

1. 2:00 P.M. Agenda

Documents:

[2022-06-14 Planning Commission Work Session Agenda.pdf](#)

2. 2:00 P.M. Meeting Materials

Documents:

[JD DLCD Assistance Request.pdf](#)
[Timeline In PDF Format.pdf](#)
[Parking Study - Upcoming-06-14-22.Pdf](#)
[Kickoff Meeting Notes-Brian Davis.pdf](#)
[NOTES-ParkingStudy-Kickoff-LD.pdf](#)
[Kickoff Meeting Agenda.pdf](#)
[Parking-Kickoff-Meeting-NOTES-CO.pdf](#)
[Parking-Kickoff-Mtg-KeyQuestions.pdf](#)
[Stakeholder-Outline-PC Parking Study-Rev05-25-22.Pdf](#)
[Stakeholder-Interview-NOTES-LD.pdf](#)
[Yachats Parking Notes-EM.pdf](#)
[Master Map Small.pdf](#)
[Parking Study CALENDAR.pdf](#)
[Community Outreach Plan JGD .Pdf](#)
[PDF Initial Update June 2022.Pdf](#)
[YMC-Revisions-COMPOSITE-Version-06-14-2022.Pdf](#)
[Yachats Code Amendments.6.22.Pdf](#)



CITY OF YACHATS
PLANNING COMMISSION WORK SESSION
Yachats OR
Tuesday June 13, 2022, at 2:00 pm
Held via ZOOM Meeting

Join Zoom Meeting

<https://us02web.zoom.us/j/86240050460>

Meeting ID: 862 4005 0460

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Meeting ID: 862 4005 0460

Find your local number: <https://us02web.zoom.us/j/86240050460>

Work Session

- I. DLCD Training – Hui Rodomsky
- II. Parking Workshop Report – Loren
- III. Housing Needs Assessment Update - Jacqueline
- IV. Code Clarifying Changes to Title 9

This meeting is open to the public and all interested persons are invited to attend the ZOOM Meetings. This meeting will be audio taped. All items to be considered by the Commission must be submitted to City Hall no later than one week prior to the meeting. The minutes of this meeting are the Audio Tape which will be added to the packet after the meeting within 24 hours. In accordance with ORS 192.630, City of Yachats will make a good faith effort to provide accommodations for any person desiring to attend a public meeting, if the request is made at least 48 hours in advance of the meeting time; a sign language or foreign language interpreter may be available, with advance notice. Call City Hall at 541- 547-3565 or Oregon Relay 1- 800-735-2900 (TDD) two days in advance.

Project Outline:

Complete the pedestrian safety and accessibility project ODOT began previously by adding sidewalks and protected bike lanes to the north and south portions of Highway 101 that run through the City of Yachats.

Background:

Yachats is a small but growing Oregon community whose economy is tourism based and whose population leans older; the median age in Yachats (64.1), is above the Lincoln County average (51.8) and the statewide average (39.5). And the median age has been increasing over the past decade creating an even greater need for alternatives to private vehicles.

Economically, using the U.S. Housing and Urban Development area median income estimate of \$55,800 as a gauge, more than 4 out of 10 households in Yachats could qualify as “low income”, earning less than 80% of the area median income. And based on the U.S. Census Bureau, American Community Survey, this disparity affects a majority older population.

During the height of tourism season, which has expanded to encompass most of the year, the population increases greatly and the age range is extremely wide; from infants in strollers to the elderly using walkers and canes. The need for safe pedestrian paths as well as some form of accessible transportation options are needed, especially when considering the growth that has been seen in people moving, as well as visiting, Yachats.

Currently, like many communities struggling with a housing crisis, Yachats businesses employ many people who cannot afford to live in Yachats. According to YachatsNews.com, “..... *the rising cost of available housing – whether renting or buying – makes it difficult for hospitality workers making \$13 to \$20 an hour to afford a place to live.*” This causes those working in Yachats to bear the burden of car ownership. According to AAA's 2021 Your Driving Costs study the average annual cost of owning a new vehicle is \$9,666 per year, or \$805.50 per month. Without a combination of affordable housing choices and safe multimodal alternatives to driving disparities in wealth will continue to expand.

Like most cities along the Oregon Coast, Highway 101 serves as the commercial corridor and main street. ODOT completed a street redesign 5-6 years ago which extended sidewalks to a portion of the City. Left untouched were large sections to the north, where three affordable housing developments and three large hotels are located, and the south, which requires residents to walk along a narrow stretch of road where speeds exceed a safe limit for a shared road. Except for a small section in the center of the community most residents, visitors, and the workforce drive cars due to the real, and perceived, lack of safe alternatives.

