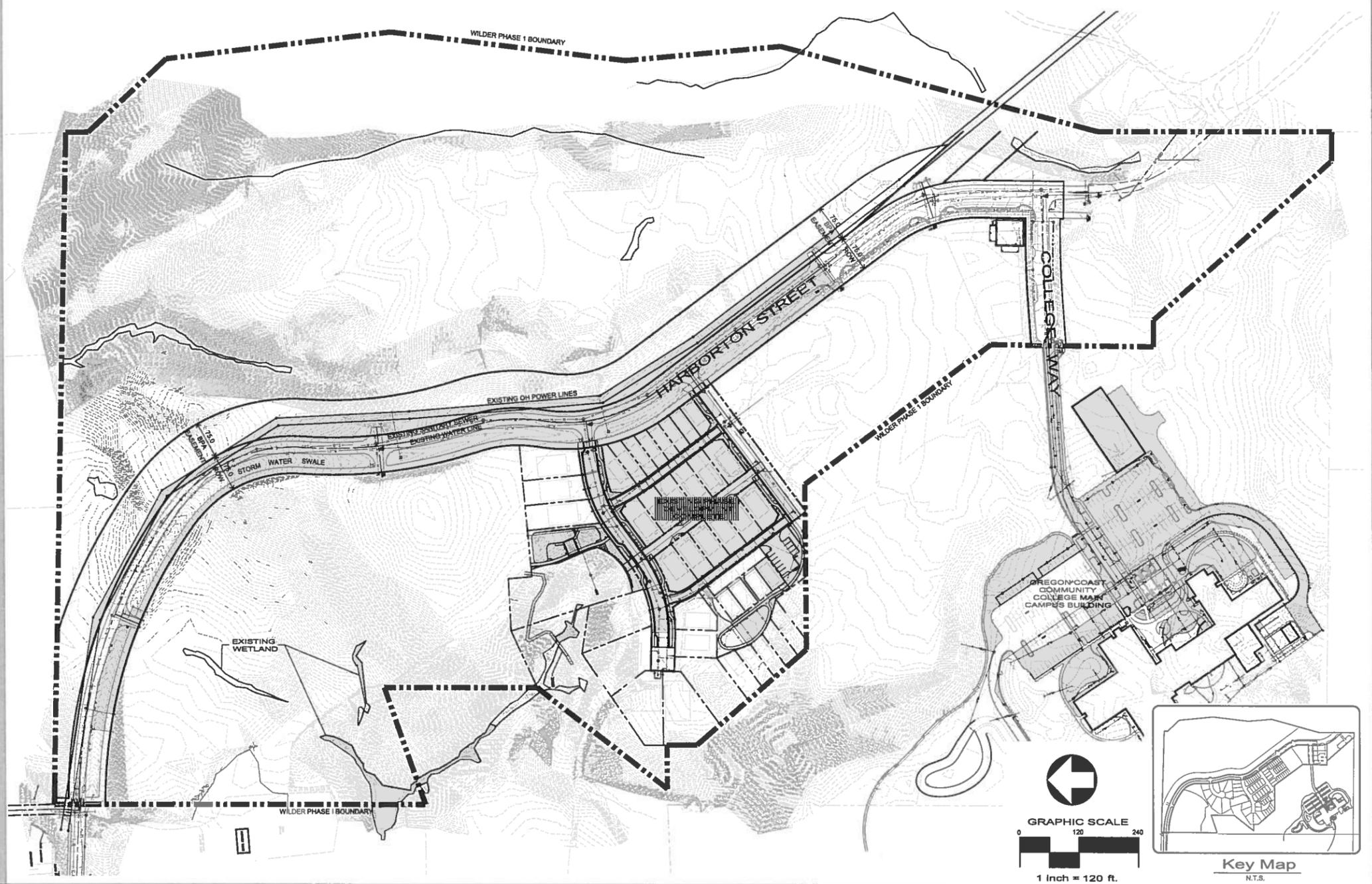
Planner
 JET Planning, LLC
 Elizabeth Decker
 215 W. 4th Street Ste. 209
 Vancouver, WA 98660

Architect
 Mahlum Architects, Inc.
 Beth Brett
 1231 NW Hoyt, Suite 102
 Portland, OR 97209
 503-224-4032

Sheet List Table

Sheet Number	Sheet Title
01	Existing Conditions Plan
02	Phasing Plan
03	Final Development Plan Master Plan
04	Final Development Plan Phase 3, 4 and 6
05	Final Development Plan Phase 2B 2C and 2D
06	Final Development Plan Phase 2E and 2F
07	Tentative Subdivision Plat Master Plan
08	Tentative Subdivision Plat Phase 3, 4 and 6
09	Tentative Subdivision Plat Phase 2B 2C and 2D
10	Tentative Subdivision Plat Phase 2A 2E and 2F
11	Grading Master Plan
12	Grading Plan Phase 3, 4 and 6
13	Grading Plan Phase 2B 2C and 2D
14	Grading Plan Phase 2E and 2F
15	Utility Master Plan
16	Utility Plan Phase 3, 4 and 6
17	Utility Plan Phase 2B 2C and 2D
18	Utility Plan Phase 2E and 2F
19	Landscape Plan Phase 3, 4 and 6

EXISTING CONDITIONS PLAN:

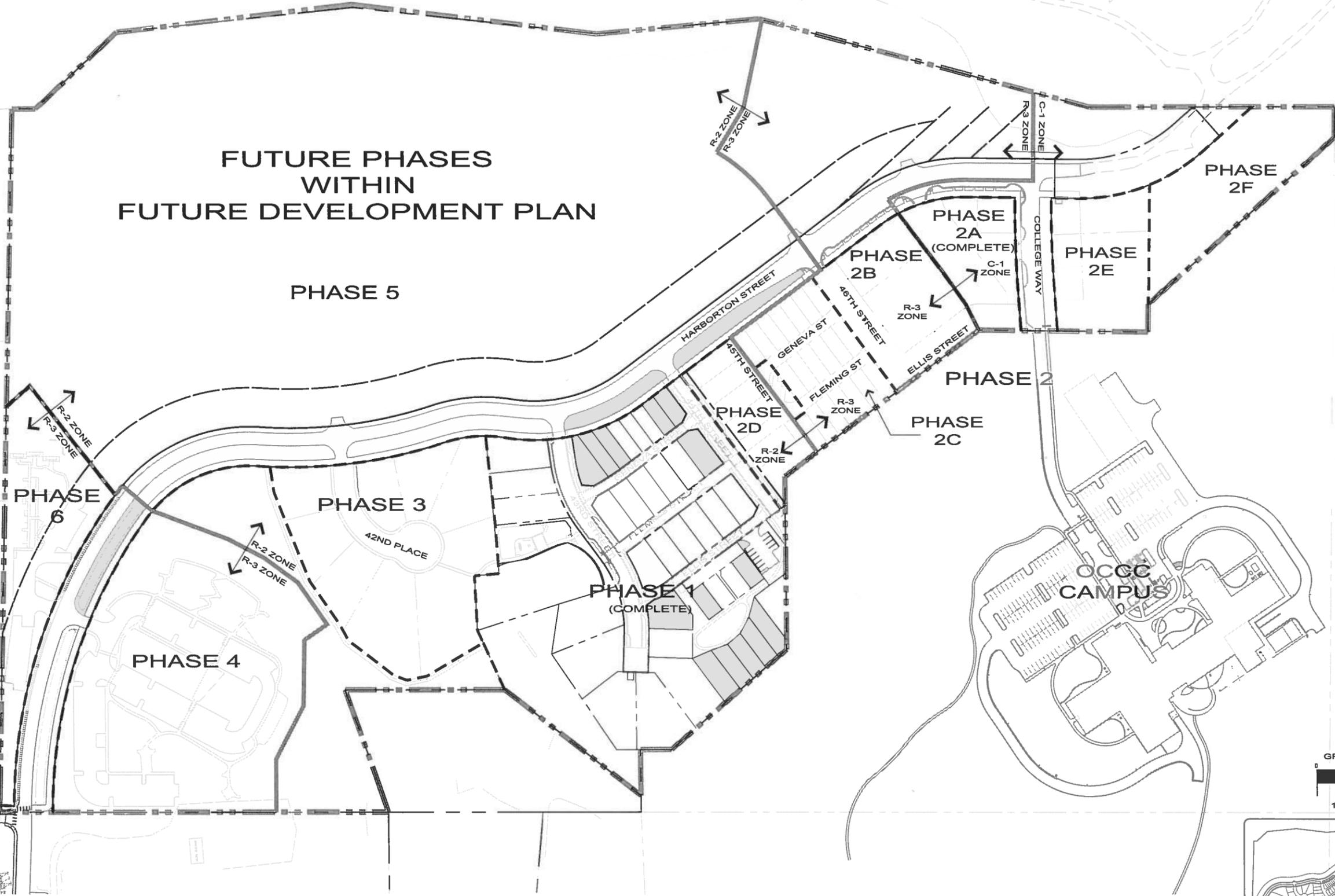


JOB NO.: MAH001
 DATE: JULY 20, 2016
 APPLICATION: Community Master Development Plan Applications

WILDER EXISTING CONDITIONS PLAN

SHEET
01

FUTURE PHASES WITHIN FUTURE DEVELOPMENT PLAN



Key Map
N.T.S.

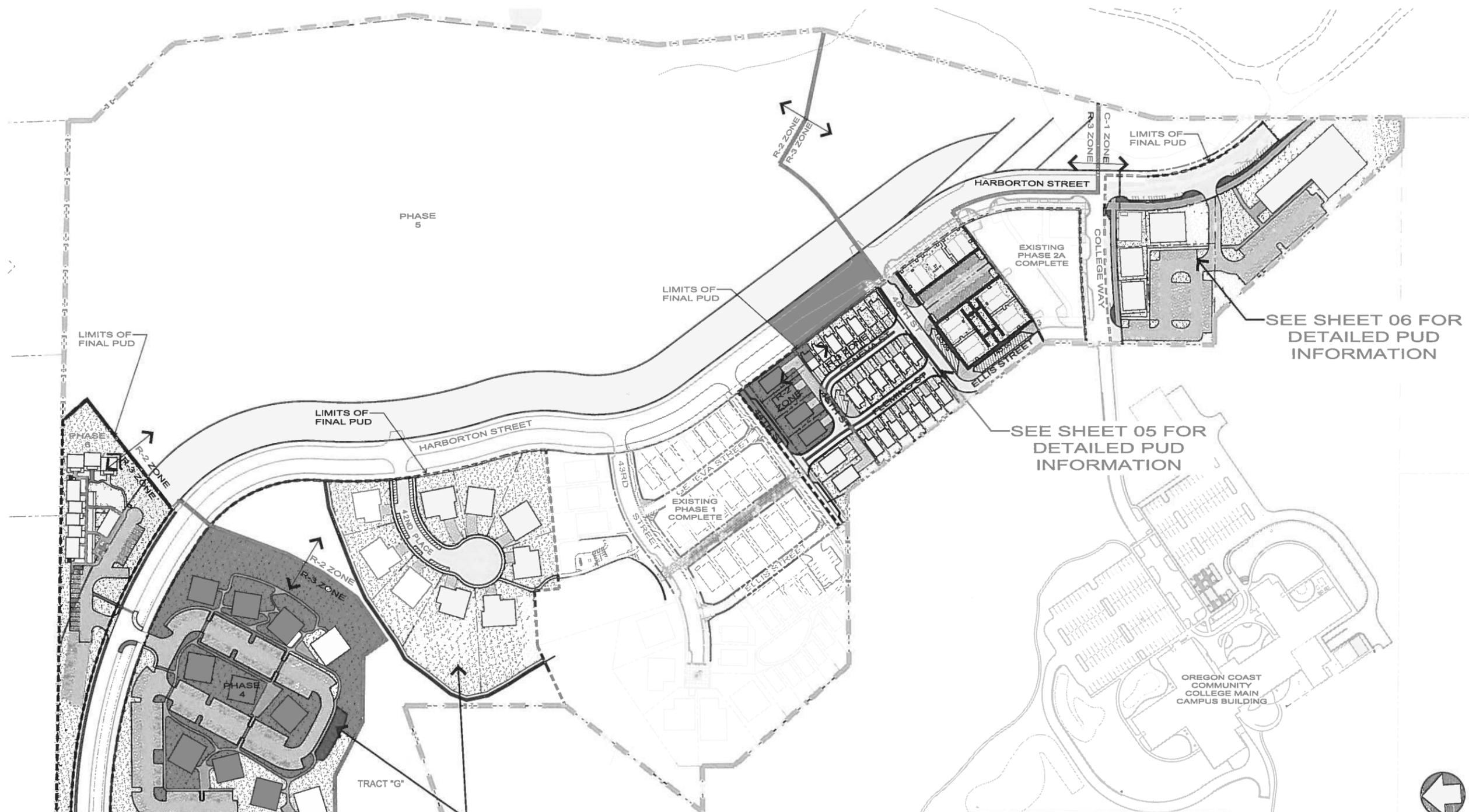
JOB NO.:	MAH001
DATE:	JULY 20, 2016
APPLICATION:	Community Master Development Plan Applications

WILDER
PHASING PLAN
SHEET
02

landwaves inc
2712 SE 20th Ave
Portland, Oregon 97202
TEL: (503) 221-0167
FAX: (503) 221-0741

JET Planning, LLC
216 W. 4th Street Ste. 209
Vancouver, WA 98660
TEL: 503-705-9806

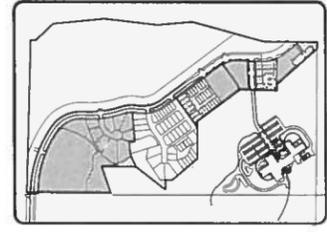
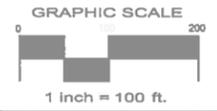
2G ASSOCIATES
400 COLUMBIA STREET
SUITE 160
VANCOUVER, WA 98660
PHONE: 503-839-8750



AREA TABLE	
SYMBOL	DESCRIPTION
	BUILDINGS
	GREEN SPACE
	OPEN SPACE
	PUBLIC PARKING
	PRIVATE PARKING
	SIDEWALK
	PUBLIC STREET
	PRIVATE STREET

PARKING COUNT TABLE		
	PRIVATE	PUBLIC
Phase 2A	39	9
Phase 2B	28	18
Phase 2C	20	0
Phase 2D	12	11
Phase 2E	51	10
Phase 2F	40	4
Phase 3	18	15
Phase 4	184	0
Phase 6	44	0
(DEVELOPMENT PLAN TOTAL)	436	67

- PARKING NOTES:**
- UNLESS NOTED OTHERWISE, TYPICAL PARKING STALLS ARE 9' WIDE BY 18' DEEP.
 - UNLESS NOTED OTHERWISE TYPICAL PARALLEL PARKING STALLS ARE 7' WIDE AND MINIMUM 24' LONG.
 - WHEN COUNTING PRIVATE PARKING SPACES IN RESIDENTIAL AREAS 1 PARKING SPACE IS ASSUMED FOR EACH FLEX LOT AND 2 PARKING SPACES ARE ASSUMED FOR EACH OTHER LOT TYPE.
 - PARKING AREAS ARE DIMENSIONED AND IDENTIFIED ON SHEETS 4 THROUGH 6.



Key Map
N.T.S.

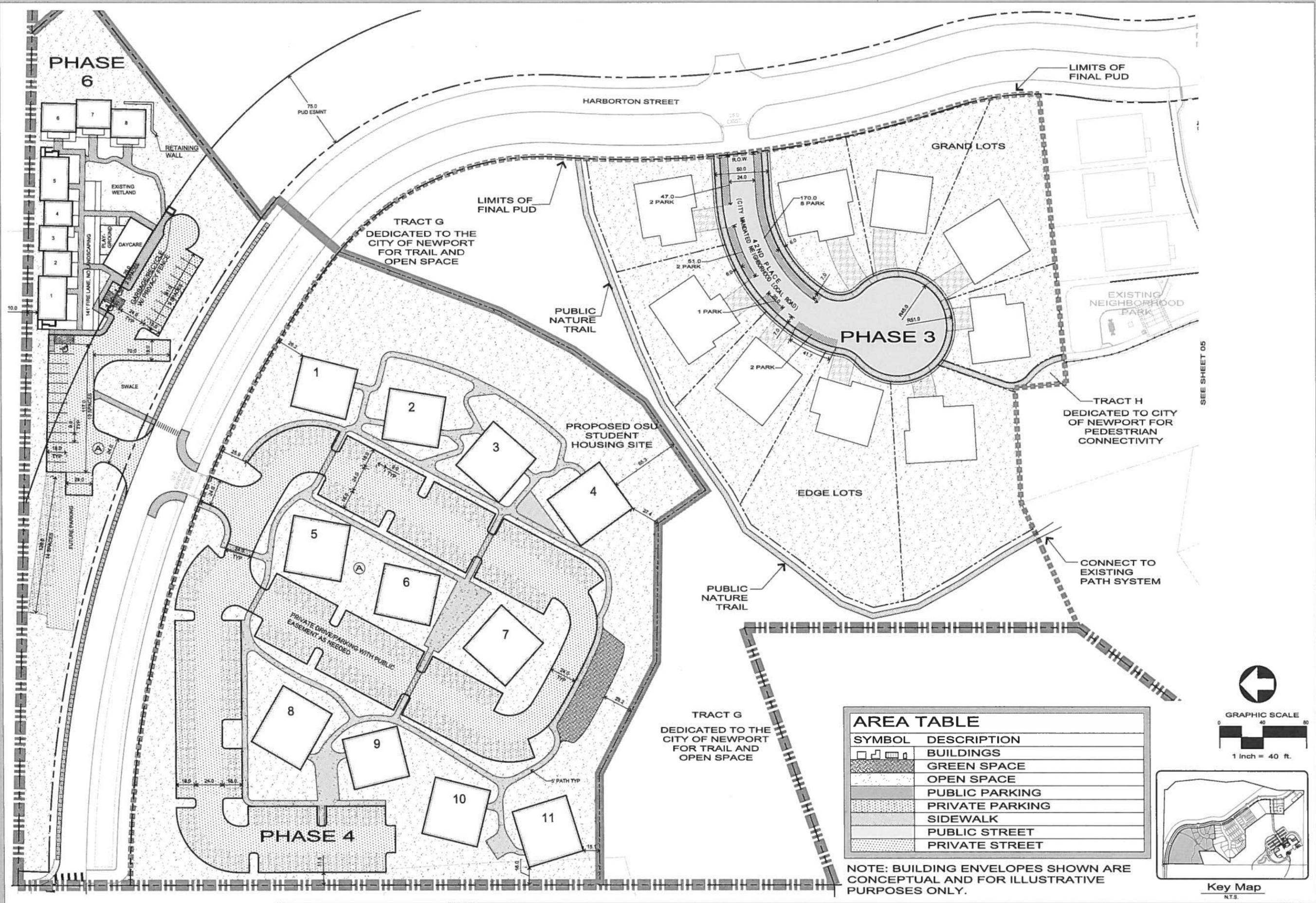
JOB NO.: MAH001
DATE: JULY 20, 2016
APPLICATION: Community Development Plan

WILDER
FINAL DEVELOPMENT PLAN MASTER PLAN

landwaves
JET Planning, LLC
215 W. 4th Street Ste. 209
Portland, OR 97202
TEL: (503) 221-0187
FAX: (503) 221-0774

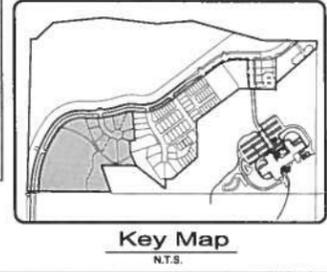
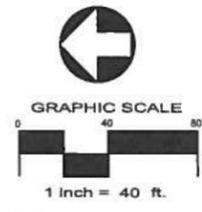
2G ASSOCIATES
400 COLUMBIA STREET
SUITE 160
VANCOUVER, WA 98660
PHONE: 503-939-8750

Jul 19, 2016 3:25pm X:\Common Data Projects - Active\MAH001-16-01 - OSU Student Housing - Wilder Ph. 4\4 Planning\Drawings\Community Master Plan - Ph. 4 OSU Student Housing plan set\MAH001-CMP04-06-Final PUD.dwg



AREA TABLE	
SYMBOL	DESCRIPTION
	BUILDINGS
	GREEN SPACE
	OPEN SPACE
	PUBLIC PARKING
	PRIVATE PARKING
	SIDEWALK
	PUBLIC STREET
	PRIVATE STREET

NOTE: BUILDING ENVELOPES SHOWN ARE CONCEPTUAL AND FOR ILLUSTRATIVE PURPOSES ONLY.