Being centrally located along the coast Yachats has all the elements for a successful pilot project in rural transportation; an expanding economic divide, people with mobility issues, and an increasing influx of tourists adding to the environmental costs of single use vehicle dependence. Developing safe pedestrian and bicycle infrastructure and a regional transportation plan here could be the start of an interconnected system for the coastal region.



WHAT IS TO FOLLOW

YACHATS PLANNING COMMISSION PARKING STUDY

As Of 06-14-2022

ZOOM MEETING 06-03-2022: The Parking Study Team held a half-hour planning session to determine the date, requirements and procedure for the upcoming Public Meeting as described in the contract. Attendees: Dickinson. Orchard, Davis, and Manvel. Determined:

PUBLIC MEETING DATE: Proposed as Monday, July 18, 6:00 to 8:00 PM., at City Commons.

TYPE OF MEETING: Information and data gathering. In-person, with hybrid Zoom capability if available. No decisions to be made. Open to the public and advertised beforehand as required. Notices and advertising by the City. City staff to set up meeting reservations and Zoom capability. A portion of the meeting will be a PowerPoint presentation, so a screen will be required.

MEETING CHARACTERISTICS:

Estimated number of public attendees undetermined.

Planning Commission members may attend – no quasi-jurisdictional actions.

A Questionnaire prepared by the Consultant will be handed out before the meeting. To be filled-out by attendees, handed in, and discussed at the question & answer period of the meeting. How Zoom attendees will use the Questionnaire has not yet been determined.

Meeting Format: Meeting conducted by Consultants Brian Davis and Evan Manvel after introduction by Loren Dickinson and Christine Orchard.

An agenda will be prepared by Brian Davis, but the basic content discussed is as follows: The first part of meeting will be a PowerPoint presentation of the initial findings and preliminary recommendations, by Brian Davis. Following will be an invitation to attendees to ask questions and offer comments and information. Following that will be a question and answer period, including in-person and Zoom attendees, with review of attendees submitted questionnaire comments. Confirmation of agenda to follow upon receipt of Consultant's agenda.

Downtown Yachats Parking Management Planning

Project Kickoff Meeting Summary Notes

Attendees

Brian Davis, Studio Davis;
Evan Manvel, DLCD, agency project manager;
Aimée Okotie-Oyekan, DLCD;
Katherine Guenther, City of Yachats Planner;
Loren Dickinson, City of Yachats Planning Commission;
Christine Orchard, City of Yachats Planning Commission;
Hui Rodomsky, DLCD Regional Representative;
James Feldmann, ODOT Regional Planner

Introductions

- Attendees introduced themselves, their role on the project.
- Some questions arose about project team structure, email protocol (who to include on emails and when). Brian proposed routing all formal deliverables to the whole project team (i.e. people in attendance) for comments and feedback, and conducting other conversations with smaller groups as needed; attendees indicated agreement.

Project Overview

- Brian discussed key elements of the project as identified by the scope-of-work. He identified several things to be discussed at the meeting and necessary decision points, including:
 - Timing of the Site Visit and Stakeholder Meetings
 - Composition of stakeholder group and key points of input needed from stakeholders
 - When to do demand data collection if needed, and timing around deciding if this should move forward

Stakeholder Group Composition

- Discussion moved to appropriate people to contact as potential stakeholders.
- Re: Size, Evan indicated that the project envisions a relatively lean group at the outset, with the public workshop later in the schedule envisioned as a more widespread outreach effort.
- Brian said that the contract specified stakeholders "include, but are not limited to project Area business owners, project area residents, city council members, city staff."

- Loren highlighted the importance of considering the point-of-view of visitors as the users of public parking since most/all residents have private parking available. Some discussion ensued regarding who might represent these views, incl a rep from Oregon Coast Visitors Association or another local visitor's center.
- Some discussion over who to include from the city, particularly whether to include a council member. Ultimately group reached consensus that a council member was unnecessary/unproductive.
- Discussion over how to have as inclusive and equitable a process as possible. Points raised by Evan and Aimée regarding involving overlooked groups, timing and designing outreach to be as inclusive as possible. Workers as well as owners should be represented among stakeholders. Important to have an equitable outreach program through both stakeholder meetings and public-facing workshop later in the process.
- Consensus largely reached around a stakeholder group consisting of 2-3 business owners in the downtown area, a public works representative (Lynn West), a stakeholder to represent residents (James Curdy), potentially a representative from the visitor's center or related group.

Stakeholder Feedback Needed/Perception of Issues

- Per contract, areas where stakeholder feedback are needed concern the current state of parking downtown; location and timing of current parking challenges; past attempts to address parking challenges; role downtown should play in the future of the community; types of land uses should be encouraged in downtown
- Hui asked about value proposition of a parking structure to accommodate additional demand from summer traffic. Evan commented on expense of additional supply, particularly structured parking within current economy. Brian concurred, discussed that structured parking was examined for Newport, OR, but seasonal nature of demand meant it wasn't financially feasible.
- Some discussion about instead using excess capacity just outside of busiest areas. Katherine highlighted head-in parking along 4th that is underutilized. No signage exists pointing to this or other underutilized parking. Suggestions that it is a short walk that people would be willing to take if they knew parking was available.
- Other areas of interest: Space behind City Hall is popular with RV's. Important to consider this demand in planning. Also post office and C&K Market lots can become defacto public lots when demand is high.
- Katherine points out specific pot of money is available for purposes related to supporting tourism, visitor amenities. Suggests parking mitigations are a perfect use.
- Hui asks about potential for using funds for "reverse parking fee," i.e., incentivizing employees to park in lower-demand areas with a ~\$10 payment. Evan points out similarities to "parking cash-out" proposals. Katherine indicates this might be a legitimate use of funds.

Stakeholder Meeting Timing/Logistics

- Based upon schedules, work necessary beforehand, the group agreed upon Wednesday May 25 as the date for the site visit.
- Stakeholder meetings will take place on or immediately before/after 5/25 as well. Due to time, group agreed to discuss further logistics via email at a later time. Following the meeting, Evan, Loren, and Brian agreed to conduct 1:1 meetings with each stakeholder, approximately 30 minutes each, over coffee, during a walk, etc. as convenient for each stakeholder.
- Brian asks whether it makes sense to do demand data collection during the same site visit, who makes decision to move forward. Evan answers that it's his decision. City reps indicate July/August is much busier than
- Brian suggests a tentative workshop date in mid-July. Demand data collection would take place during the same site visit if approved. James provides data confirming heaviest travel by far in the area is during July and August. Group thus concurs with this schedule.

Documents for Background Review

- Contract lists several documents to review for framework/context around current planning effort. Brian currently has most listed; Loren and Christine are working to find remaining documentation needed.

Key Decisions & Next Steps

Summarizing, the key decisions made and next steps are as follows:

- Brian will conduct a site visit with City staff on May 25, 2022. Loren is currently leading in scheduling stakeholder meetings. Meetings will be with one stakeholder at a time and will last approximately 30 minutes. The greater project team is welcome but not obligated to participate in any/all of these events.
- Brian is currently putting together a draft base map and draft materials to support the stakeholder engagement. This will be provided to the project team for review and feedback no later than Tuesday 5/17. I will work with Evan to incorporate edits prior to the site visit.
- Brian will conduct a parking inventory, quantifying parking available within the study area during his visit to Yachats 5/24-5/26.
- Following the site visit and meetings in May, Brian will begin to prepare a draft parking plan and draft materials for the public workshop. The workshop will be scheduled later, likely to coincide with maximal parking demand in mid-July. If agency elects to move forward demand data collection, this will occur during the same visit to Yachats.

NOTES – Parking Study Kickoff Meeting

April 28, 2022

Loren Dickinson

Attendees:

Brian Davis – Studio Davis – moderator (BD)
Katherine Guenther – Planner, City of Yachats (KG)
Evan Manvel – DLCD (EM)
Hui Rodomsky – DLCD (HR)
Aimee Okotie – DLCD (AO)
James Feldmann – ODOY (JF)
Loren Dickinson – Yachats Planning Commission (LD)
Christine Orchard – Yachats Planning Commission (C)

Stakeholders:

Possible composition: (may be only at one meeting)

- Visitors' Center (James Kerti)
- Chamber of Commerce
- 2 or 3 Business owners
- Possible representative from business owners that did not benefit much from the Hwy 101 improvements project,
- C&K Market representative – Katherine Guenther will poll
- Neighborhood Associations representative (none? – Katherine Guenther will ponder)
- Member from Public Works & Streets Commission (Linn West)
- Possibly someone from a services industry

Stakeholder Meetings:

- Perhaps 2 or 3
- Keep small – 5 to 7 stakeholders
- Hold mtgs at different times of the day
- First Meeting Scheduled for May 25th
- Review Services Agreement for Key Questions
- City of Yachats attendees: Katherine Guenther, Loren Dickinson, Christine Orchard
- Arrange Meetings: LD, CO and KG

Page Two
Parking Study Kickoff Mtg
4-28-2022

Other Information Sources: Oregon Coast Visitors' Association

Other Information Needed:

- List of events, and when they occur.
- If available of can obtain, parking counts at different times of the day – is available as an “option” between DLCD and Studio Davis – Peak Parking Counts
- Population of Yachats at various time of day / week (residents plus visitors)

Funding for any Improvements related to Parking: Yachats Visitor Amenity Fund

Contract: The services contract will expire at the end of October. Work should be completed by that time.