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JET Planning, LLC
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 Vancouver, WA 98660
 TEL: 503-705-3808

400 COLUMBIA STREET
 SUITE 160
 VANCOUVER, WA 98660
 PHONE: 503-938-8750

2G ASSOCIATES

JOB NO.: MAH001
 DATE: JULY 20, 2016
 APPLICATION: Community Master Development Plan Applications

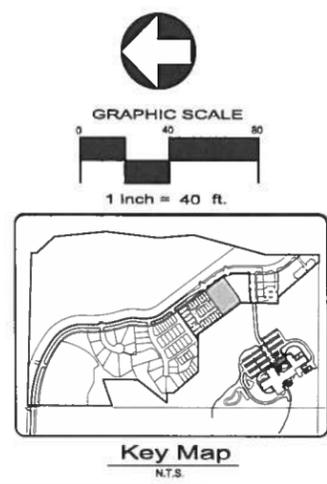
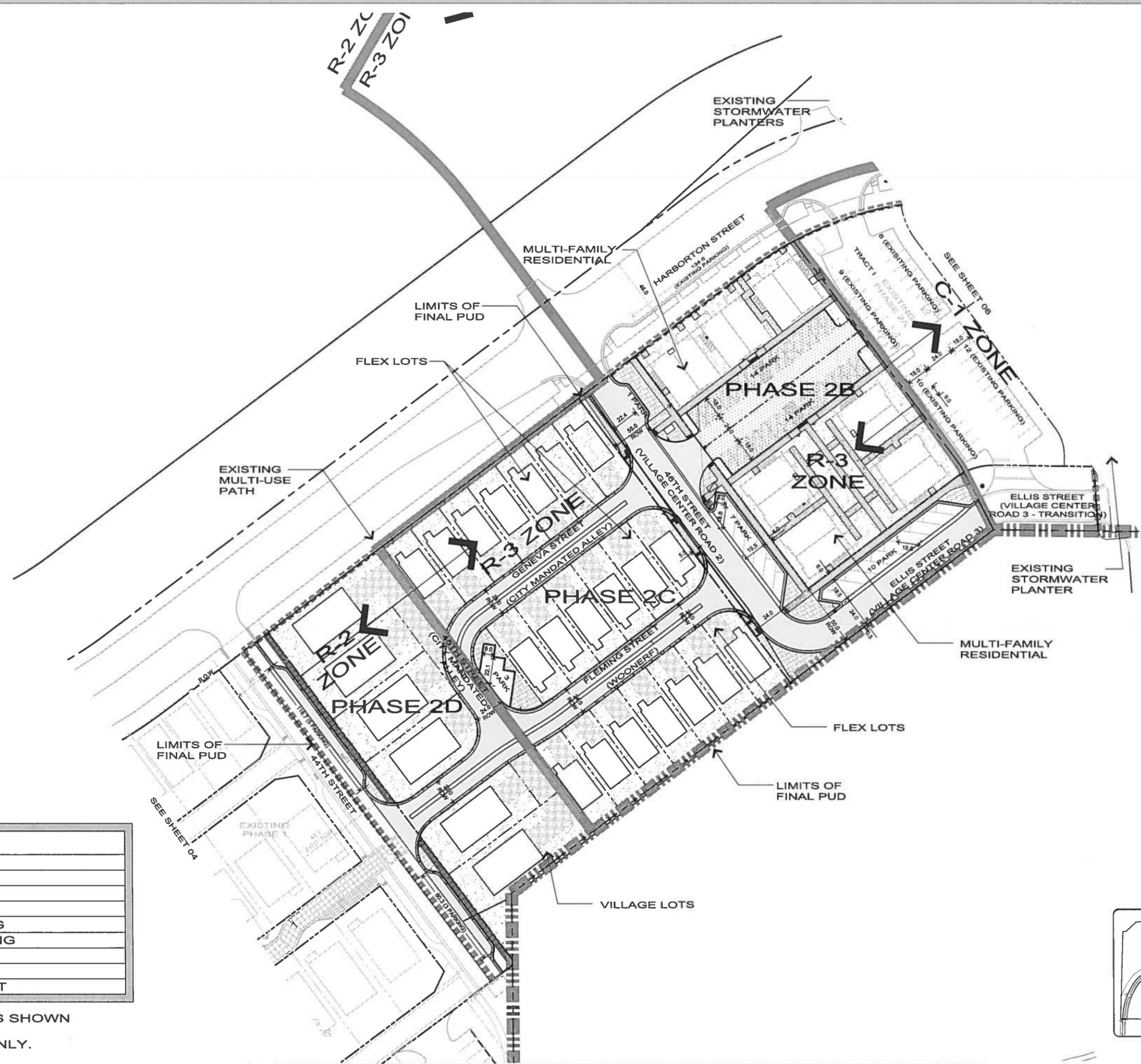
SEE SHEET 05

WILDER
 FINAL DEVELOPMENT PLAN
 PHASE 3, 4 and 6

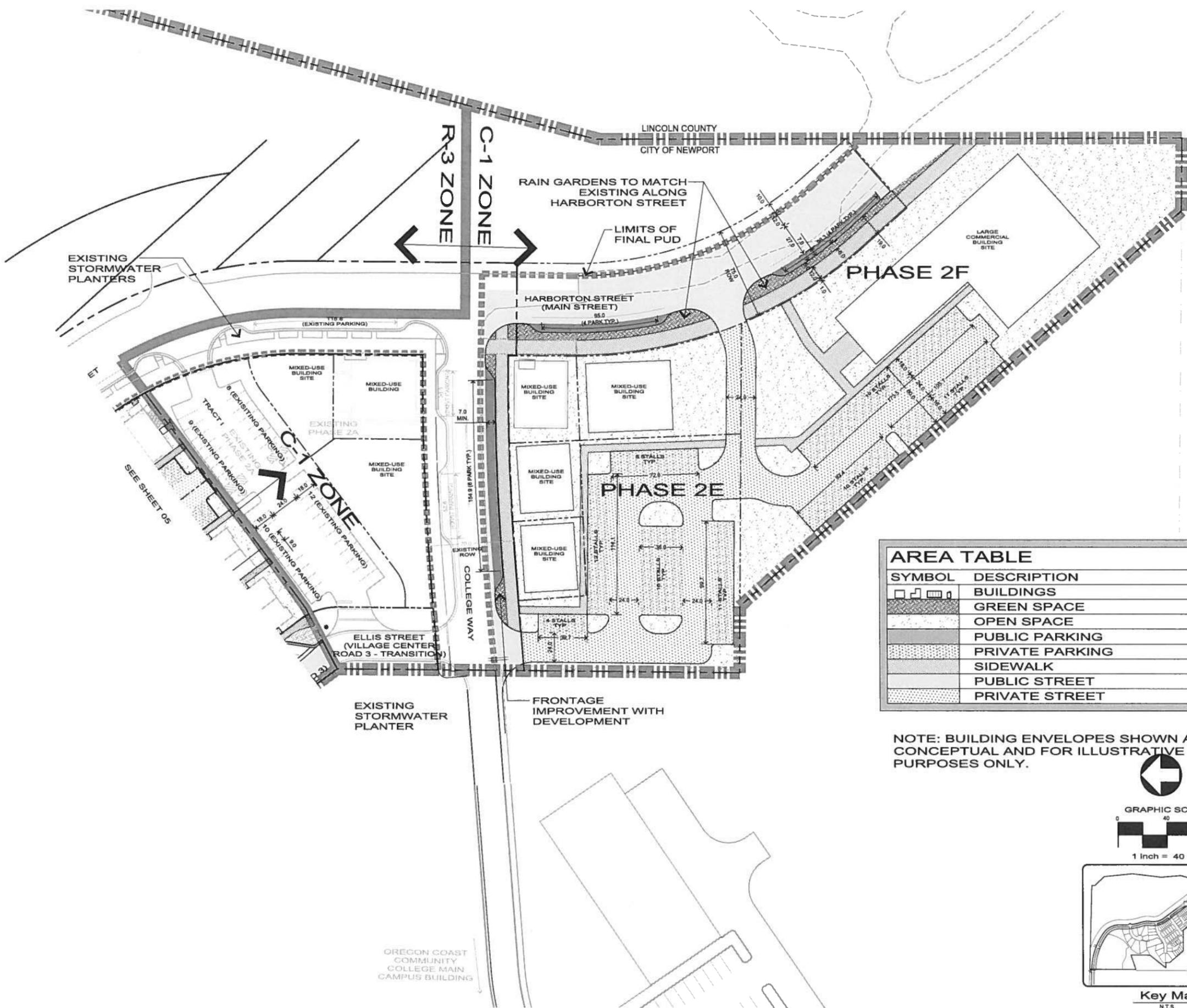
SHEET
04

AREA TABLE	
SYMBOL	DESCRIPTION
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	OPEN SPACE
	PUBLIC PARKING
	PRIVATE PARKING
	SIDEWALK
	PUBLIC STREET
	PRIVATE STREET

NOTE: BUILDING ENVELOPES SHOWN ARE CONCEPTUAL AND FOR ILLUSTRATIVE PURPOSES ONLY.



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AREA TABLE	
SYMBOL	DESCRIPTION
	BUILDINGS
	GREEN SPACE
	OPEN SPACE
	PUBLIC PARKING
	PRIVATE PARKING
	SIDEWALK
	PUBLIC STREET
	PRIVATE STREET

NOTE: BUILDING ENVELOPES SHOWN ARE CONCEPTUAL AND FOR ILLUSTRATIVE PURPOSES ONLY.

GRAPHIC SCALE

 1 Inch = 40 ft.

Key Map
 N.T.S.

JOB NO.: MAH001
 DATE: JULY 20, 2016
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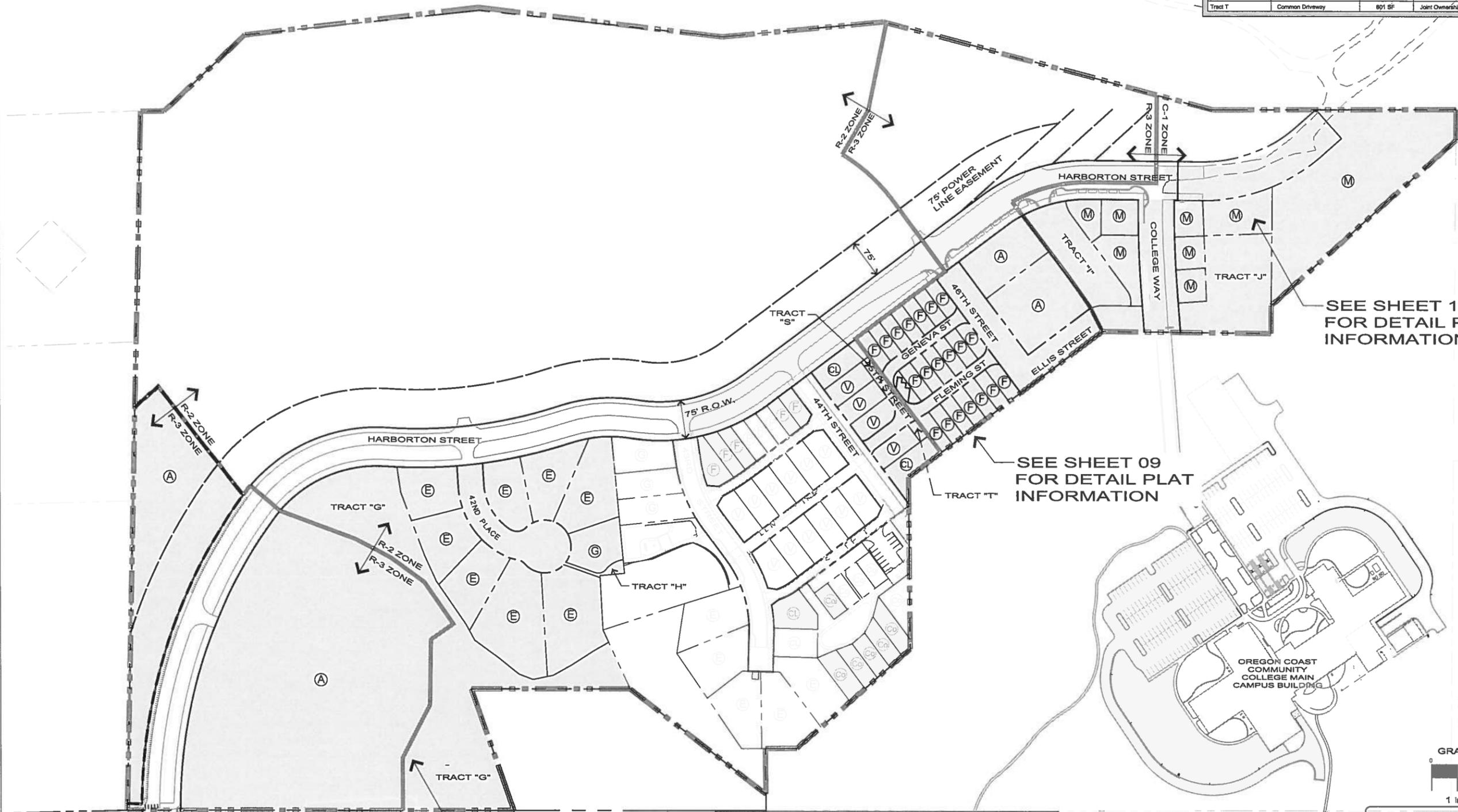
WILDER
 FINAL DEVELOPMENT PLAN
 Phase 2E and 2F

SHEET
06

2G ASSOCIATES
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 PHONE: 503-639-9750

TRACT TABLE			
Tract Name	Tract Purpose	Tract Size	Tract Conveyed To:
Tract G	Common Open Space	94,812 SF	City of Newport Parks and Recreation
Tract H	Common Open Space	1,321 SF	City of Newport Parks and Recreation
Tract I	Common Parking Lot	17,721 SF	Joint Ownership for Commercial
Tract J	Common Parking Lot	27,440 SF	Joint Ownership for Commercial
Tract S	Common Driveway	850 SF	Joint Ownership Lots 5 and 6
Tract T	Common Driveway	801 SF	Joint Ownership Lots 1 and 2



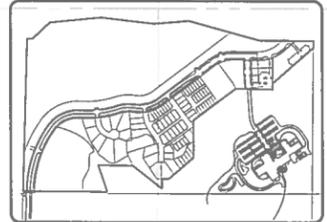
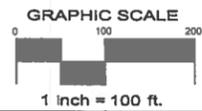
SEE SHEET 10 FOR DETAIL PLAT INFORMATION

SEE SHEET 09 FOR DETAIL PLAT INFORMATION

SEE SHEET 08 FOR DETAIL PLAT INFORMATION

LOT COUNT TABLE			
	EXISTING	PROPOSED	DEV. TOTALS
Cottage Lots (Co)	10	0	10
Flex Lots (F)	8	20	28
Village Lots (V)	12	4	16
Classic Lots (CL)	2	2	4
Grand Lots (G)	3	1	4
Edge Lots (E)	5	8	13
Apartment Lots (A)	0	4	4
Mixed Use Lots (M)	0	8	8

- (A) - APARTMENT RESIDENTIAL
- (F) - FLEX LOTS
- (V) - VILLAGE LOTS (3,700-4,600 SF)
- (CL) - CLASSIC LOTS (4,601-6,200 SF)
- (G) - GRAND LOTS (6,201-9,999 SF)
- (E) - EDGE LOTS (10,000 SF +)
- (M) - MIXED USE



JOB NO.:	MAH001
DATE:	JULY 20, 2016
APPLICATION:	Community Master Development Plan Applications

WILDER
 TENTATIVE SUBDIVISION PLAT
 MASTER PLAN

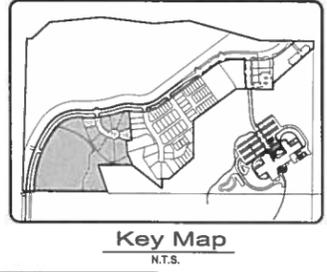
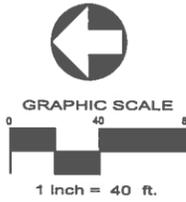
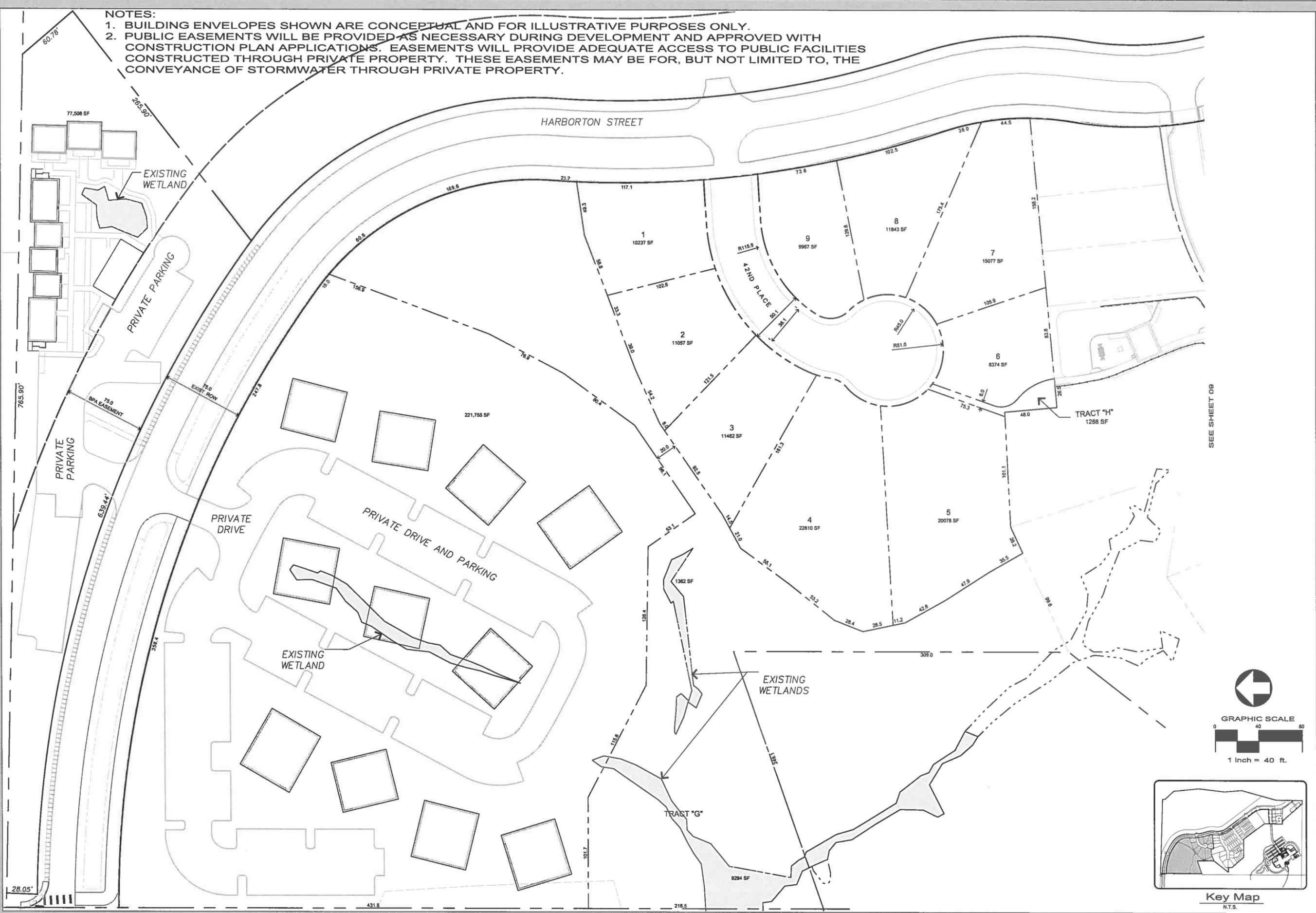
land aves
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2G
 ASSOCIATES
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NOTES:

1. BUILDING ENVELOPES SHOWN ARE CONCEPTUAL AND FOR ILLUSTRATIVE PURPOSES ONLY.
2. PUBLIC EASEMENTS WILL BE PROVIDED AS NECESSARY DURING DEVELOPMENT AND APPROVED WITH CONSTRUCTION PLAN APPLICATIONS. EASEMENTS WILL PROVIDE ADEQUATE ACCESS TO PUBLIC FACILITIES CONSTRUCTED THROUGH PRIVATE PROPERTY. THESE EASEMENTS MAY BE FOR, BUT NOT LIMITED TO, THE CONVEYANCE OF STORMWATER THROUGH PRIVATE PROPERTY.



SEE SHEET 09

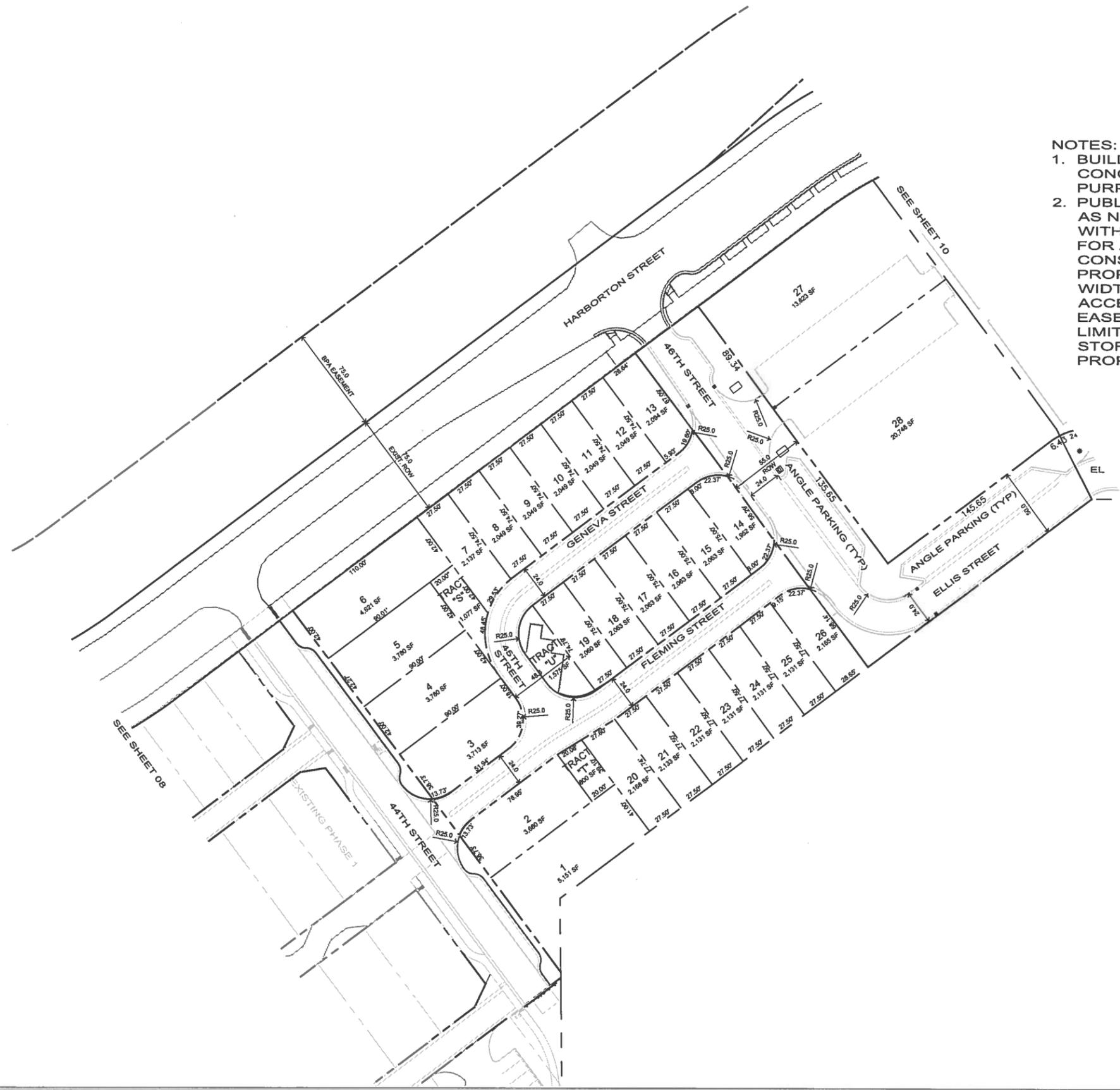
400 COLUMBIA STREET
 SUITE 160
 VANCOUVER, WA 98660
 PHONE: 503-838-8750



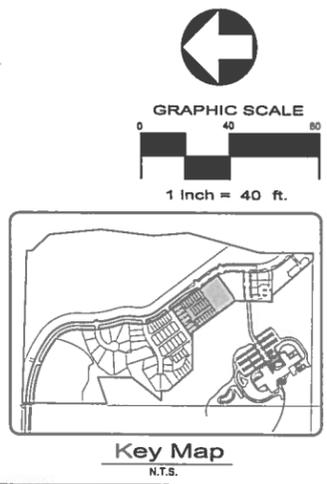
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JOB NO.:	MAH001
DATE:	JULY 20, 2016
APPLICATION:	Community Master Development Plan Applications

WILDER
TENTATIVE SUBDIVISION PLAT
 Phase 3, 4 and 6

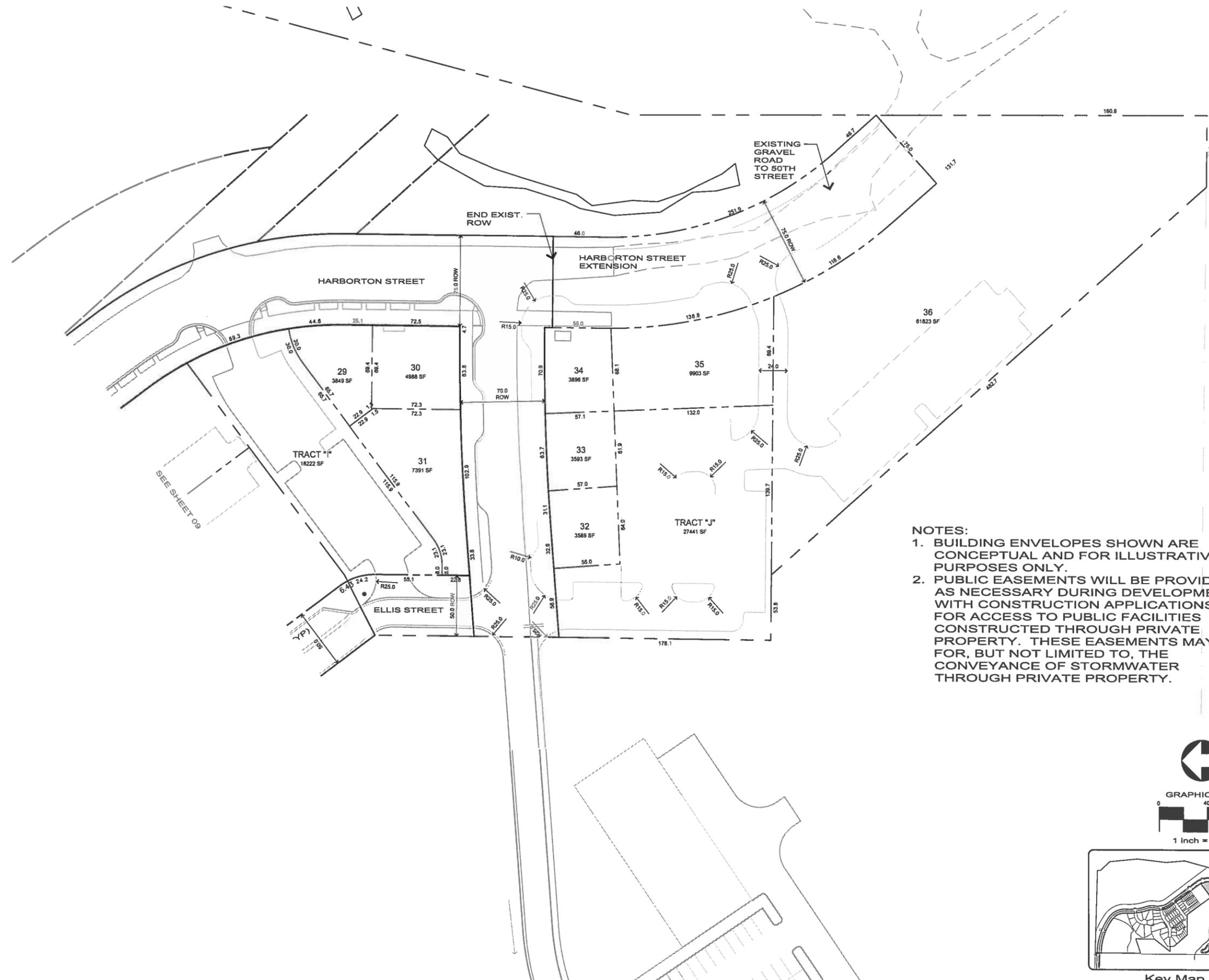


- NOTES:**
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 2. PUBLIC EASEMENTS WILL BE PROVIDED AS NECESSARY DURING DEVELOPMENT WITH CONSTRUCTION APPLICATIONS FOR ACCESS TO PUBLIC FACILITIES CONSTRUCTED THROUGH PRIVATE PROPERTY AND WHERE ADDITIONAL WIDTH FOR PUBLIC MAINTENANCE ACCESS IS NEEDED. THESE EASEMENTS MAY BE FOR, BUT NOT LIMITED TO, THE CONVEYANCE OF STORMWATER THROUGH PRIVATE PROPERTY.

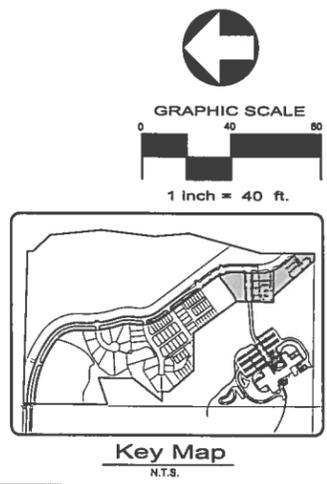


<p>landwaves <small>INC</small></p> <p>2712 SE 20th Ave Portland, Oregon 97202 TEL: (503) 221-0167 FAX: (503) 221-0741</p>	<p>JET Planning, LLC</p> <p>215 W. 4th Street Ste. 209 Vancouver, WA 98660 TEL: 503-705-3006</p>	<p>400 COLUMBIA STREET SUITE 160 VANCOUVER, WA 98660 PHONE: 503-939-8750</p>
	<p>JOB NO.: MAH001</p> <p>DATE: JULY 20, 2016</p> <p>APPLICATION: Community Master Development Plan Applications</p>	<p>WILDER TENTATIVE SUBDIVISION PLAT Phase 2B 2C 2D</p>

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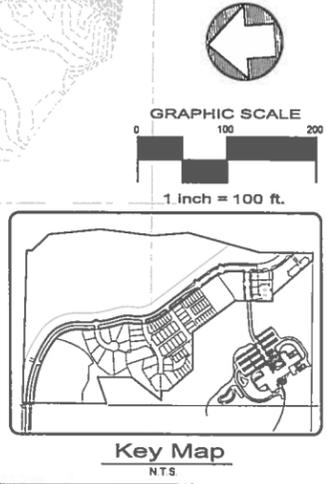
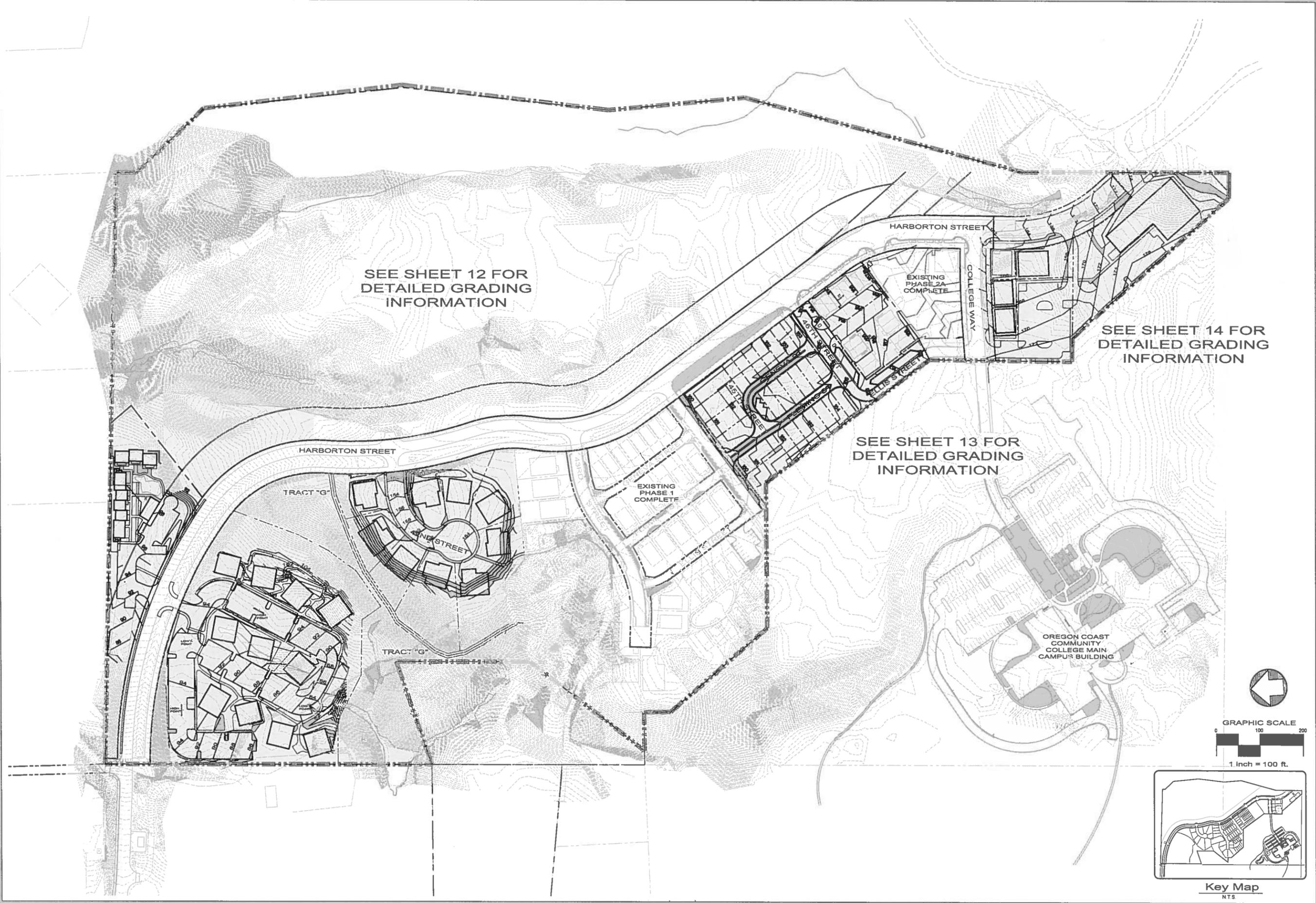


- NOTES:**
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WILDER TENTATIVE SUBDIVISION PLAT Phase 2A 2E and 2F	SHEET 10	JOB NO.: MAH001 DATE: JULY 20, 2016 APPLICATION: Community Master Development Plan Applications	 2G ASSOCIATES JET Planning, LLC 215 W. 4th Street Ste. 209 Vancouver, WA 98660 TEL: 503-705-3808 TEL: (503) 221-0167 FAX: (503) 221-0741
		landwaves 2712 SE 20th Ave Portland, Oregon 97202 TEL: (503) 221-0167 FAX: (503) 221-0741	400 COLUMBIA STREET SUITE 160 VANCOUVER, WA 98660 PHONE: 503-938-6750

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WILDER GRADING MASTER PLAN

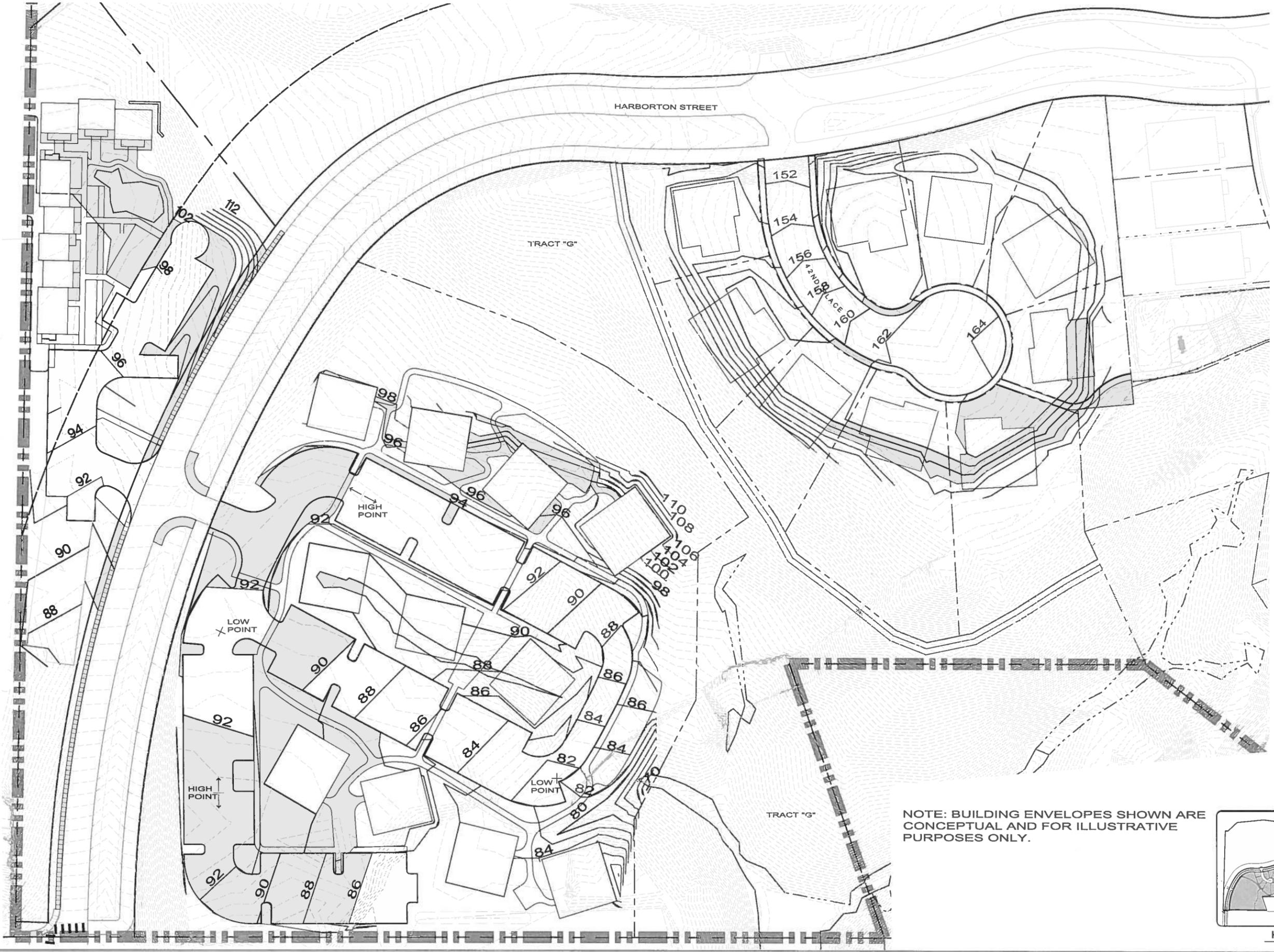
SHEET
11

JOB NO.: MAH001
DATE: JULY 20, 2016
APPLICATION: Community Master
Development Plan
Applications

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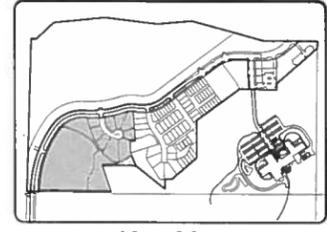