Downtown Yachats Parking Management Planning

Project Kickoff Meeting Agenda

1. Introductions: Project team and roles
 - a. Communication preferences, email protocol
2. Project overview: Key tasks and timeline
3. Stakeholder Group: Identify appropriate potential stakeholders
 - a. Per contract: Stakeholders are expected to include, but are not limited to project Area business owners, project area residents, city council members, city staff
 - b. Inclusive/equitable process: How to ensure diverse range of stakeholders are engaged
4. Identify key questions for stakeholder meetings and topics where stakeholder feedback is key to success of project. Some important areas for stakeholder input:
 - a. Current state of parking downtown
 - b. Location and timing of current parking challenges
 - c. Past attempts to address parking challenges
 - d. Role downtown should play in the future of the community
 - e. Types of land uses should be encouraged in downtown
5. Dates/times for the site visit, stakeholder meetings, and workshop
6. Logistical considerations and meeting needs for stakeholder meetings and workshop
7. Identify necessary background information for review
 - a. From contract: Yachats Comprehensive Plan (have); Yachats Village Circulation Plan (1996-97) (have); Current zoning map (have); Yachats Community Park Plan and 2021 survey results (need); Documents about proposed revisions to the gravel parking lot on La De Da Lane (need); Parking count completed in 2020 by Planning Commission (need)
 - b. Loren provided several docs related to Greenspaces, parks
 - c. Anything else?
8. Demand data collection: Contract indicates this is optional/"contingent"
 - a. Conduct? When to decide and when to conduct if so?

1st Parking meeting, April 28, 2022

Brian Davis

Evan Manvel DLCD

Aimee Okotie-Oyekan DLCD

Hui Rodonsky DLCD

James Feldmann ODOT Corvallis including Lincoln County

Loren

Katherine Guenther

Christine

Key tasks:

- Make decisions on stakeholder group members
 - o Business owners, Chamber of Commerce (2 or 3) including C& K manager?
 - o Visitors, Oregon Coast Tourist Association – James Kerti?
 - o Area residents from old town section
 - o City Council members (no) or staff (yes, Katherine), Public Works representative
 - o ODOT
- What the vision is for parking: Ideas –
 - o multi-level parking, signage to side streets,
 - o more loops like the Prospect loop,
 - o ask “concerned citizens”,
 - o do employees use premium parking and can that be changed,
 - o If there are parking time limits, who would enforce it (nobody),
 - o monetary incentives for employees to park farther away,
- Conclusions on timing for site visit, stakeholder meetings, data collection
- Timeline –
 - o what are next steps,
 - o when is site visit – May 25
 - o when to recruit stakeholders,
 - o goal is 6 months for completion of parking plan
- Public workshop
- Create final plan and present to City Council

PARKING STUDY
Kickoff Meeting – Key Questions
Yachats Planning Commission
Issued 4-25-2022

4. Key Questions:

a. Current state of parking downtown:

Adequate parking is lacking in the downtown area, especially in the summer (tourist) months, and during holidays and planned events, Adequate parking can be marginal at other times as well. In the past, some businesses that require higher parking counts, such as restaurants, have been allowed to operate without adequate parking. Event parking often taxes available parking in areas north of the river bridge, and especially in and around the Commons area, as many of these events often bring in non-residents. Even such events as the local Farmers' Markets can overtax parking.

Covid-19 has significantly affected and aggravated downtown parking problems, as the City in several instances has allowed existing on-site parking spaces to be (temporarily) converted to outdoor tables and seating to meet government pandemic restrictions. In most cases this "temporary" conversion authorization has not been rescinded, which has resulted in more patron capacity with the now available interior space plus outside tables – with fewer parking spaces than were intended to serve just the interior seating.

People often park in one business' lot to visit completely separate businesses – this is particularly prevalent at the local food market and the post office. Parking challenges are also aggravated by the lack of nearby parking where too many businesses needing higher parking counts are located together. The block containing Ona, Beach Street Kitchen, Luna Sea, the Underground, and an ice cream store occupy the same block. Another local business, the Drift Inn which operates a restaurant and a hotel, is directly across Hwy 101. All compete for the few on-site parking spaces and the available public street parking.