400 COLUMBIA STREET
SUITE 160
VANCOUVER, WA 98660
PHONE: 503-938-8750

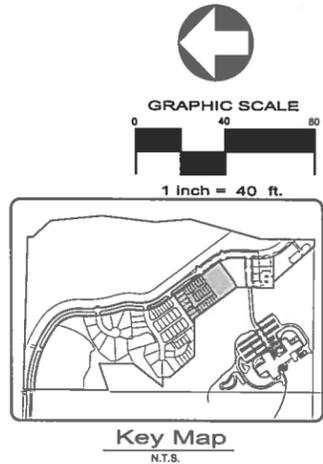
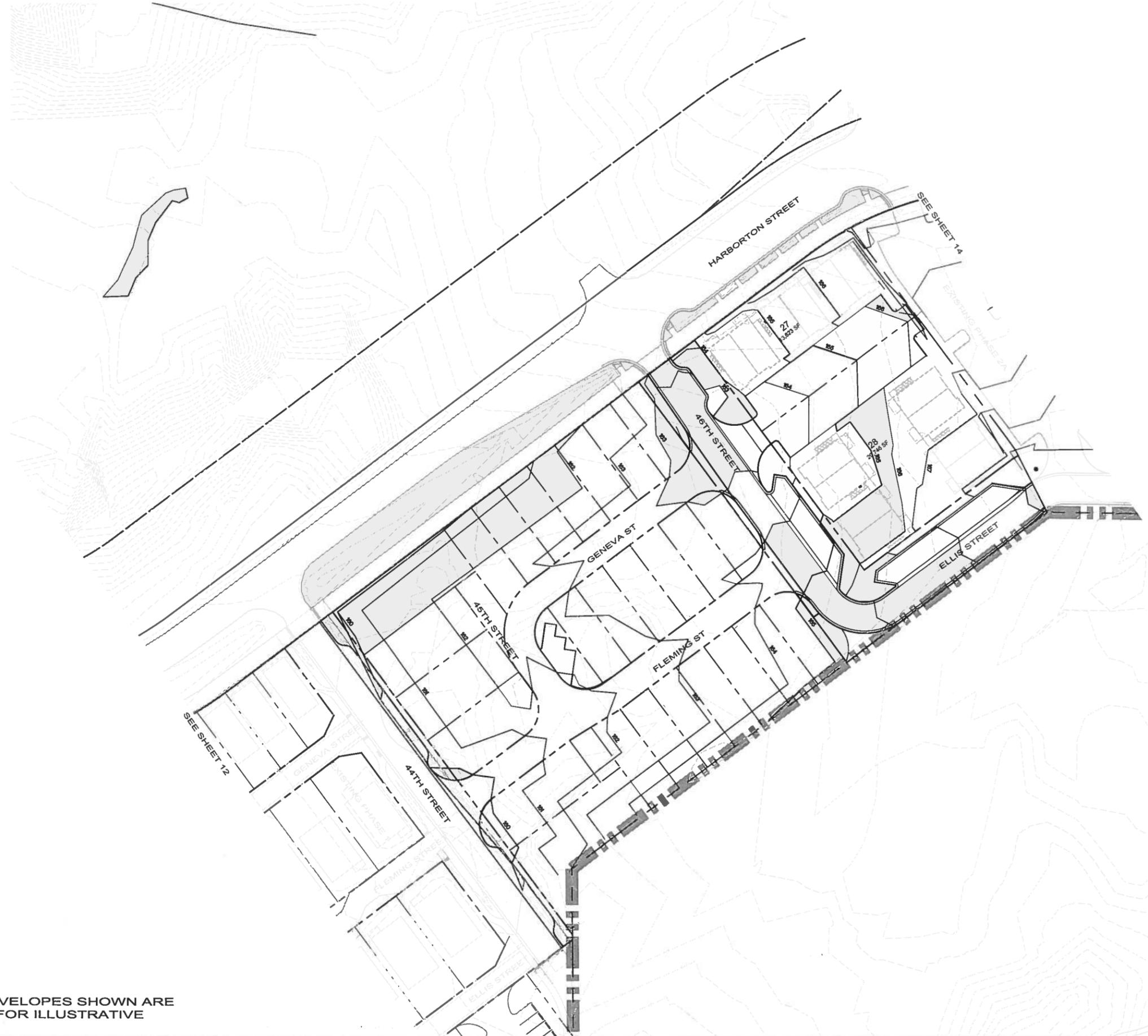


SEE SHEET 13

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JOB NO.:	MAH001
DATE:	JULY 20, 2016
APPLICATION:	Community Master Development Plan Applications

WILDER
GRADING PLAN
 Phase 2B 2C and 2D

SHEET
13

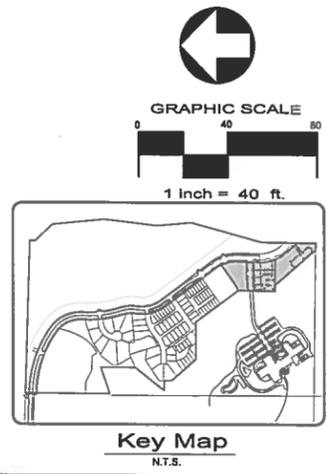
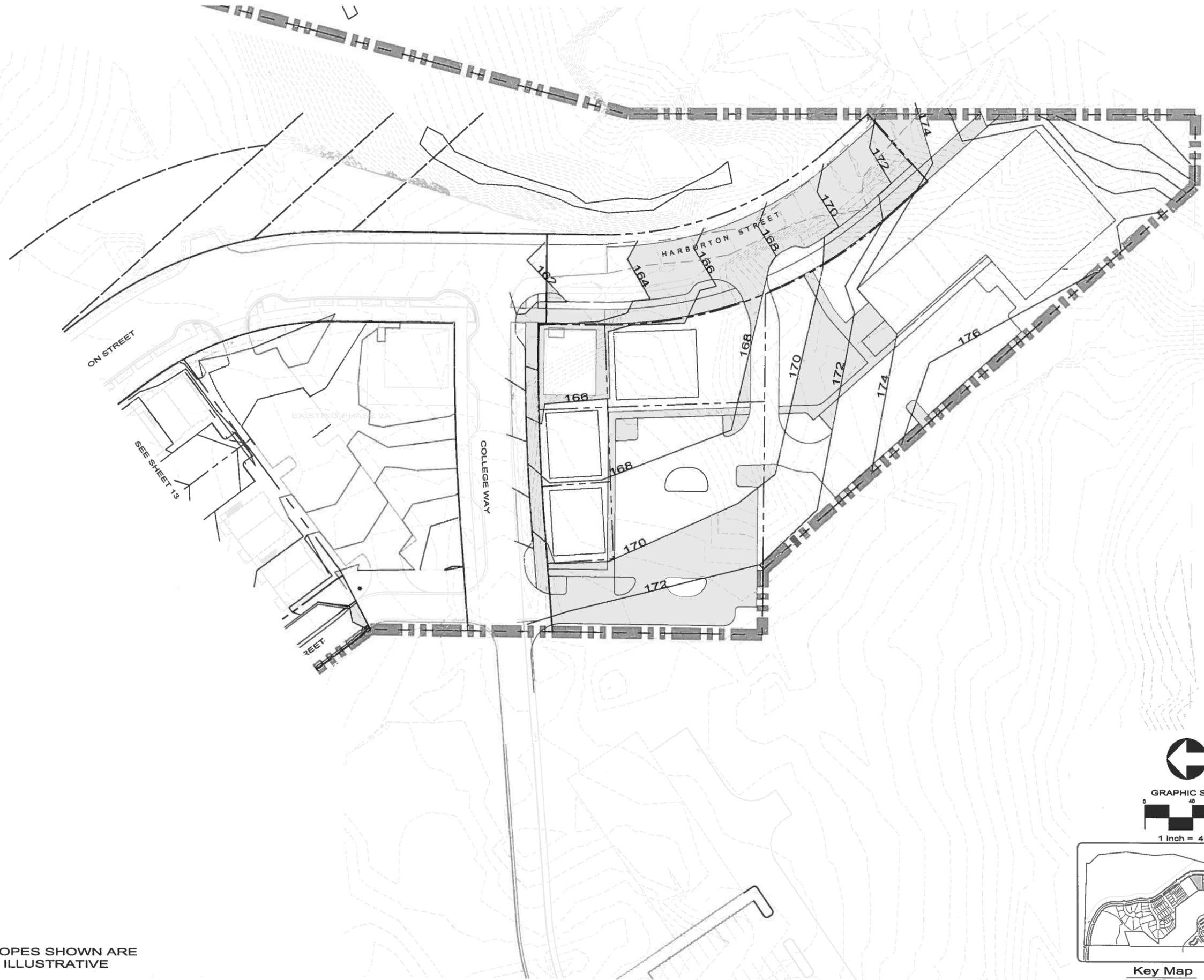
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WILDER
GRADING PLAN
 Phase 2E and 2F

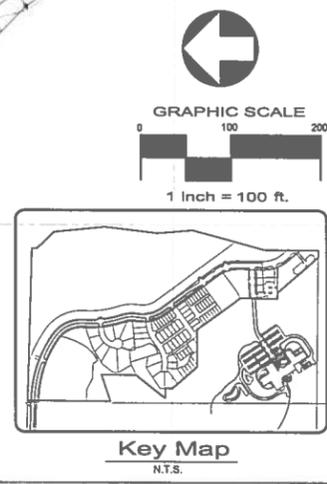
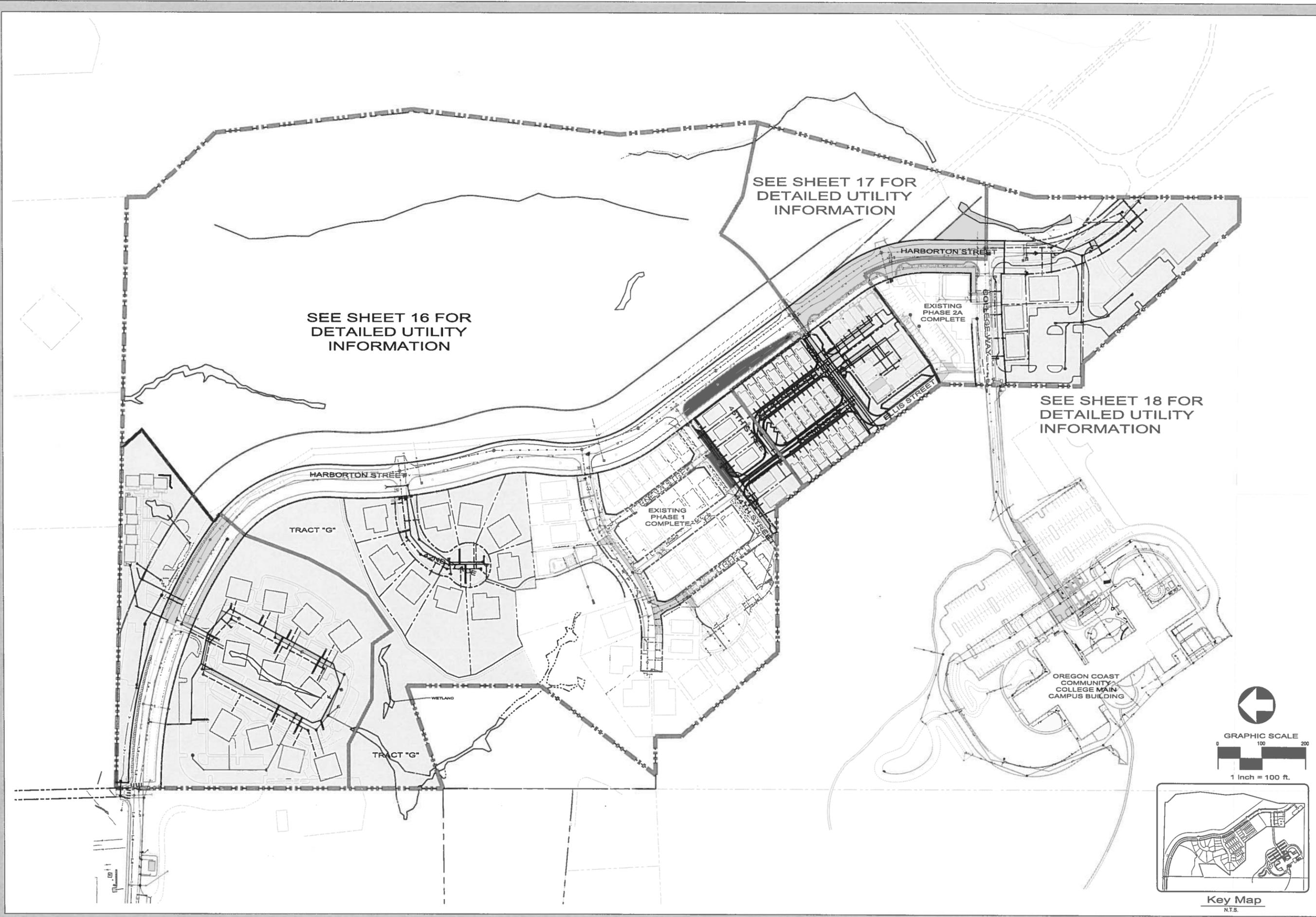
SHEET
14
 N.T.S.

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WILDER UTILITY MASTER PLAN

JOB NO.: MAH001
DATE: JULY 20, 2016
APPLICATION: Community Master
Development Plan
Applications

SHEET
15
N.T.S.

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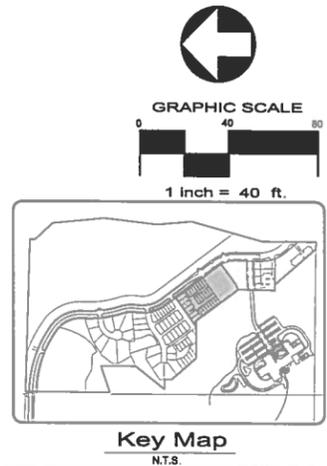
JET Planning, LLC
215 W. 4th Street, Ste. 209
Vancouver, WA 98660
TEL: 503-705-3806



400 COLUMBIA STREET
SUITE 160
VANCOUVER, WA 98660
PHONE: 503-939-8750

Jul 19, 2016 - 3:50pm X:\Common Data\Projects - Active\MAH001-16-01 - OSU Student Housing - Wilder Ph 4\4 Planning\Drawings\Community Master Plan - Ph 4 OSU Student Housing plan set\MAH001-CMP16-18-Utility.dwg

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299

400 COLUMBIA STREET
 SUITE 160
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2G ASSOCIATES

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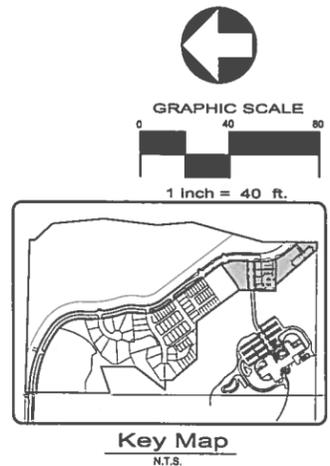
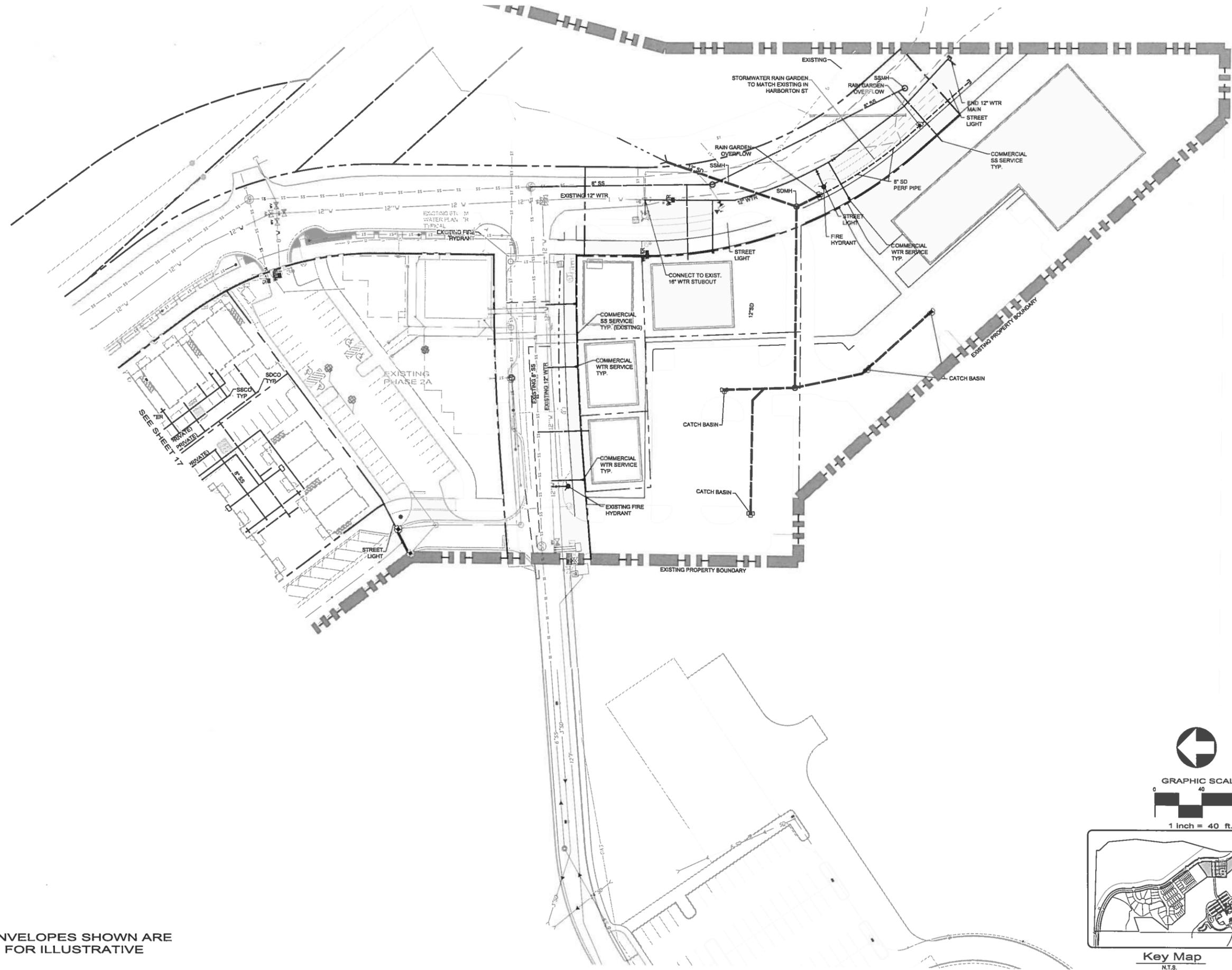
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WILDER UTILITY PLAN
 Phase 2B 2C and 2D

SHEET
17

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WILDER
UTILITY PLAN
Phase 2A 2E and 2F

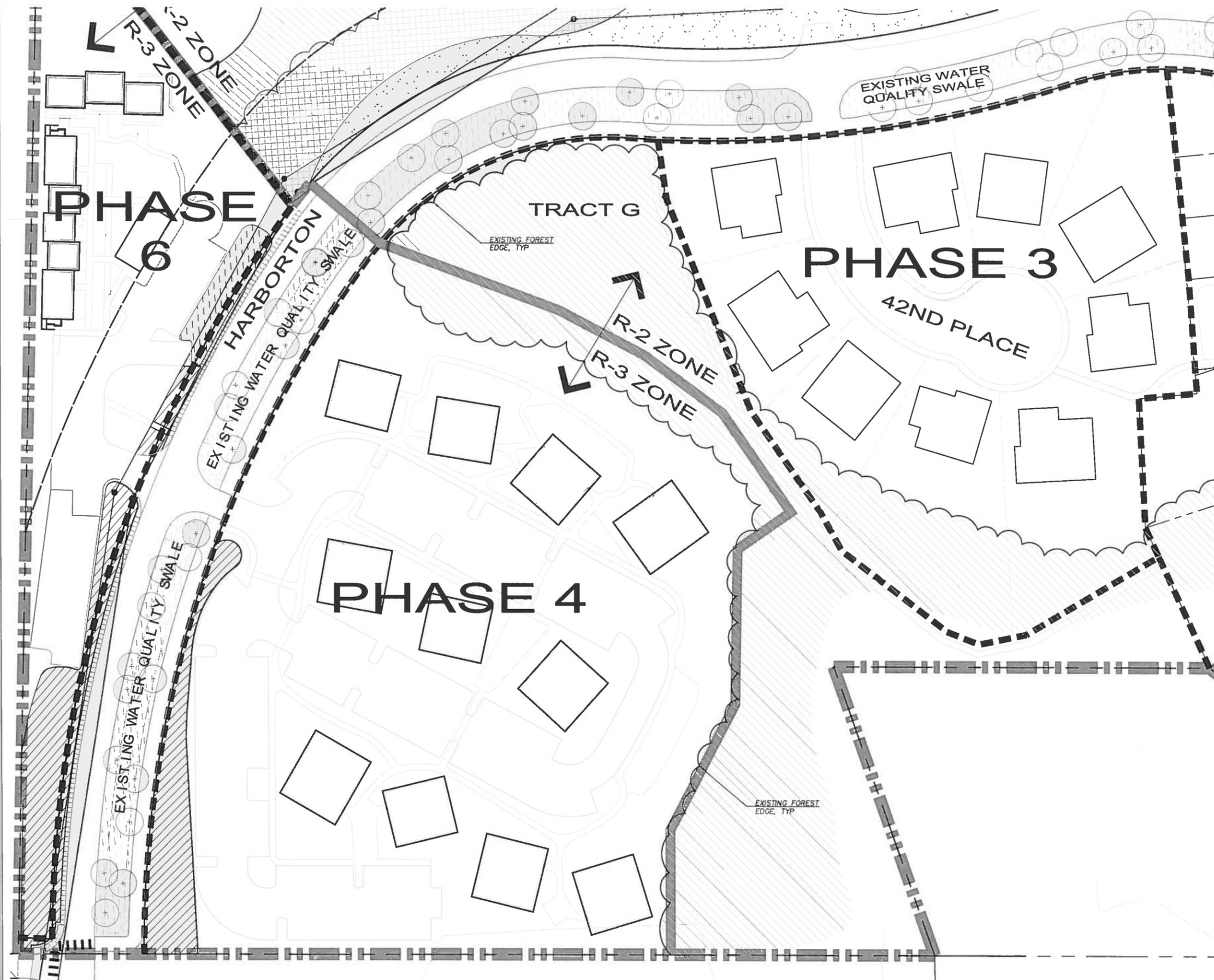
SHEET
18

JOB NO.: MAH001
DATE: JULY 20, 2016
APPLICATION: Community Master Development Plan Applications

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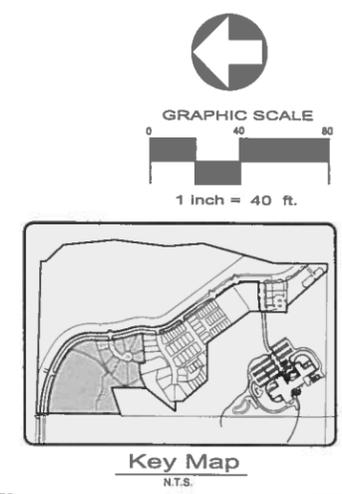


400 COLUMBIA STREET
SUITE 160
VANCOUVER, WA 98660
PHONE: 503-699-8750



- LEGEND**
- WATER QUALITY SWALE**
 CAREX/ELEOCHARIS/JUNCUS SPP.
 CORNUS SERICEA "KELSEYI" - DWARF REDTWIG DOGWOOD
 FRAGARIA CHILOENSIS - COAST STRAWBERRY
 RIBES SANGUINEUM - RED FLOWERING CURRANT
 SPIRAEA DOUGLASSII - DOUGLAS SPIREA
 - ENHANCED FOREST EDGE**
 ACER CIRCINATUM - VINE MAPLE
 MAHONIA NERVOSA - CASCADE OREGON GRAPE
 MYRICA CALIFORNICA - PACIFIC WAXMYRTLE
 PICEA SITCHENSIS - SITKA SPRUCE
 THUJA PLICATA - WESTERN RED CEDAR
 - STREET TREES**
 ALNUS RUBRA - RED ALDER
 NYSSA SYLVATICA - BLACK TUPELO
 PINUS CONTORTA - SHORE PINE
 PRUNUS CERASIFERA "NEWPORT" - NEWPORT PLUM
 - NATIVE GRASSES AND WILDFLOWERS**
 - ENHANCED ENTRY LANDSCAPE**
 - EXISTING FOREST**

NOTES
 1. PROVIDE NATIVE GRASS SEED TO ALL UNDISTURBED AREAS NOT SHOWN ON THIS PLAN



CITY OF NEWPORT

ORDINANCE NO. 2076

AN ORDINANCE AMENDING THE HOUSING ELEMENT
OF THE CITY OF NEWPORT COMPREHENSIVE PLAN
TO INCORPORATE RECOMMENDATIONS IN THE
NEWPORT STUDENT HOUSING REPORT
(File No. 5-CP-14)

Summary of Findings:

1. On December 1, 2014 the Newport City Council adopted Resolution No. 3700, a resolution accepting the analysis and recommendations of the Newport Student Housing Study prepared by ECONorthwest. That study, dated November 2014, evaluated how the Newport housing market will be impacted by Oregon State University's proposal to expand the Hatfield Marine Science Center to accommodate 450 additional students and 40 to 60 faculty members and staff over the next ten years.
2. The ECONorthwest study analyses the impact that additional students and faculty will have on the City's existing rental housing inventory; assesses the City's buildable lands inventory and housing policies in light of this potential development; identifies lands within the city that are suitable for student housing; outlines public/private partnership opportunities and incentive programs available to facilitate the construction of multi-family units for student and workforce housing; and recommends policy and implementation measures that the City of Newport can pursue to promote the realization of additional multi-family development.
3. A stakeholder group was formed to guide ECONorthwest's work. It included representatives from Oregon State University, the Oregon Coast Community College, the Department of Land Conservation and Development, representatives from local governments in Lincoln County, and individuals with direct experience in real property development and rental housing management.
4. In adopting Resolution No. 3700, the Newport City Council directed the Newport Planning Commission to evaluate the policy and implementation measures identified in the report and provide a recommendation for how they might be incorporated into the City of Newport's Comprehensive Plan.
5. The Newport Planning Commission actively participated in the development of the scope of work for ECONorthwest's report, was appraised of policy and implementation measures as they were developed, and reviewed recommendations contained in the final draft of the report prior to the document being presented to the City Council. This occurred at work sessions on September 8, 2014 and November 24, 2014 and a regular meeting on November 10, 2014.
6. On January 26, 2015, the Newport Planning Commission conducted a public hearing to consider the policy and implementation measures contained in the report and, after taking testimony and reviewing the information contained in the record, recommend that the City Council adopt the changes into the Housing element of the Newport Comprehensive Plan.

7. The policy and implementation measures contained in the ECONorthwest report provide a well thought out strategy that the City of Newport can pursue to assist Oregon State University and others interested in developing multi-family housing in Newport. This is an area where the existing Housing element in the Newport Comprehensive Plan provides little guidance. The ECONorthwest report calls for the City to encourage development of multi-family housing, including student housing, throughout the City in areas that allow multi-family development. This is to be accomplished by evaluating opportunities to incentivize such development through use of a multiple unit tax exemption, or by leveraging Community Block Grant Funds. Further, the City will work with individuals that own property in the vicinity of, and including the Wilder development, and the Oregon Department of Transportation to ensure that an adequate amount of appropriately zoned land is available for multi-family development.

8. These amendments to the Housing element of the Newport Comprehensive Plan are consistent with applicable Statewide Planning Goals in that the changes:

- a. Have been developed and vetted with affected stakeholders and the City of Newport Planning Commission and its Advisory Committee consistent with Statewide Planning Goal 1, Public Involvement; and
- b. Provide a policy basis to support future fact based land use decision making processes to enhance the availability of land available for multi-family development and to incentivize such development, consistent with Statewide Planning Goal 2, Land Use Planning; and
- c. Provide a policy framework that will allow the City of Newport to proactively work with affected stakeholders and developers to ensure needed multifamily units are developed concurrent with substantial new development like the planned expansion of the Hatfield Marine Science Center campus. This will help to ensure that there is an adequate number of needed housing units at price ranges and rent levels affordable to Newport residents consistent with Statewide Planning Goal 8. A policy framework that promotes the objective of ensuring that Newport possesses an adequate number of affordable multi-family units is also consistent with Statewide Planning Goal 9 because workers that have access to adequate housing ensures that there will be a workforce available to area employers at salaries they can afford; and
- d. Support the timely, orderly, and efficient arrangement of public facilities and services, and the safe and convenient extension of the City's transportation system by ensuring that changes to residential densities in vicinity of Wilder are properly coordinated amongst affected property owners and agencies, as encouraged by Statewide Planning Goals 11 and 12.

9. No other Statewide Planning Goals are applicable to the proposed changes to the Housing element of the Newport Comprehensive Plan.

10. Since the rationale for the new policy and implementation measures is spelled out in detail in the report titled "Newport Student Housing Study - Expansion of the Hatfield Marine Science Center in Newport," dated November 2014, it is appropriate that the document be included as an appendices to the Newport Comprehensive Plan.

11. The City Council held a public hearing on February 17, 2015 regarding the question of the proposed amendments, and voted in favor of their adoption after considering the recommendation of the Planning Commission and evidence and argument in the record.

12. Information in the record, including affidavits of mailing and publication, demonstrate that appropriate public notification was provided for both the Planning Commission and City Council public hearings.

THE CITY OF NEWPORT ORDAINS AS FOLLOWS:

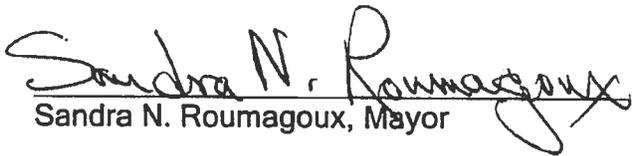
Section 1. The Housing element of the City of Newport Comprehensive Plan is hereby amended as set forth in Exhibit "A."

Section 2. Appendix "D" to the City of Newport Comprehensive Plan is amended to include the document titled "Newport Student Housing - Expansion of the Hatfield Marine Science Center in Newport," prepared by ECONorthwest, dated November 2014.

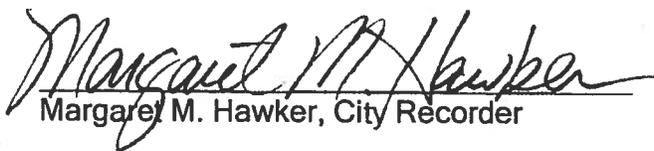
Section 3. This ordinance shall take effect 30 days after passage.

Date adopted and read by title only: February 17, 2015

Signed by the Mayor on February 18, 2015.


Sandra N. Roumagoux, Mayor

ATTEST:


Margaret M. Hawker, City Recorder

Approved as to form


Steve Rich, City Attorney

(Note: Language being added is identified with a double underline.)

HOUSING GOALS, POLICIES, AND IMPLEMENTATION MEASURES

Goals:

Goal 1: To provide for the housing needs of the citizens of Newport in adequate numbers, price ranges, and rent levels which are commensurate with the financial capabilities of Newport households.

Goal 2: To provide adequate housing that is affordable to Newport workers at all wage levels.

Policy 1: The City of Newport shall assess the housing needs and desires of Newport residents to formulate or refine specific action programs to meet those needs.

Implementation Measure 1.1: The City of Newport shall establish a set of verifiable and empirically measurable metrics to track trends in housing development and affordability. The metrics should be based on readily available data sets that are available on an annual basis and should include income and housing cost trends, housing sales, building permits by type and value, as well as others.

Implementation Measure 1.2: The Community Development Department shall prepare annual housing activity reports that include data on residential building permits issued, residential land consumption, and other indicators relevant to housing activity.

Implementation Measure 1.3: The Community Development Department shall conduct an assessment of the housing needs of Newport residents and workforce every five years. This assessment shall focus on the implementation measures and related housing programs as described in the Housing section of the Newport Comprehensive Plan.

Implementation Measure 1.4: The City of Newport shall assess the use of creative funding and land use tools to facilitate the development of government-assisted housing and workforce housing. Tools to be evaluated include urban renewal, lodging tax revenues, system development charge structures, in lieu fees, and others.

Policy 2: The city shall cooperate with private developers, nonprofits, and federal, state, and local government agencies in the provision and improvement of government assisted and workforce housing.

Implementation Measure 2.1: The City shall establish a residential land bank program with the intent of facilitating the development of government-assisted and workforce housing.

Policy 3: The city shall encourage diversity and innovation in residential design, development and redevelopment that is consistent with community goals.

Implementation Measure 3.1: The City shall review the potential for establishing policies and locations for transitional housing in ORS 446.265.

Implementation Measure 3.2: The City shall review options for allowing innovative housing design including pre-approved housing plans. The review shall consider impacts on government assisted or workforce housing on innovative design and should include consideration of innovative options that would result in an increase of workforce or government-assisted housing.

Implementation Measure 3.3: The City shall evaluate how the zoning code can be modified to create more flexibility for innovative housing design, such as form-based code options, or modifications to the conditional use process.

Policy 4: The City of Newport shall designate and zone land for different housing types in appropriate locations. Higher density housing types shall be located in areas that are close to major transportation corridors and services.

Implementation Measure 4.1: The City of Newport shall review the comprehensive plan and zoning maps to ensure that low- and high-density residential lands are located in areas that are appropriate to associated housing types.

Implementation Measure 4.2: The City of Newport shall review the Newport Zoning Code to identify potential amendments related to facilitating the development of needed housing types. The review shall, at a minimum, include the following elements: (1) reduced minimum lot size in the R-1 and R-2 zones; (2) allowing small homes under certain circumstances; (3) adoption of an accessory dwelling unit ordinance; and (4) street width standards. Any proposals to reduce minimum lot sizes shall consider building mass and the potential need to reduce lot coverage allowances.

Policy 5: The City of Newport shall coordinate planning for housing with provision of infrastructure. The Community Development Department shall coordinate with other city departments and state agencies to ensure the provision of adequate and cost-effective infrastructure to support housing development.

Implementation Measure 5.1: The Community Development Department shall review functional plans (e.g., water, wastewater, transportation, etc.) to identify areas that have service constraints or will be more expensive to service. This review shall occur in conjunction with the five-year housing needs evaluation described in Implementation Measure 1.3.

Policy 6: The City of Newport shall discourage, and in some cases, prohibit the development of residences in known environmentally hazardous or sensitive areas where legal and appropriately engineered modifications cannot be successfully made. In support of this policy, the city shall inventory, and to the greatest extent possible, specifically designate areas that are not buildable or require special building techniques.

Policy 7: As much as possible, the City of Newport shall protect residential development from impacts that arise from incompatible commercial and industrial uses; however, the city also recognizes that some land use conflicts are inevitable and cannot be eliminated. Where such conflicts occur, the uses shall be buffered, where possible, to eliminate or reduce adverse affects. Residences that develop next to objectionable uses are assumed to be cognizant of their actions, so no special effort by the adjacent use is required. The residential development will, therefore, be responsible for the amelioration of harmful affects.

Implementation Measure 7.1: The City of Newport shall investigate and evaluate housing programs that may reduce the costs on renters and home buyers.

Implementation Measure 7.2: The City of Newport shall eliminate any unnecessary review processes.

Policy 8: The City of Newport recognizes that mobile homes and manufactured dwellings provide an affordable alternative to the housing needs of the citizens of Newport. The city shall provide for those types of housing units through appropriate zoning provisions.

Implementation Measure 8.1: The City of Newport shall review the mobile home park inventory maintained by the Oregon Department of Housing and Community Services to identify parks that may be at risk of transition to commercial uses. Mobile home parks represent a low-cost housing alternative for lower income households. The City should consider strategies to mitigate the conversion of mobile home parks into other uses including working with park owners or managers.

Implementation Measure 8.2: The City of Newport shall review the zoning code to allow and encourage "park model" RVs as a viable housing type. This review should include establishing appropriate definitions for Park Model RVs, establishing appropriate development standards, reviewing minimum lot sizes, and establishing a set of pre-approved Park Model plans.

Policy 9: Consistent with the November 2014 study titled "Newport Student Housing – Expansion of the Hatfield Marine Science Center in Newport" by ECONorthwest (Appendix "D"), the City of Newport will encourage development of multifamily housing, including student housing, throughout the City in areas that allow multifamily development. Increasing the supply of multifamily housing is crucial to meeting the needs of Newport's workforce and lower-income households, as well as to supporting student growth at the Hatfield Marine Science Center. The City will

identify and implement appropriate tools to support multifamily and student housing development.

Implementation Measure 1: The City of Newport will endeavor to work with Lincoln County to evaluate the use of the multiple unit tax exemption to support multifamily development. If the City and County choose to offer the multiple unit tax exemption, they will work together to identify the area(s) to apply the tax exemption, develop criteria for offering the tax exemption, and set criteria for using the program (such as a programmatic cap).

Implementation Measure 2: The City of Newport will endeavor to work with Lincoln County to evaluate the use of CDBG and Section 108 funds to support development of subsidized low-income and (where applicable) workforce multifamily housing.

Implementation Measure 3: The City of Newport will endeavor to work with property owners around the Wilder development and the Oregon Department of Transportation to coordinate the amount, type, and density of residential development in this area. If necessary, the City of Newport will adjust the zoning in this area to allow for development of student housing and other multifamily housing.

Wanda Haney

From: Amanda Phipps <aphipps@newportnewstimes.com>
Sent: Wednesday, June 15, 2016 9:59 AM
To: Wanda Haney
Subject: RE: City of Newport Legal Notice - File 1-SUB-16/1 & 2-PD-16/2-CP-16/1-Z-16

Wanda,
We have received your notice and will publish accordingly.

Thank you,
Amanda

From: Wanda Haney [mailto:W.Haney@NewportOregon.gov]
Sent: Wednesday, June 15, 2016 9:51 AM
To: 'Amanda Phipps'
Subject: City of Newport Legal Notice - File 1-SUB-16/1 & 2-PD-16/2-CP-16/1-Z-16

Amanda,
Attached is another notice of a public hearing (this one before the Planning Commission) for our File No. 1-SUB-16/1 & 2-PD-16/2-CP-16/1-Z-16, for publication once on **FRIDAY, JULY 15, 2016**, please. Again, would you please respond with an email confirming receipt of the notice & if it will publish on this date.
Thanks,

Wanda Haney
Executive Assistant
City of Newport
Community Development Department
169 SW Coast Hwy
Newport, OR 97365
541-574-0629
FAX: 541-574-0644
w.haney@newportoregon.gov