Often there are parking spaces, particularly along 4th Street west, that remain unused even though they are well within walking distances of downtown and most community businesses. In addition to other reasons, this could be because they are not well signed, and weather is not always conducive to walking to a destination.

b. Location and timing of current parking challenges:

The location of current parking challenges are, for the most part, the entire downtown area, from the river bridge north to about 7th Street. Timing, as mentioned earlier, is often related to holidays (when non-residents flock to the coast), normal scheduled events such as the Farmers' Market, and special events that bring in non-residents. The can and does occur year-round.

c. Past attempts to address parking challenges:

A parking count was undertaken in August 2020 by the Planning Commission. To the point where it was discontinued, the intent was to determine not only what total parking was available, but also to differentiate what was private and what was on-street or lot public parking. Normal residence parking was not included – only businesses. Eventually this count may have been used to assist in determining challenge areas, need, etc., but the study did not get that far.

d. Role downtown should play in the future of the community:

Since downtown is relatively compact, and Yachats is a small community, downtown is of primary importance to the community. Tourism is the main business, and most businesses that are within the city limits are located in the downtown area. Downtown businesses also serve city residents.

e. Types of land uses should be encouraged downtown:

Yachats has a healthy restaurant business. Other tourist-related businesses are prime contributors too. The community and tourist traffic are well served by our local market, a few additional food vendors, and the Farmers' Market (when it is in session). So, it would be difficult to determine what types of businesses could be encouraged, and how that could be accomplished.

STAKEHOLDER MEETING OUTLINE

YACHATS PLANNING COMMISSION PARKING STUDY

Issue Date 5-11-2022 – Rev 05-25-2022

Stakeholders for Interview:

All times are on Wednesday, May 25, unless otherwise noted

10:00 – 10:30 AM ~~CANCELED~~ Robert Antony – Luna Sea Fishhouse

A popular restaurant near the southern end of downtown that fronts on Hwy 101. Has high indoor and outdoor seating numbers, offers musical venues in summer, but has only 6 or 7 on-site parking spaces, and relies on public street-side parking spaces on Beach Street to the west.

fishhouse@peak.org

(OPEN – can use for team discussion unless we find another stakeholder to interview)

10:30 – 11:00 AM, Wed. May 25

11:00–11:30 AM Nathan Bernard – owner Yachats Brewing + Farmstore

A very popular, regionally known, brewery and restaurant fronting on the east side of Hwy 101, about mid-downtown. Has very high seating capacity with pandemic-allowed outdoor tables plus indoor, but has only 4 or 5 parking spaces available on-site. Customers use available public parking along both sides of Hwy 101.

nathan@yachatsbrewing.com

11:30 AM – 12:00 PM C&K Market and shop properties

The property will be represented by C&K market manager Laura Mulromey. Major market in downtown area, and controls retail shops and Visitor's Center in the same center. The shopping center has its own on-site parking lot with 36 spaces. The amount of parking available in the lot is usually adequate to serve the market and shops, but some of the spaces are often used by those visiting other downtown retailers and restaurants when adequate on-street parking is not available. A main concern is delivery trucks (large and small) getting in and out of delivery positions with respect to parking spaces.

Mgr77@ckmarket.com

Lunch Break **12:00 – 1:00**

1:00 – 1:30 PM Bill Odenthal & Valerie Novtal Odenthal – **Antique Virgin**
A specialty retail establishment with 2 or 3 on-site parking spaces. Usually does not need more parking, but often experiences people using their spaces to visit adjacent businesses (including the brewery).
digitalprep@yahoo.com

1:30 – 2:00 PM David B. Lothrop – owner **Underground Pub & Grub**
Very popular pub and restaurant that has outdoor seating in addition to indoor and faces the Yachats River estuary. Currently has no more than 3 on-site parking spaces, but could have more if a construction bin were to be removed. Relies much on adjacent on-street public spaces on Beach Street to the west (competing with the Fishhouse), and along First Street.
dlothrop@yachatsrealestate.com

Future Zoom Interview:

Linda Hetzler – owner **Drift Inn** – via **Zoom interview** after May 25.
A very popular downtown hotel and restaurant fronting on Hwy 101. Restaurant has both indoor seating and outdoor patio. Several rooms in the hotel sections. The facility has approximately 18 or 19 on-site parking spaces in 2 separate lots. One lot is to the north, and the other to the south of the facility. The business relies heavily on public on-street parking spaces on all fronting streets to the south, north and along Hwy 101. Linda is a member of the Chamber of Commerce and will likely be able to give us information based on that group's experience.
ponderosa@casco.net

Interviewers to include Linn West, representative of the Public Works & Streets Commission – linnarchspec@gmail.com

Potential Questions for Stakeholders:

Describe the current state of parking downtown
Identify the location and timing of current parking challenges
Explore past attempts to address parking challenges
Describe the role downtown should play in the future of the community
Identify what types of land uses should be encouraged in downtown
Suggestions to solve parking issues

STAKEHOLDER INTERVIEWS

YACHATS PLANNING COMMISSION PARKING STUDY

Mtg Date 05-25-2022

PATRICIA HETTINGER, YFAP:

- Parking for staff in Commons parking lot – varies 6 or 7.
- Possible additional staff in summer session.
- Prefer staff parking in one area with access localized.
- Temporary parking for student drop-off (mornings) and pick-up 5:00-6:00.
- School age children arrive by bus in AM, picked up by parents in afternoon.
- YFAP does not experience a lack of parking currently.
- West Commons parking lot heavily used in summer – children using playground. A bit more difficulty then.