**CITY OF NEWPORT
NOTICE OF A PUBLIC HEARING**

The City of Newport Planning Commission will hold a public hearing on Monday, July 25, 2016, at 7:00 p.m. in the City Hall Council Chambers to consider **File No. 1-SUB-16/1 & 2-PD-16/2-CP-16/1-Z-16** as submitted by Ronald L. Adams, Oregon State University (Bonnie Serkin, Landwaves, Inc., property owner) (Elizabeth Decker, JET Planning, authorized representative). The applicant is applying for modifications in order to allow for development of student housing to support OSU's expanding Newport operations centered around the Hatfield Marine Science Center and for multi-family development for Samaritan House. The proposed modifications would amend the Comprehensive Plan map designations by shifting locations of about 11 acres of low density and high density residential designated areas within the planned development with no net change to the total number of permitted dwelling units. The application includes the following requests: **1-SUB-16**: Modifications to the tentative subdivision plan for portions of Phase 1 of Wilder specific to proposed Wilder Phase 4 and to include a new parcel for Phase 6 in the tentative plan. The plan was previously approved as Case File #1-SUB-09 and modified through Case File #3-SUB-09, #1-SUB-10, and #1-SUB-15. The proposed modifications provide for a single lot in Phase 4 intended for multi-family development in place of individual single-family lots and cottage lots previously proposed, and a single parcel for multi-family development in Phase 6. As previously conditioned, the proposed phased tentative plat will be valid for a period of at least 10 years. **1-PD-16**: Major modifications to the approved Preliminary Development Plan for Phase 1 of Wilder (most recently modified in Case File #2-PD-15) to add multi-family development to the northwest corner of the site, shown as Phase 4, in place of single-family development, to accommodate student housing for OSU; add multi-family development to north of the site, shown as Phase 6, in place of single-family development, to accommodate an affordable housing project; replace multi-family development in the southeast corner of the site with single-family development to balance the proposed development for Phases 4 and 5; introduce a new multi-family residential development type to the "Kit of Parts" called Multi-Family: Clustered for the proposed student housing development; allow a variance to the multi-family clustered residential parking standard to decrease required spaces in recognition of available multimodal transportation alternatives; allow 'Day Care' and supporting Community Services uses as permitted uses in the R-3 Medium-Density Multi-Family zone; adjust range of development for various residential types with no net increase in units; and adjust multi-family and single-family lot configurations for future phases of development east of Harborton Street. The Village Center continues to be the heart of activity serving a spectrum of residential development types that gradually reduce in density farther from the Village Center, with the addition of a node of student housing, located closest to the OSU Hatfield Marine Science Center, and affordable housing strategically located near the entrance to Wilder. **2-PD-16**: Major modifications to the approved Final Development Plan for Phase 1 of Wilder (Case Files #2-PD-09, #6-PD-09, #2-PD-10, #2-PD-14, and #3-PD-15) by proposing detailed development, including streets, buildings, landscaping, open space, etc., within the portion of Phase 1 of Wilder on the west side of Harborton Street. This application expands the Final Development Plan to encompass Phase 6 as well. The major modifications to the Final Development Plan incorporate the change to multi-family development in Phase 4 for student housing and in Phase 6 for affordable housing consistent with the changes to the Preliminary Development Plan. **2-CP-16**: The comprehensive Plan map amendment involves a change to the comprehensive plan designation for Phase 4 and Phase 6 to High-Density Residential from Low-Density Residential, with a corresponding change to Low-Density Residential from High-Density on the east side of Harborton Street north of the Village Center to minimize the net change to High-Density Residential acres. There are no changes to the total number of dwelling units proposed within Phase 1 of Wilder as a result of this amendment, simply a relocation of density within the development. **1-Z-16**: The zoning ordinance map amendment proposes to change the zoning for Phase 4 and Phase 6 to R-3 Medium-Density Multi-family zoning from R-2 Medium-Density Single-family to accommodate student and affordable housing. The zoning on the east side of Harborton Street north of the Village Center will be changed correspondingly from R-3 Medium-Density Multi-family zoning to R-2 Medium-Density Single-family to partially offset the additional R-3 acres in Phases 4 and 6. The location of the subject property includes Tax Lot 00100 of Assessor's Tax Map 11-11-20-00, Tax Lots 00700 & 01300 of Assessor's Tax Map 11-11-21-00 (Parcels 1 and 2, Partition Plat No. 2015-01). The site is located in the South Beach neighborhood directly east of Mike Miller Park and south of SE 40th Street on land zoned R-2, R-3, and C-1. The application must be consistent with those approval criteria as set forth in Section 13.05.015 (for tentative subdivision plan approval) of the City of Newport's Municipal Code (NMC); NMC Chapter 14.35.070 (for preliminary development plan approval); and NMC Section 14.35.100 (for final development plan approval). Pursuant to NMC 14.35.110 (C), major changes to approved preliminary and final development plans, such as changes in character of the development or any increase in the intensity or density of the land use or in the location or amount of land devoted to specific land uses or any change in the location, width, or size of a collector or major thoroughfare street, or that substantially

changes the location or specification for utilities but will not materially affect future street or utility plans of the City may be approved by the Planning Commission after public hearing and must satisfy the original approval criteria. Pursuant to NMC Section 13.05.105 (A) (Exceptions for Planned Developments), the standards and requirements otherwise applicable to standard subdivisions under Chapter 13 of the Municipal Code may be modified without a variance for planned developments. Comprehensive Plan Map amendments require findings addressing the following: 1. Change in one or more goal or policy; and 2. Demonstrated need to accommodate unpredicted population trends, housing needs, employment needs, or change in community attitudes; and 3. Orderly and economic provision of key public facilities; and 4. Ability to serve the subject property with City services without an undue burden on the general population; and 5. Compatibility of the proposed change with the surrounding neighborhood and community. Zoning Map amendments (as per NMC Section 14.36.010) require findings that the proposed zoning is consistent with the Comprehensive Plan Map, furthers a public necessity, and promotes the general welfare. Testimony and evidence must be directed toward the criteria described above or other criteria in the Comprehensive Plan and its implementing ordinances that a person believes applies to the decision. Failure to raise an issue with sufficient specificity to afford the City and the parties an opportunity to respond to that issue precludes an appeal (including to the Land Use Board of Appeals) based on that issue. Testimony may be submitted in written or oral form. Oral and written testimony will be taken during the course of the public hearing. Letters to the Community Development (Planning) Department, City Hall, 169 SW Coast Hwy, Newport, OR 97365, must be received by 5:00 p.m. the day of the hearing or submitted to the Planning Commission during the hearing. The hearing will include a report by staff, testimony (both oral and written) from those in favor (including the applicant) or opposed to the application, rebuttal by the applicant, and questions and deliberation by the Planning Commission. Pursuant to ORS 197.763 (6), any person prior to the conclusion of the initial public hearing may request a continuance of the public hearing or that the record be left open for at least seven days to present additional evidence, arguments, or testimony regarding the application. The staff report may be reviewed or a copy purchased at the Newport Community Development (Planning) Department (address above) seven days prior to the hearing. The application materials (including the application and all documents and evidence submitted in support of the application), the applicable criteria, and other file material are available for inspection at no cost or copies may be purchased for reasonable cost at this address. Contact Derrick Tokos, Community Development Director, (541) 574-0626, d.tokos@newportoregon.gov (mailing address above).

(FOR PUBLICATION ONCE ON FRIDAY, JULY 15, 2016)

**CITY OF NEWPORT
NOTICE OF A PUBLIC HEARING¹**

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Newport, Oregon, will hold a public hearing on Monday, July 25, 2016, to consider the following requests related to the Wilder development.

File No. 1-SUB-16/1 & 2-PD-16/2-CP-16/1-Z-16.

Applicant & Owner: Ronald L. Adams, Oregon State University (Bonnie Serkin, Landwaves, Inc., property owner) (Elizabeth Decker, JET Planning, authorized representative).

Requests: The applicant is applying for modifications in order to allow for development of student housing to support OSU's expanding Newport operations centered around the Hatfield Marine Science Center and for multi-family development for Samaritan House. The proposed modifications would amend the Comprehensive Plan map designations by shifting locations of about 11 acres of low density and high density residential designated areas within the planned development with no net change to the total number of permitted dwelling units.

1-SUB-16: Modifications to the tentative subdivision plan for portions of Phase 1 of Wilder specific to proposed Wilder Phase 4 and to include a new parcel for Phase 6 in the tentative plan. The plan was previously approved as Case File #1-SUB-09 and modified through Case File #3-SUB-09, #1-SUB-10, and #1-SUB-15. The proposed modifications provide for a single lot in Phase 4 intended for multi-family development in place of individual single-family lots and cottage lots previously proposed, and a single parcel for multi-family development in Phase 6. As previously conditioned, the proposed phased tentative plat will be valid for a period of at least 10 years.

1-PD-16: Major modifications to the approved Preliminary Development Plan for Phase 1 of Wilder (most recently modified in Case File #2-PD-15) to add multi-family development to the northwest corner of the site, shown as Phase 4, in place of single-family development, to accommodate student housing for OSU; add multi-family development to north of the site, shown as Phase 6, in place of single-family development, to accommodate an affordable housing project; replace multi-family development in the southeast corner of the site with single-family development to balance the proposed development for Phases 4 and 5; introduce a new multi-family residential development type to the "Kit of Parts" called Multi-Family: Clustered for the proposed student housing development; allow a variance to the multi-family clustered residential parking standard to decrease required spaces in recognition of available multimodal transportation alternatives; allow 'Day Care' and supporting Community Services uses as permitted uses in the R-3 Medium-Density Multi-Family zone; adjust range of development for various residential types with no net increase in units; and adjust multi-family and single-family lot configurations for future phases of development east of Harborton Street. The Village Center continues to be the heart of activity serving a spectrum of residential development types that gradually reduce in density farther from the Village Center, with the addition of a node of student housing, located closest to the OSU Hatfield Marine Science Center, and affordable housing strategically located near the entrance to Wilder.

2-PD-16: Major modifications to the approved Final Development Plan for Phase 1 of Wilder (Case Files #2-PD-09, #6-PD-09, #2-PD-10, #2-PD-14, and #3-PD-15) by proposing detailed development, including streets, buildings, landscaping, open space, etc., within the portion of Phase 1 of Wilder on the west side of Harborton Street. This application expands the Final Development Plan to encompass Phase 6 as well. The major modifications to the Final Development Plan incorporate the change to multi-family development in Phase 4 for student housing and in Phase 6 for affordable housing consistent with the changes to the Preliminary Development Plan.

2-CP-16: The comprehensive Plan map amendment involves a change to the comprehensive plan designation for Phase 4 and Phase 6 to High-Density Residential from Low-Density Residential, with a corresponding change to Low-Density Residential from High-Density on the east side of Harborton Street north of the Village Center to minimize the net change to High-Density Residential acres. There are no changes to the total number of dwelling units proposed within Phase 1 of Wilder as a result of this amendment, simply a relocation of density within the development.

¹ This notice is being sent to affected property owners within 200 feet of the subject property (according to Lincoln County tax records), affected public/private utilities/agencies within Lincoln County, and affected city departments.

1-Z-16: The zoning ordinance map amendment proposes to change the zoning for Phase 4 and Phase 6 to R-3 Medium-Density Multi-family zoning from R-2 Medium-Density Single-family to accommodate student and affordable housing. The zoning on the east side of Harborton Street north of the Village Center will be changed correspondingly from R-3 Medium-Density Multi-family zoning to R-2 Medium-Density Single-family to partially offset the additional R-3 acres in Phases 4 and 6.

Location: The subject property includes Tax Lot 00100 of Assessor's Tax Map 11-11-20-00, Tax Lots 00700 & 01300 of Assessor's Tax Map 11-11-21-00 (Parcels 1 and 2, Partition Plat No. 2015-01). The site is located in the South Beach neighborhood directly east of Mike Miller Park and south of SE 40th Street on land zoned R-2, R-3, and C-1.

Applicable Criteria: Must be consistent with those approval criteria as set forth in Section 13.05.015 (for tentative subdivision plan approval) of the City of Newport's Municipal Code (NMC); NMC Chapter 14.35.070 (for preliminary development plan approval); and NMC Section 14.35.100 (for final development plan approval). Pursuant to NMC 14.35.110 (C), major changes to approved preliminary and final development plans, such as changes in character of the development or any increase in the intensity or density of the land use or in the location or amount of land devoted to specific land uses or any change in the location, width, or size of a collector or major thoroughfare street, or that substantially changes the location or specification for utilities but will not materially affect future street or utility plans of the City may be approved by the Planning Commission after public hearing and must satisfy the original approval criteria. Pursuant to NMC Section 13.05.105 (A) (Exceptions for Planned Developments), the standards and requirements otherwise applicable to standard subdivisions under Chapter 13 of the Municipal Code may be modified without a variance for planned developments. Comprehensive Plan Map amendments require findings addressing the following: 1. Change in one or more goal or policy; and 2. Demonstrated need to accommodate unpredicted population trends, housing needs, employment needs, or change in community attitudes; and 3. Orderly and economic provision of key public facilities; and 4. Ability to serve the subject property with City services without an undue burden on the general population; and 5. Compatibility of the proposed change with the surrounding neighborhood and community. Zoning Map amendments (as per NMC Section 14.36.010) require findings that the proposed zoning is consistent with the Comprehensive Plan Map, furthers a public necessity, and promotes the general welfare.

Testimony: Testimony and evidence must be directed toward the criteria described above or other criteria in the Comprehensive Plan and its implementing ordinances that a person believes applies to the decision. Failure to raise an issue with sufficient specificity to afford the City and the parties an opportunity to respond to that issue precludes an appeal (including to the Land Use Board of Appeals) based on that issue. Testimony may be submitted in written or oral form. Oral and written testimony will be taken during the course of the public hearing. Letters to the Community Development (Planning) Department (address below under "Reports/Application Material") must be received by 5:00 p.m. the day of the hearing or submitted to the Planning Commission during the hearing. The hearing will include a report by staff, testimony (both oral and written) from those in favor (including the applicant) or opposed to the application, rebuttal by the applicant, and questions and deliberation by the Planning Commission. Pursuant to ORS 197.763 (6), any person prior to the conclusion of the initial public hearing may request a continuance of the public hearing or that the record be left open for at least seven days to present additional evidence, arguments, or testimony regarding the application.

Reports/Application Material: The staff report may be reviewed or a copy purchased at the Newport Community Development (Planning) Department, City Hall, 169 SW Coast Hwy, Newport, Oregon 97365, seven days prior to the hearing. The application materials (including the application and all documents and evidence submitted in support of the application), the applicable criteria, and other file material are available for inspection at no cost or copies may be purchased for reasonable cost at this address.

Contact: Derrick Tokos, Community Development Director, (541) 574-0626 (address above in "Reports/Application Material").

Time/Place of Hearing: Monday, July 25, 2016, 7:00 p.m. in the Newport City Hall Council Chambers (address above in "Reports/Application Materials").

MAILED: June 15, 2016.

PUBLISHED: Friday, July 15, 2016/Newport News-Times.

Wanda Haney

From: Wanda Haney
Sent: Wednesday, June 15, 2016 11:05 AM
To: Derrick Tokos; Jim Protiva; Joseph Lease; Mark Miranda; Mike Murzynsky; Rob Murphy; Spencer Nebel; Ted Smith; Tim Gross; Victor Mettle
Subject: Public Hearing Notice - File No. 1-SUB-16/1 & 2-PD-16/2-CP-16/1-Z-16
Attachments: File 1-SUB-16--1 & 2-PD-16--2-CP-16--1-Z-16 Notice.docx

Attached is a public notice concerning a land use application. The notice contains an explanation of the requests, a property description, and a date for a public hearing. Please review this information to see if you would like to make any comments. We must receive comments at least 10 days prior to the hearing in order for them to be considered. **Should no response be received, a "no comment" will be assumed.**

Wanda Haney

Executive Assistant

City of Newport

Community Development Department

169 SW Coast Hwy

Newport, OR 97365

541-574-0629

FAX: 541-574-0644

w.haney@newportoregon.gov

Wanda Haney

From: Wanda Haney
Sent: Wednesday, June 15, 2016 10:58 AM
To: 'Wingard, Patrick'; '~97365NewportOR@usps.gov'
Subject: City of Newport Public Hearing Notice - File 1-SUB-16/1 & 2-PD-16/2-CP-16/1-Z-16
Attachments: File 1-SUB-16--1 & 2-PD-16--2-CP-16--1-Z-16 Notice.docx

FYI – Attached is a notice of a Planning Commission public hearing regarding amendments to the tentative subdivision plan, the preliminary development plans, the final development plan, the Comprehensive Plan map, and the Zoning map within the Wilder Development.

Wanda Haney

Executive Assistant

City of Newport

Community Development Department

169 SW Coast Hwy

Newport, OR 97365

541-574-0629

FAX: 541-574-0644

w.haney@newportoregon.gov

BONNIE SERKIN
LANDWAVES INC
2712 SE 20TH AVE
PORTLAND OR 97202

ELIZABETH DECKER
JET PLANNING
215 W 4TH ST STE 209
VANCOUVER WA 98660

RONALD L ADAMS
OREGON STATE UNIVERSITY
3015 SW WESTERN BLVD
CORVALLIS OR 97333-4038

CENTRAL LINCOLN PUD
ATTN: BRIAN BARTH
MGR ACCT & FINANCE
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NEWPORT OR 97365

MARION E STOCKER
9566 LOGSDEN RD
SILETZ OR 97380

FRED ARTHUR YECK
TRUSTEE
PO BOX 352
NEWPORT OR 97365

JACK E STOCKER
TRUSTEE
PO BOX 688
SOUTH BEACH OR 97366

BGB LLC
16538 SW GLENEAGLE DR
SHERWOOD OR 97140

MARK B & CAROL S SALVAGE
23151 NE 15TH CT
SAMMAMISH WA 98074

EQUITY TRUST CO CUSTODIAN &
FBO MICHAEL IRA YEOMANS
ATTN: MICHAEL YEOMANS
5745 SW ARBOR DR
SOUTH BEACH OR 97366

F & S NEWPORT LLC
2110 NE 36TH DR STE 1100
LINCOLN CITY OR 97367

GARY E & VERNON & ROBERT &
LOREN TRYON
PO BOX 975
WALDPORT OR 97394

OCCC SERVICE DISTRICT
ATTN: BIRGITTE RYSLINGE
400 SE COLLEGE WAY
NEWPORT OR 97365

OKSENHOLT CONSTRUCTION CO
PO BOX 540
LINCOLN CITY OR 97367

SUSANNAH LYNN ELIZONDO
2830 LEGACY POINT DR
ARLINGTON TX 76006

WILDER HOMEOWNERS ASSN
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PORTLAND OR 97202

VIRGINIA G GIBBS
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SOUTH BEACH OR 97366

BEVERLY W SHUTT
TRUSTEE
1565 SE RUNNING SPRINGS CT
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CINDY SLYH CURTIS
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KAREN BLOOMQUIST
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KENNETH J HANSEN
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EL DORADO HILLS CA 95762

MARKUS HORNING &
LISA T MULCAHY
4356 SE ELLIS ST
SOUTH BEACH OR 97366

EMERY INVESTMENTS INC
ATTN: WILLIAM H EMERY
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PORTLAND OR 97202

GARY & SHIRLEY J HUNTER
TRUSTEES
410 SE 43RD ST
SOUTH BEACH OR 97366

EDGAR L & CYNTHIA J WALES
1295 SE 11TH LP
CANBY OR 97013

DIEDRE CONKLING
4335 SE FLEMING ST
SOUTH BEACH OR 97366

DENISE E GUILD
TRUSTEE
PO BOX 681
DEPOE BAY OR 97341

WILLIAM D MORIN &
LAURA MERNITZ
4041 NE WEST DEVILS LK RD #9
LINCOLN CITY OR 97367

LEONARD J & SUSAN E BYNUM
640 SW LINNEMAN CT
GRESHAM OR 97030

CONSTANCE M MCLEOD
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SOUTH BEACH OR 97366

STEVEN S & MICHELE M HALLMARK
PO BOX 89
WINSTON OR 97396

JEAN Z LARSON
4330 SE ELLIS ST
SOUTH BEACH OR 97366

SARA BROCK
4316 SE ELLIS ST
SOUTH BEACH OR 97366

RYAN M PARKER &
SACHIKO OTSUKI
4360 SE FLEMING ST
SOUTH BEACH OR 97366

JASON DUCKLES &
ANTHEA KRESTON
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CORVALLIS OR 97333

SARA BARTON SCHREIBER
4336 SE ELLIS ST
SOUTH BEACH OR 97366

NW Natural
ATTN: Alan Lee
1405 SW Hwy 101
Lincoln City, OR 97367

Email: Patrick Wingard
DLCD

CenturyLink
ATTN: Corky Fallin
740 State St
Salem OR 97301

Lincoln County Assessor
Lincoln County Courthouse
225 W Olive St
Newport OR 97365

Lincoln County Surveyor
880 NE 7th St
Newport OR 97365

WVCC
911 Dispatch
555 Liberty St SE Rm P-107
Salem OR 97301-3513

Lincoln County Clerk
Lincoln County Courthouse
225 W Olive St
Newport OR 97365

Central Lincoln PUD
ATTN: Randy Grove
PO Box 1126
Newport OR 97365

Charter Communications
ATTN: Keith Kaminski
355 NE 1st St
Newport OR 97365

Lincoln County School District
ATTN: Superintendent
PO Box 1110
Newport OR 97365

Lincoln County Commissioners
Lincoln County Courthouse
225 W Olive St
Newport OR 97365

Lincoln County Planning Dept
210 SW 2nd St
Newport OR 97365

Email: Newport Post Office

Victor Mettle
Code Administrator/Planner

Mark Miranda
Police Chief

Spencer Nebel
City Manger

JIM PROTIVA
PARKS & REC

Tim Gross
Public Works

Ted Smith
LIBRARY

Mike Murzynsky
Finance Director

Joseph Lease
Building Official

EXHIBIT 'A'
(Affected Agencies)

Rob Murphy
Fire Chief

Derrick Tokos

From: Derrick Tokos
Sent: Monday, June 13, 2016 4:36 PM
To: 'plan.amendments@state.or.us'
Subject: Notice of Proposed Amendment
Attachments: FORM_1_Notice_of_Proposed_Amendment.pdf; PreliminaryDevelopmentPlan_Old.pdf; PreliminaryDevelopmentPlan_New.pdf; Appliation-Materials.pdf

Attached is a copy of the notice and supporting materials for proposed revisions to the Wilder Planned Development in Newport.

Let me know if you have any questions.

Derrick I. Tokos, AICP
Community Development Director
City of Newport
169 SW Coast Highway
Newport, OR 97365
ph: 541.574.0626 fax: 541.574.0644
d.tokos@newportoregon.gov



University Housing and Dining Services
Oregon State University, 102 Buxton Hall, Corvallis, Oregon 97331-1317
T 541-737- 4771 | F 541-737- 0686 | <http://oregonstate.edu/uhrs>

June 17, 2016

Project: Oregon State University Proposed student housing within Wilder Development
Subject: Neighborhood Meeting June 28 at 6:30pm, Oregon Coast Community College

Dear Neighbor:

Oregon State University (OSU), is applying for land use and zoning modifications within the Wilder Development to allow for the development of student housing to support future expansion of university marine studies teaching and research in Newport. The proposed modifications will be integrated into the Wilder development, a mixed-use residential development centered around SE Harborton Street and College Way. OSU is proposing to construct apartments within the northwest corner of the Wilder Development for use as student housing.