NATHAN BERNARD, Yachats Brewery and Dispensary:

- Originally had 9 spaces. Lost 5 spaces with Hwy 101 improvement project. Hwy 101 project a disappointment.
- Biggest issue for him is deliveries – large trucks must park straddling the sidewalk. No place for truck to off-load. He tries to minimize each loading time as best he can. Most deliveries Monday – Tuesday – Wednesdays, about 15 minutes each.
- Most of his Brewery patrons are walkups, but he does use nearby lot when smoker is and the Dispensary lot on occasion. Staff park in parallel spaces along Hwy 101 and Dispensary lot.
- Suggestion: find a way to use the Pioneer parcel for parking if possible.
- Some Covid changes good – outdoor seating has been a necessity at time and is heavily used now. People enjoy sitting outside.
- He has early plans to improve the smoker lot, possibly moving the smoker. But plans not formalized yet.

LAURA MULROMEY, C&K center:

- Main issue is truck deliveries. Occasional large tractor-trailers plus some smaller. Maneuvering room is the challenge, and large truck block south driveway entrance.
- Another issue is that people often park in their lot, then go to other businesses in town. Ties up their parking for patrons.
- C&K has 13 employees in shifts – park in parallel spaces on 2nd Street.
- In summer, no parking spaces available in lot – usually all occupied.
- Recommends possible improved signage – both on their parcel and in town in general

BILL ODENTHAL, Antique Virgin:

- Ended up with same number of spaces before & after Hwy 101 improvements – 4 spaces.
- Spaces in front of their building shared with adjacent tenant.
- No special problems with existing parking configuration & access.
- Main problem is people parking in their spaces to go to adjacent Brewery.
- They do use signs but doesn't always work.
- Patrons are mostly visitors on foot but patronized by some locals.
- Has produced a map of public restrooms to give patrons.
- No large truck deliveries.

DAVID LOTHROP, Underground Pub:

- Traffic has generally increases on adjacent Ocean View Drive in the last 2 or 3 years. But he has noticed a reduction in his business recently which he attributes to the rise in gasoline prices causing fewer viators to come.
- Had 5 outdoor tables in parking pace areas during covid – now removed.
- Has 4 spaces once his construction bin is removed – one is handicap.
- Employees generally park in Beach Street and 1st St. spaces.
- Patrons generally walk-in due to limited parking – use same spaces as employees and other available in-town spaces.
- Patrons often use post office lot during non-open hours.
- One main problem is truck deliveries – large tractor-trailers often park in Ocean View Drive – no other place to offload. Recent effort to combine deliveries with other nearby businesses that have same needs. 3 per week.
- Community events are a big factor – brings in more patrons.
- Has live music Saturdays.

LOREN DICKINSON

Yachats Planning Commission

Patricia

Works at Youth and Family Services (based in the Commons)

Pre-school and after school; also some evening events

Need about six-seven staff parking

Commons events – 5-10 minute park for pick up (between 5 and 6)

Parents drop off (or school kids dropped off by bus)

Pre-Covid there were a handful of times (Celtic festival) with parking challenges

But no major problems or shortages

Could have a designated staff area

Capacity for 60 kids (sometimes hit for summer camps) – 8:30-3pm; 9-3pm

There's some usage of the back parking lot – try to block it off with cones to let kids play on basketball court and four-square, but some folks move the cones around and park; which staff try to discourage.

State Park tends to fill up with RVs, etc.

Nathan

Yachats Brewery and the dispensary

9 spaces; trucks would park parallel on highway during deliveries

RE: the sidewalk project – disappointing; liked the goals

Thought lots of people tried to give input, alternate ideas, etc. but ODOT treated them like country bumpkins and ignored them

During construction they started pouring a curb even after he said there's an entrance there, and then they had to remove the curb.

Lost five parking spaces; now have four plus an ADA space

Now truck deliveries stop in the middle of town; block a lane.

Sometimes propane delivery parks on the sidewalk; produce delivery. Sometimes pallets on uneven surface.

Deliveries happen M/T/W – regularly two on Monday (box trucks); some parcels, etc. 2-3-4 trucks a day parked (for a quick moment; less than 15 mins except sometimes grain – 20 mins)

Have converted some parking to outdoor seating

Bought dispensary building in part for brewery parking

Dispensary has more quick visits

“If you’re going to have a challenge, the challenge of too many people trying to get your product is a good one to have”

Pioneer building between dispensary + brewery seems to have some space; light post, etc.

Employees encouraged to park “as far away as possible” – Commons, dispensary lot, etc. City hall asked them not to do that; out of courtesy limited it

Planning on further developing the parking lot by the dispensary; also the second building on that lot.

Other challenge of the parking lot drainage – wrongly sloped so the water piles up and gravel pushed to block the ADA sidewalk cut.

Nathan wants to stop folks from using David Rees(e)? contractor

ODOT said he was grandfathered in on access management in meeting in Salem; then went and researched more and said no.

ONA backchannelled state government and got an exemption from sidewalk/bikeway continued network. They have a patio up to the ROW and would have lost some of it.

Laura – C&K Market

Parking lot – trucks coming up out deliveries have to work around – maneuver past cars (come in on 3rd then reverse to dock off 2nd)

In summer, people park in the lot for the day go to work, shop, etc. Employees have to park elsewhere; challenge is employees leaving late at night (10:15pm). Sometimes have to park on 3rd.

Building is owned by Gerry Clark; they sublease to the market and other businesses.

Often employees of other businesses park there.

Customers park in the loading dock – Laura has to tell folks not park there

Otherwise no enforcement of parking lot (no signage, no telling people)

Business has stayed pretty solid through the winter, even with summer

(Styx, Stones and Bones Rock shop has put some signs up saying parking for Rock Shop only)

Should make the parking lot one-way come in the north side and go out the south side of the parking lot, to avoid dangerous two cars in the north entrance as well as turns onto Hwy 101 (though sometimes truck parking can block the south exit)

Lots of the truck drivers are newer; not as good at the angles

Peak number of employees: 13 (most live in Yachats)

(Should paint out one of the south side spaces out to help with truck maneuvering)

Note from Brian

Sometimes nice to have a public bathroom to draw

Bill Odenthal – Antique Virgin

Problem is everywhere with parking

May have lost a little bit due to dirt parking

(Had talked about a parking lot at CNote – Sticks, Stones, etc.)

We have four parking spaces – used by two owners (Mystic Antiques and Antique Virgins); put up signs saying no brewery parking but people still park there.

Couple spots on 3rd Ave

People park on streets

On busy weekend – La De Da parade, 4th of July

Sometimes hard for the owner to park -

Encourage people to park on 3rd or at the State Recreation Area

RV parking is a challenge – lots of those coming through

Map of public restrooms and parking

“yachats visitor public restroom”



David Lathrop – Underground Pub and Grub

“Already screwed” on parking

Neighbor has zero parking; his place has 3-4 spaces – that everyone parks at

More traffic goes along Ocean View Drive

Some customers use Ona parking lot

Currently under construction

Converted spaces to 5 tables during COVID

Sometimes elderly and disabled folks complain about parking

Employees park along parallel Post Office block

Pretty consistent that parking is a challenge; from opening 1 pm until evening

Healthy mix of customers (tourists, local)