OSU will hold a neighborhood meeting to share information about this proposal and respond to questions about the project's conceptual plans. This meeting will be held in the Oregon Coast Community College community meeting room on June 28th from 6:30-7:30pm. A short presentation on the proposed development will be provided by OSU student housing staff. Following the presentation, OSU encourages neighbors to ask questions and provide the university feedback on the proposed project.

Proposed Project Details:

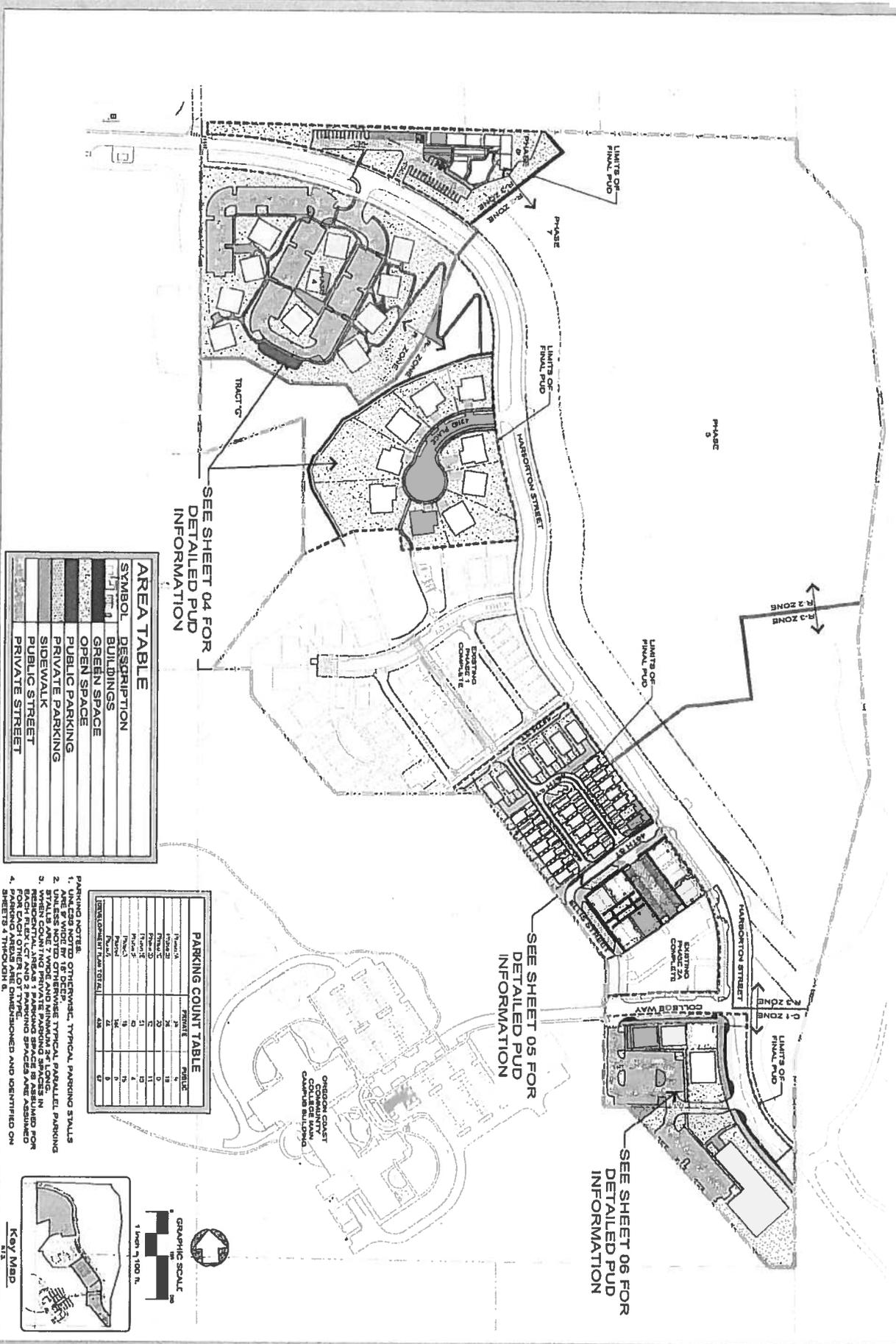
- Location: SE Harborton Street (the extension of 40th Street) east of Ash Street, within Wilder development.
- Size: 5-acre site.
- Timing: The proposed project will undergo review by the city of Newport over the summer of 2016. If approved by the city, the project's completion is planned to coincide with the opening of the new OSU marine studies building to be built in Newport.
- Project applicant: Oregon State University.
- Current landowner: Landwaves, Inc (Wilder Development owner and developer).
- Proposed development: 130 apartments to be used for student housing, with parking, on-site landscaping, a new public trail and open space.
- Zoning: Proposed change to R-3 Medium-Density Multifamily Residential.
- Infrastructure: Roads, water, and sewer have been completed to serve the proposed development within the Wilder Development and have capacity to serve this project with no net impact.
- Relationship to the Wilder Development: This development is currently approved for the construction of up to 345 residential units on both sides of SE Harborton Street, including homes already constructed. This proposal will adjust the location of some of those units, but will not result in an increase in future residences.
- City of Newport development review process: OSU's housing development proposal will also be reviewed during a City of Newport Planning Commission meeting at 7 p.m. on July 25th. The Planning Commission meeting is open to the public.

Please contact me at any time with questions regarding this proposed project or the June 28th meeting.

Regards,

A handwritten signature in black ink, appearing to read "Dan Larson".

Dan Larson
Executive Director, University Housing & Dining Services



SEE SHEET 04 FOR
DETAILED PUD
INFORMATION

SEE SHEET 05 FOR
DETAILED PUD
INFORMATION

SEE SHEET 06 FOR
DETAILED PUD
INFORMATION

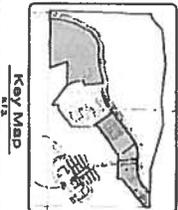
AREA TABLE

SYMBOL	DESCRIPTION
[Symbol]	BUILDINGS
[Symbol]	GREEN SPACE
[Symbol]	OPEN SPACE
[Symbol]	PUBLIC PARKING
[Symbol]	PRIVATE PARKING
[Symbol]	SIDEWALK
[Symbol]	PUBLIC STREET
[Symbol]	PRIVATE STREET

- PARKING NOTES:**
1. UNLESS NOTED OTHERWISE, TYPICAL PARKING STALLS
 2. UNLESS NOTED OTHERWISE TYPICAL PARALLEL PARKING
 3. WHEN COUNTING PRIVATE PARKING SPACES IN RESIDENTIAL AREAS 1 PARKING SPACE IS ASSUMED FOR EACH OTHER LOT TYPE.
 4. PARKING AREAS ARE DIMENSIONED AND IDENTIFIED ON SHEET 04 THROUGH 06.

PARKING COUNT TABLE

DEVELOPMENT TYPE	PRIVATE	PUBLIC
Phase 1A	21	4
Phase 1B	20	0
Phase 1C	20	0
Phase 1D	20	0
Phase 1E	20	0
Phase 1F	20	0
Phase 1G	20	0
Phase 1H	20	0
Phase 1I	20	0
Phase 1J	20	0
Phase 1K	20	0
Phase 1L	20	0
Phase 1M	20	0
Phase 1N	20	0
Phase 1O	20	0
Phase 1P	20	0
Phase 1Q	20	0
Phase 1R	20	0
Phase 1S	20	0
Phase 1T	20	0
Phase 1U	20	0
Phase 1V	20	0
Phase 1W	20	0
Phase 1X	20	0
Phase 1Y	20	0
Phase 1Z	20	0
Phase 2A	20	0
Phase 2B	20	0
Phase 2C	20	0
Phase 2D	20	0
Phase 2E	20	0
Phase 2F	20	0
Phase 2G	20	0
Phase 2H	20	0
Phase 2I	20	0
Phase 2J	20	0
Phase 2K	20	0
Phase 2L	20	0
Phase 2M	20	0
Phase 2N	20	0
Phase 2O	20	0
Phase 2P	20	0
Phase 2Q	20	0
Phase 2R	20	0
Phase 2S	20	0
Phase 2T	20	0
Phase 2U	20	0
Phase 2V	20	0
Phase 2W	20	0
Phase 2X	20	0
Phase 2Y	20	0
Phase 2Z	20	0
Phase 3A	20	0
Phase 3B	20	0
Phase 3C	20	0
Phase 3D	20	0
Phase 3E	20	0
Phase 3F	20	0
Phase 3G	20	0
Phase 3H	20	0
Phase 3I	20	0
Phase 3J	20	0
Phase 3K	20	0
Phase 3L	20	0
Phase 3M	20	0
Phase 3N	20	0
Phase 3O	20	0
Phase 3P	20	0
Phase 3Q	20	0
Phase 3R	20	0
Phase 3S	20	0
Phase 3T	20	0
Phase 3U	20	0
Phase 3V	20	0
Phase 3W	20	0
Phase 3X	20	0
Phase 3Y	20	0
Phase 3Z	20	0
Phase 4A	20	0
Phase 4B	20	0
Phase 4C	20	0
Phase 4D	20	0
Phase 4E	20	0
Phase 4F	20	0
Phase 4G	20	0
Phase 4H	20	0
Phase 4I	20	0
Phase 4J	20	0
Phase 4K	20	0
Phase 4L	20	0
Phase 4M	20	0
Phase 4N	20	0
Phase 4O	20	0
Phase 4P	20	0
Phase 4Q	20	0
Phase 4R	20	0
Phase 4S	20	0
Phase 4T	20	0
Phase 4U	20	0
Phase 4V	20	0
Phase 4W	20	0
Phase 4X	20	0
Phase 4Y	20	0
Phase 4Z	20	0
Phase 5A	20	0
Phase 5B	20	0
Phase 5C	20	0
Phase 5D	20	0
Phase 5E	20	0
Phase 5F	20	0
Phase 5G	20	0
Phase 5H	20	0
Phase 5I	20	0
Phase 5J	20	0
Phase 5K	20	0
Phase 5L	20	0
Phase 5M	20	0
Phase 5N	20	0
Phase 5O	20	0
Phase 5P	20	0
Phase 5Q	20	0
Phase 5R	20	0
Phase 5S	20	0
Phase 5T	20	0
Phase 5U	20	0
Phase 5V	20	0
Phase 5W	20	0
Phase 5X	20	0
Phase 5Y	20	0
Phase 5Z	20	0
Phase 6A	20	0
Phase 6B	20	0
Phase 6C	20	0
Phase 6D	20	0
Phase 6E	20	0
Phase 6F	20	0
Phase 6G	20	0
Phase 6H	20	0
Phase 6I	20	0
Phase 6J	20	0
Phase 6K	20	0
Phase 6L	20	0
Phase 6M	20	0
Phase 6N	20	0
Phase 6O	20	0
Phase 6P	20	0
Phase 6Q	20	0
Phase 6R	20	0
Phase 6S	20	0
Phase 6T	20	0
Phase 6U	20	0
Phase 6V	20	0
Phase 6W	20	0
Phase 6X	20	0
Phase 6Y	20	0
Phase 6Z	20	0
Phase 7A	20	0
Phase 7B	20	0
Phase 7C	20	0
Phase 7D	20	0
Phase 7E	20	0
Phase 7F	20	0
Phase 7G	20	0
Phase 7H	20	0
Phase 7I	20	0
Phase 7J	20	0
Phase 7K	20	0
Phase 7L	20	0
Phase 7M	20	0
Phase 7N	20	0
Phase 7O	20	0
Phase 7P	20	0
Phase 7Q	20	0
Phase 7R	20	0
Phase 7S	20	0
Phase 7T	20	0
Phase 7U	20	0
Phase 7V	20	0
Phase 7W	20	0
Phase 7X	20	0
Phase 7Y	20	0
Phase 7Z	20	0



03 SHEET

WILDER
FINAL DEVELOPMENT PLAN MASTER PLAN

JOB NO: WAH001
DATE: JUNE 3, 2016
APPLICATION: Community Master Development Plan Applications

landwaves JET Planning, LLC
2712 SE 20th Ave 215 W. 4th Street Ste. 200
Portland, Oregon 97202 Vancouver, WA 98660
TEL: (503) 221-0167 TEL: 803-705-3638
FAX: (503) 221-0741

2G ASSOCIATES
400 COLUMBIA STREET
SUITE 100
VANCOUVER, WA 98660
PHONE: 503-839-8750

Derrick Tokos

From: Derrick Tokos
Sent: Thursday, June 23, 2016 5:17 PM
To: 'Jon'
Cc: Serina Adams; 'Elizabeth Decker'; Tim Gross
Subject: RE: Samaritan House driveway alignment

Hi Jon,

I brought this concern to Elizabeth's attention shortly after we received the application so that you had ample time to look at design alternatives prior to the Planning Commission meeting. SE 40th/Harborton is a collector roadway that will carry a large volume of traffic as the Planned Development builds out and we want to avoid offset intersections along this roadway because they create turn movement conflicts that can compromise public safety.

Here are two relevant provisions of the Municipal Code:

NMC 14.35.100(D) – "Access shall be designed to cause minimum interference with traffic movement on abutting streets." This is a Final Development Plan standard. Offset intersections create safety issues on the abutting street for the reason noted and we would construe that to be "interference with traffic movement."

NMC 14.14.120(C) – "All accesses shall be approved by the City Engineer or designate." I talked to our City Engineer, Tim Gross, and he advised that the accesses will be required to be aligned because of the safety concerns.

We are in the process of putting together our completeness review comments, and will have them finished by the end of next week. This may bring up other issues relevant to your project. I'll make sure to copy you as well as Elizabeth once the comments are compiled.

Derrick I. Tokos, AICP
Community Development Director
City of Newport
169 SW Coast Highway
Newport, OR 97365
ph: 541.574.0626 fax: 541.574.0644
d.tokos@newportoregon.gov

From: Jon [mailto:custhome@hotmail.com]
Sent: Thursday, June 23, 2016 8:31 AM
To: Derrick Tokos <D.Tokos@NewportOregon.gov>
Cc: Serina Adams <serinaadams@gmail.com>
Subject: Samaritan House driveway alignment

Hi Derrick,

We're working on the Samaritan House design and apparently you told Elizabeth Decker that you might want the Samaritan House driveway to align with the roadway on the opposite side of Harborton. My question is, where in the municipal code does it state that a private driveway to a single piece of property needs to align

with a public street. This has never been a policy that I have heard of. Also keeping in mind that this is a PUD, It does not make any sense that this should be a requirement.

Jon Holbrook

Jon Holbrook Design

405 SE Scenic Loop

Newport, OR 97365

Ph. 541-265-9366



Virus-free. www.avast.com

Derrick Tokos

From: GRIGG DEVIS Valerie <Valerie.GRIGGDEVIS@odot.state.or.us>
Sent: Tuesday, July 05, 2016 3:25 PM
To: Derrick Tokos
Cc: LINER Duane J
Subject: RE: 11 Acre Comp Plan amendment & zone change
Attachments: DOC000.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Derrick –

Thank you for the timely information. No further comments/concerns at this time.

With Best Regards,

Valerie Grigg Devis
Senior Region Planner
Oregon Department of Transportation
541-757-4197

From: Derrick Tokos [mailto:D.Tokos@NewportOregon.gov]
Sent: Thursday, June 30, 2016 8:32 AM
To: GRIGG DEVIS Valerie
Subject: RE: 11 Acre Comp Plan amendment & zone change

Valerie,

Here is the narrative and copies of relevant plan sheets. Phase 4 is the OSU student housing development (130 units). Phase 6 is a 12 unit development for Samaritan House, a local non-profit. The proposal doesn't increase the total number of dwelling units, just shifts more to apartments. Trips are within the approved budget for this TAZ.

Derrick I. Tokos, AICP
Community Development Director
City of Newport
169 SW Coast Highway
Newport, OR 97365
ph: 541.574.0626 fax: 541.574.0644
d.tokos@newportoregon.gov

From: GRIGG DEVIS Valerie [mailto:Valerie.GRIGGDEVIS@odot.state.or.us]
Sent: Wednesday, June 29, 2016 1:50 PM

To: Derrick Tokos <D.Tokos@NewportOregon.gov>
Subject: RE: 11 Acre Comp Plan amendment & zone change

Hello Derrick –

*I am having difficulty setting up a dropbox account – I'm not sure why.
 With a be possible for you to just send me a site plan, and a brief description?*

With Best Regards,

Valerie Grigg Devis
Senior Region Planner
 Oregon Department of Transportation
541-757-4197

From: Derrick Tokos [<mailto:D.Tokos@NewportOregon.gov>]
Sent: Tuesday, June 28, 2016 3:38 PM
To: GRIGG DEVIS Valerie; LYONS Sheila A
Cc: 'Elizabeth Decker'
Subject: RE: 11 Acre Comp Plan amendment & zone change

Valerie and Sheila,

I couldn't get the 8mb file to you as an attachment, so I am sending you a Dropbox link to the information via a separate email.

The file that I uploaded is the higher resolution copy of the application. Let me know if you have any trouble accessing the information.

Derrick I. Tokos, AICP
 Community Development Director
 City of Newport
 169 SW Coast Highway
 Newport, OR 97365
 ph: 541.574.0626 fax: 541.574.0644
d.tokos@newportoregon.gov

From: Derrick Tokos
Sent: Tuesday, June 28, 2016 3:23 PM
To: 'GRIGG DEVIS Valerie' <Valerie.GRIGGDEVIS@odot.state.or.us>
Cc: LYONS Sheila A <Sheila.A.LYONS@odot.state.or.us>; 'Elizabeth Decker' <edecker@ietplanning.net>
Subject: RE: 11 Acre Comp Plan amendment & zone change

Hi Valerie,

Here is a copy of the application. It is a little fuzzy as I had to reduce the resolution of the document in order to keep the file size under 10 mb. The applicant's representative, Elizabeth Decker, may have a better version if you are concerned about legibility.

Please copy Ms. Decker on any comments you provide.

Thank you,

Derrick I. Tokos, AICP

Community Development Director

City of Newport

169 SW Coast Highway

Newport, OR 97365

ph: 541.574.0626 fax: 541.574.0644

d.tokos@newportoregon.gov

From: GRIGG DEVIS Valerie [<mailto:Valerie.GRIGGDEVIS@odot.state.or.us>]

Sent: Friday, June 24, 2016 8:12 AM

To: Derrick Tokos <D.Tokos@NewportOregon.gov>

Cc: LYONS Sheila A <Sheila.A.LYONS@odot.state.or.us>

Subject: 11 Acre Comp Plan amendment & zone change

Hello Derrick –

We'd like to see some additional details about this proposal....Thanks!

Newport 1-SUB-16/2-PD-16/2CP 004-16

Amend the Comprehensive Plan Map from Low Density Residential to High Density Residential from High Density Residential to Low Density Residential; and the Zoning Map from R-3 to R-2 for 11.00 acres locates at T11S, R11W, Sec 20, TL 100m 700 & 1300.

With Best Regards,

Valerie Grigg Devis

Senior Region Transportation Planner



3700 Southwest Philomath Blvd., Corvallis, Oregon 97333

Office: 541-757-4197 | Cell: 971-600-4335

Office Hours: Monday through Thursday 7:30 AM to 5 PM - Friday 9 AM to 1 PM

CITY OF NEWPORT
169 SW COAST HWY
NEWPORT, OREGON 97365



fax: 541.574.0644
<http://newportoregon.gov>

COAST GUARD CITY, USA

mombetsu, japan, sister city

July 1, 2016

Elizabeth Decker
Jet Planning
215 W 4th Street, #209
Vancouver, WA 98660

RE: Amendment to Wilder Phase 1 Planned Development (File No. 1-SUB-16/1 & 2-PD-16/2-CP-16/1-Z-16)

Dear Ms. Decker,

We appreciate the time and attention you put into preparing the above referenced amendment to Phase 1 of the Wilder Planned Development. After reviewing the documents, it appears that there are a few additional pieces of information and/or clarifications needed before the request is considered by the Newport Planning Commission.

The following are the specific issues that need to be addressed:

1. As referenced in my June 23rd email, driveway accesses onto SE 40th/Harborton for phases 4 and 6 need to be aligned so that they are directly across from each other. SE 40th/Harborton is a collector roadway that will carry a large volume of traffic as the Planned Development builds out and we want to avoid offset intersections along this roadway because they create turn movement conflicts that can compromise public safety. The parking layout for phase 6 should assume a single point of access onto SE 40th/Harborton.
2. Please provide text legal descriptions and graphic exhibits for areas where the Comprehensive Plan Map and Zoning Map are being amended to accomplish the shift in density referenced in your narrative. This information will be used in the ordinance that will adopt the map changes.
3. The narrative discusses a transition between Phases 5 and 7; however, the boundary between those phases is not shown on the phasing plan. Please add a boundary to illustrate the relative size and location of the two phases.
4. The final development plan and tentative subdivision plan do not pick-up the map change from R-3 to R-2. Please revise the plan sheets to reflect the location of the new zone boundary line (except for Existing Conditions, Sheet 1).
5. I realize that it is a little more work, but it would be helpful if you could put together a total of 4 tables on sheet 16 of the narrative that compare the estimated range of development for the preliminary and final development plans, as approved, to what is proposed with this amendment.

The current marked up tables lead people to assume that there is an increase, which is true for the final development plan but not for the preliminary development plan. I have received questions about this from a couple of people.

6. Please provide data to support the request to reduce the parking standard from 1.5 to 1.3 per unit after the first 4 units. While expect students to walk or bike to the Hatfield Marine Science Center, they still need a car in order to get to Newport and to access the services they will need (groceries, restaurants, etc.). Can OSU provide supporting information from other housing projects that they have been involved with?
7. If you are going to rely upon transit service to the apartments, then what kind of arrangements have you made with the Lincoln County Transit District to provide service? Have you considered creating a dedicated stop and bus shelter for students?
8. Provide a breakdown of the assumptions used to calculate required parking for phase 6.
9. The narrative makes reference to a landscaping plan that has been previously approved (page 20). What plan are you referring too? A landscaping plan is needed to illustrate concepts discussed in your narrative for phases 4 and 6 and the open space tract between phases 3 and 4. Areas where trees are to be retained for screening purposes should be identified on the plan.
10. A profile drawing illustrating the grade change between Phases 3 and 4 with conceptual elevation drawings and tree heights would be helpful to show the level of screening that will take place. This could be an effective way of addressing concerns raised at the neighborhood meeting.
11. Please list the vested trips table in the narrative (page 25) as tentative. We'll confirm the number of vested trips by separate letter after a decision has been made on the application. Phase 6 should include trips attributed to the day care in addition to the 12 residential units.
12. The narrative indicates that sidewalk will be constructed on the north and east side of SE 40th/Harborton as those phases are built out (page 25) then indicates that it is not being provided with Phase 6 (page 29). It appears that the requirement for sidewalk on the north/east side of Harborton was deferred until development occurred that would generate a need for the improvement. Phase 6 is such a development, and we request that you add sidewalk along the phase 6 frontage tying in to where it currently terminates to the west.
13. Please confirm that trails in Tract "G" will be constructed prior to the final plat being recorded. They will be consistent with the "nature trails" concept in the "Kit of Parts" correct?
14. It appears that Tract "G" at its narrowest is about 14-feet wide. The terrain is pretty steep and retaining walls may be needed. Have you considered this when planning to extend a trail through this narrow corridor? Also, I recall a discussion about limitations being put in place to ensure that fencing is not installed along the perimeter of phase 3 so as to avoid a "walled" effect that would be inconsistent with the natural trail concept in the "Kit of Parts." How has that been addressed?
15. I have received preliminary feedback from our Public Works Department regarding the utilities depicted on Sheet 16. They are summarized as follows:
 - a. The hydrant and water meter for phase 6 should be located adjacent to Harborton. There is no need for a public line to be stubbed into the property. The hydrant will need to be served off of a separate fire line.

- b. Water service to phase 4 will need to be looped. This will improve fire flows and provides redundancy should the City need to repair the line. One option is to extend a public line into the property from the stub that is in place further to the west along Harborton.
- c. Storm drainage information is incomplete. For example, an isolated catch basin is shown for phase 6. Where does it go? Is the westernmost line on phase 4 private? What is its size? Why does the public storm drainage system need to be channeled through phase 4? If it must run through phase 4 then the system will need to be modelled to confirm that it is adequately sized and that the outfall will be sufficient to dissipate anticipated flows.

This application is scheduled for a public hearing before the Newport Planning Commission on Monday, July 25, 2016. I would appreciate receiving nine full sized plan sets and one 11x17 inch reduced copy by Wednesday, July 20, 2016, so that we can include the information in the Commission's packets.

Please don't hesitate to contact me if you have questions regarding any of the points in this letter.

Sincerely,



Derrick I. Tokos, AICP
 Community Development Director
 City of Newport
 ph: 541-574-0626
d.tokos@newportoregon.gov

xc: Tim Gross, City Engineer
 Rob Murphy, Fire Marshall
 File

CITY OF NEWP

JUL 07 20

RECEIVED

Resident
(dated 7/7/16)

ATTACHMENT "1"
File #1-SUB-16/1 & 2-PD-16/2-CP-16/1-Z-16
Letter from Sara Schreiber, Wilder

To: City of Newport

Re: Public Hearing regarding Wilder development

I am unable to attend the hearing scheduled for July 25, 2016. This is a submission to address the Landwaves application for a change in zoning. Quotes are taken from the Wildernewport.com web site.

Noise: With apartments to house 200-500 students the impact on all property abutting that development will be severe. One cannot deny the physics of acoustics; sound travels up so those of us living in phase I above the 200-500 student housing will be effected. We hear the Wine & Seafood Festival, various Rogue events, Fourth of July, and sea lions along the waterfront, so of course, the sound from this density of humanity will also travel up to us.

Congestion: 200-500 individuals, many with cars, will come to Wilder to live over a period of time. This hub of humanity will be compounded with the establishment of Samaritan House and its attendant residents and social service staff. Parking within Wilder Phase I has been an issue since the building started. Also in the mix is Wilder Phase II which entails an additional 6 houses, 7 quad apartments, and 20, 700 sq. ft. mini-homes. All this traffic "will not materially affect future street or utility plans of the city"?

What does this mean? "Allow a variance to the to the Multi-family clustered residential parking standard to decrease required spaces in recognition of available multimodal transportation alternatives." There is a city bus and individual bicycles and???

Adequate building site: will the 8 apartments plus parking plus "green space" actually fit on the land allocated? The development will be overlooking the plant working to supply sand, gravel, and in the past, asphalt. No anticipated health effect or noise from this proximity?

Mitigation of the wetland will be done how? This area was supposed to be a cottage cluster like the one in Wilder Phase I and the wetland was touted as part of the appeal for this development.

The zoning to the east side of Harborton and north of the Village Center (aka coffee shop) will be changed from R-3 medium density, multi family density to R-2 Medium-Density Single-family to *partially offset*" the proposed development. Realistically does the city planning office consider this parcel (which now also includes a Disc Golf course and a Pump Track) likely to be developed considering the topography? Is this a sleight of hand move?

What does this mean - introduce a new multi-family residential development type to the "kit of parts" called multi-Family.

Housing management: who will manage the property and enforce whatever standards are applicable to the residents?

This is what we heard before we made the decision to buy a home in the Wilder subdivision. "More than a name, Wilder is a philosophy." "The best way to live is in a balance between human society and nature, and we created Wilder to strike that balance. To make sure that balance is respected, we constructed a bioswale that empties into the road, not into the ocean. We built our roads from permeable pavement and shaped the thoroughfares of Wilder to encourage foot and bike traffic. We also left the vast majority of the surrounding forest intact to make sure every view is a stunner."

This proposal to change the zoning of Wilder leaves those of us who invested, literally as well as philosophically, in Phase I, up the proverbial creek. I do now think that we were deceived by the marketing of this development.

A handwritten signature in cursive script that reads "Sara Schreiber". The signature is written in black ink and is positioned above a thin horizontal line.

Sara Schreiber

4336 SE Ellis (Phase I)

541-758-0332

Derrick Tokos

From: lola jones <lolakathleenjones@gmail.com>
Sent: Wednesday, July 20, 2016 3:33 PM
To: Derrick Tokos
Cc: Bonnie Serkin; Elizabeth Decker (edecker@jetplanning.net); Evelyn Brookhyser; Bill Hall
Subject: Response to citizen input on Wilder Phase 6 - for use in the hearing Monday

Hello Derrick,

Thank you for taking my input and sharing it with the group on Monday night. I would like to respond to the questions posed by Ms. Schreiber that reference the Samaritan House project.

Management on the property and enforcement of the standards of residency:
Samaritan House staff will manage this property. We currently employ one full time site manager for our transitional housing facility and plan to hire an additional .5 time site management staff. These staff will be responsible for maintenance of the site.

Management of resident services will be performed by the case manager and executive director of Samaritan House. We plan to hire an additional .5 time case manager for this project. The case manager will work with residents on matters of personal development and family dynamics. The executive director will work with residents on matters of tenancy, namely executing lease agreements, and recruiting new tenants. The executive director and case manager will work together on matters of violation of standards of residency. If necessary, these two staff will also conduct terminations of lease agreements for residents who violate the residency standards.

Additionally, I would like to respond to some concerns that were voiced at the informational session held at the community college in late June: guest parking/standards of behavior and drug and alcohol use.

All Samaritan House residents are responsible for the conduct of their guests. Guests of our residents are held to the same standard of behavior as the residents themselves. These standards include things such as: cleanliness of the unit and surrounding property, adherence to all city, county, state and federal laws, and behavior that does not disturb neighbors. Guests are also subject to a curfew unless they have been approved as an overnight guest. Non-overnight guests must leave property by 10pm. A resident may have a total of six overnights with a guest in a six month period.

Guests are also required to adhere to our drug and alcohol policy that states that all illicit substances are banned from property; this includes substances that are considered legal for adults such as alcohol or marijuana. Residents with prescriptions for pharmaceuticals such as anti depressants or pain medications are permitted to possess these medications on site and to use them according to the prescription. Misuse or abuse of a prescribed medication is not allowed on any Samaritan House property. Violation of the drug and alcohol policy is grounds for immediate removal from the program and termination of the lease agreement.

Relative to parking, guests will be required to park in the parking lot. Our project has ample parking for our residents, their guests and the daycare program. After 10pm, only resident vehicles or pre-approved overnight guest vehicles will be allowed in the lot. Samaritan House staff will enforce all relevant parking codes, including ordinances regarding "car camping."

In conclusion I wish to say that we at Samaritan House look forward to contributing to the Wilder community and sharing our highly successful model with more families than ever before. I thank the planning commission for its consideration of our proposal and the community for their support of Samaritan House and the families we serve. I invite people who are curious about our residency program to visit our website www.samfamshelter.org.

Lola

--

Lauren (Lola) K. Jones, Executive Director
Samaritan House, Inc.
work: 541-574-8898
cell: 541-272-4527

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Please link your Fred Meyer Rewards card to Samaritan House and help homeless families, simply by shopping at your local Fred Meyer.

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Derrick Tokos

From: Elizabeth Decker <edecker@jetplanning.net>
Sent: Thursday, July 21, 2016 12:11 PM
To: Derrick Tokos
Subject: Fwd: Wilder application revisions for PC review
Attachments: IMG_3993 - Park Phase 1 Boundary Fence.JPG; IMG_3991 - Park Phase 1 Boundary Fence.JPG; Narrative_TCREvisions160720.docx

----- Forwarded message -----

From: Elizabeth Decker <edecker@jetplanning.net>
Date: Wed, Jul 20, 2016 at 2:04 PM
Subject: Wilder application revisions for PC review
To:
Cc: Fred Garmire <fred.garmire@2gassociates.us>, Bonnie Serkin <bonnie@eenw.com>, Beth Brett <EBrett@mahlum.com>, Nicole Neuschwander <Nicole.Neuschwander@oregonstate.edu>, David Craig <david.craig@oregonstate.edu>

Hi Derrick,

Our team has revised the application materials in response to the technically complete comments we received to facilitate PC review next week. We will be delivering printed materials as requested to update the plans and binders this afternoon.

Generally, we have addressed your TC comments as follows, using the same numbering as your initial letter:

1. The driveways for Phases 4 and 6 have been aligned, with a single access onto Harborton from Phase 6, as shown in the final development plan. (Appendix G, Sheet 4.)
2. Text legal descriptions are included in Appendix I with the zoning map. To simplify the legal descriptions, some additional right-of-way was included within the R-3 area proposed in the NW corner of Wilder, which slightly increases the total R-3 area proposed on paper, but does not have any impact on developable R-3 area.
3. All map and text references to Phase 7 have been eliminated, and the area generally intended as Phase 7 has been combined with Phase 5 to be further defined in future applications.
4. The zoning boundary changes have been updated on all sheets in the final plan set, see Appendix G and full size plans.
5. The preliminary and final development plan tables are included on pages 16-17 showing the changes to units proposed with this application.
6. Current parking information for OSU and Hatfield specifically shows that about 30-35% of students have cars, as shown in data summarized on page 20. OSU is proposing to provide enough parking spaces for one per bedroom as the site is configured, which we propose is more accurate relative to demand than the blanket 1.5 spaces per unit since there are a large number of studio and one-bedroom units proposed (approximately 70% of units in preliminary architectural plans).

7. OSU, Samaritan and Wilder are supportive of adding a pair of bus stops on either side of Harborton to serve these two developments, to take advantage of the existing Newport City Loop bus route that travels along Harborton. No discussions or commitments have been made with Lincoln County Transit so far because it is relatively early in the development process, but the site plan has been designed for Phases 4 and 6 to reserve room for bus stops or shelters immediately adjacent to both developments. Both OSU and Samaritan have also discussed providing their own shuttles for residents, on routes and timing in highest demand, depending on future needs.

8. Parking for Phase 6 will be provided as follows, consistent with NMC ratios:

12 multifamily units at 1 space for the first four units, then 1.5 spaces: 16 spaces required

1200 SF day care center not to exceed occupancy of 32 persons at 1 space per 4 persons/occupancy: 8 spaces required

Total required: 24

Total provided: 24, plus identified location onsite to develop additional 14 spaces for future parking as needed

9. A revised landscaping plan is included with Appendix G, Sheet 19.

10. A cross-section showing the relative height of residential units, existing trees, and topography changes is included in Appendix K.

11. Trips on page 26 are listed as tentative. I included 15 additional trips for the 1,200 SF of daycare proposed for Phase 6, using the rate of 12.46 PM peak hour trips per 1000 SF for daycare centers, from the 8th edition ITE Trip Generation Manual, which is the most recent one I could locate.

12. Sidewalk will be built along the Harborton Street frontage of Phase 6 to serve residents and connect to the existing sidewalk along the north side of 40th St that currently terminates at Chestnut Street. Future pedestrian connections from Phase 6 south to the Village Center will be developed in concert with plans for Phase 5, which may include alternatives to a Harborton St sidewalk such as a trail through a linear park along Harborton or a sidewalk connection to the east of Harborton through future residential development. References to the sidewalk have been cleared up and aligned throughout the narrative.

13. The public trail in Tract "G" will be constructed or bonded for prior to final plat of Phase 4, consistent with City requirements. The trail will be constructed to the "natural trail" segment contained in the Kit of Parts (see page 29).

14. Tract "G" will be a minimum of 20-feet wide as proposed, which will provide sufficient width for trail construction, screening, and Public Works access as previously discussed with the City. The terrain in the vicinity is steep, but our engineer and surveyor have sited the trail alignment to allow construction at 2:1 to 3:1 slopes maximum. (See cross-section in Appendix K.) Existing fencing between Wilder Twin Park and the trail connection to Mike Miller Park is shown in the two attached photos, and uses black vinyl chain link fence and existing vegetation to minimize the visual impact. The applicant proposes to use a combination of the same techniques for lots in Phases 3 and 4 along the boundary of Tract "G."

15. Utility information has been updated on Exhibit G, Sheets 15-18. Public water is stubbed to the property line in Phase 4 with a second stub to loop the system. (comments a & b.) Storm drainage info has been updated on the utility sheets.

I realize, now that I already sent the document to the printers, that we had also discussed adding a process update about the community meeting and I forgot. We can pull something together and submit later this week or just mention it in our testimony on Monday. You had also suggested the opportunity to respond to the public

comment letter received. Samaritan and OSU will be preparing responses to add to the record and will submit them separately this week.

I have attached the revised narrative in track changes format so you can see where changes were made. Please let me know if you'd like electronic versions of any of the other application materials.

Could you please send me a copy of the staff report when it is available, and any other written public comments you receive prior to the hearing?

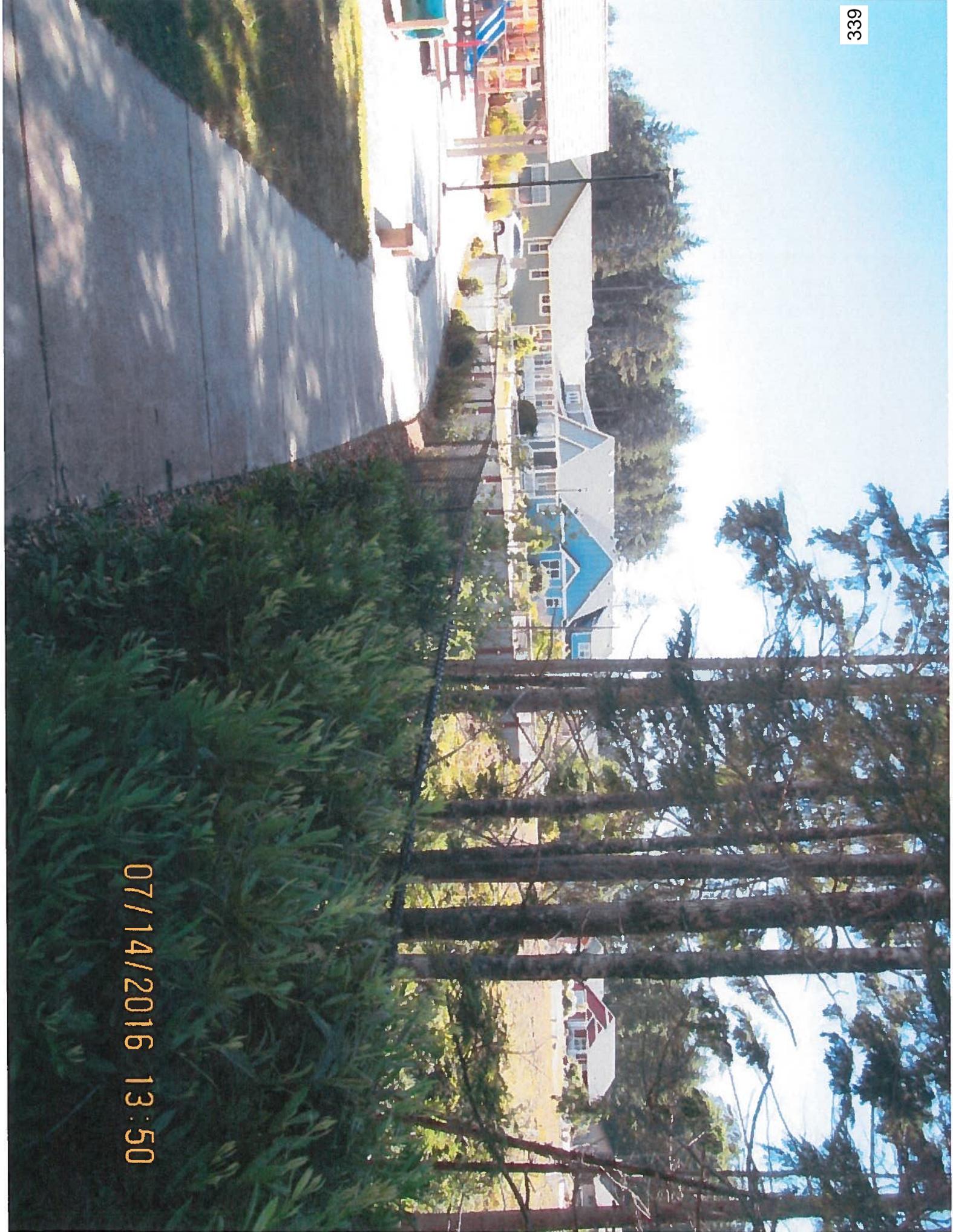
Thanks,
ED



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