Often folks park at post office

Old thought was Styx and Stones could have been used as a parking lot

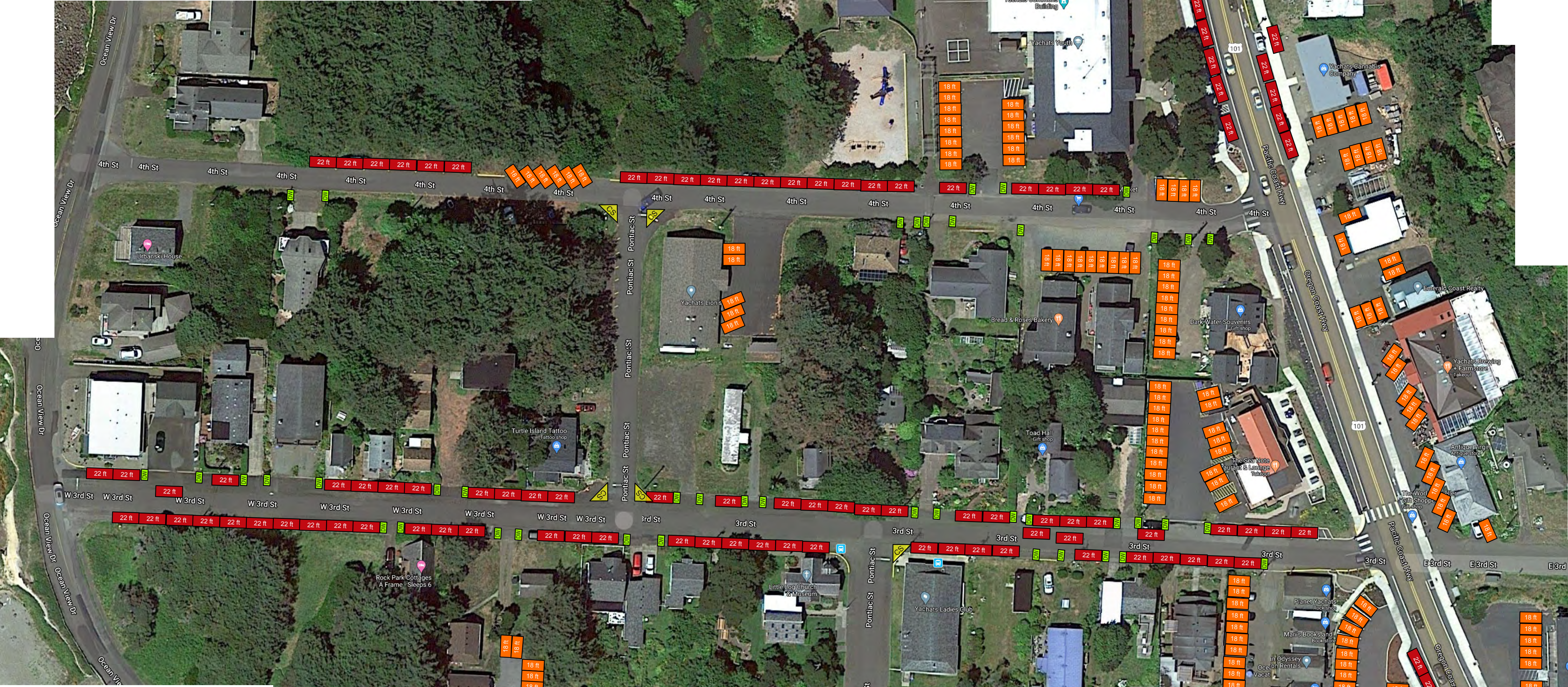
Service trucks: often park at Landmark spot and truck stuff down, others park on Ocean View and unload – about 3 tractor trailers/week

Food and liquor about 50/50%

Live music every Saturday – fewer people at events

Boardwalk idea? Likely to go ahead in 2023 (From Loren)

Peaks at 7/8/9 at night



18 = 9'
36 = 18'
44 = 22'
10 = 5'
30 = 15'



July 2022

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3 Emerg. Prep. 2:00	4	5 PECC 2:00	6	7 CC 9:30	8	9
10	11 Public Mtg.	12 Library 2:00 PC wk 2:00 PW 2:00	13	14	15	16
17	18 EMER EVE. 6:00-8:00	19 PC Reg. 3:00	20 Finance 10Am CC 2:00	21	22	23
24	25	26	27	28	29	30
31	1	2	3	4	5	6

June 2022 - JGD DRAFT OVERVIEW of Initial thoughts concerning Community Outreach Plan

A. Communications with residents:

1. Monthly Newsletter Updates

- First includes:
 - What is a Housing Needs Analysis (HNA)?
 - What is a Housing Implementation Plan (HIP)?
 - What is a Buildable Lands Inventory (BLI)?
 - Why is Yachats undertaking this project?
 - Grants project timeline
- Second includes:
 - Summary of draft findings as presented to the project management team
 - Announcement of upcoming joint public meeting of City Council and Planning Commission
- Third Includes:
 - Summary of outcome from joint meeting
- Subsequent updates:

What is hoped to be accomplished through this process?

Yachats will have needed data that will enable Yachats to grow and absorb the current and future population growth while maintaining its small coastal village sensibility.

- Once the HNA and HIP have been adopted, the city will begin to implement actions and changes that were identified in the plans. This may include future changes to Yachats's land use policies, zoning, and development codes, applying to the state for an expansion of the urban growth boundary, and other actions. Each action will involve additional public outreach and engagement and any actions taken will be implemented over several months or years.
- Revised/updated Zoning Map
- The long-term goal of this project includes developing an updated understanding of what housing is needed for current and future residents and a recommendation of a set of actions for the City to take to promote the development of all identified housing needs. For Yachats to remain economically vibrant its commercial sector needs its workforce to be able to live in Yachats. Without adequate housing meeting the diverse needs of the community businesses and services will suffer.

- Base GIS map of Yachats which can then be augmented with other important information such as sewer locations, street lighting, wetlands inventory, etc.
 - Creating a master map for the community.
- 2. How do citizens get involved and informed during this process?
 1. Public meetings
 - All meetings will be posted on the city website, post office, and city events calendar
 - Planning Commission meetings where updates will be given
 - Joint meetings between the Planning Commission and City Council where the consultant, Cascadia Partners, will give presentations and be open for public input. (For the Housing Assessment Grant - First meeting scheduled for July 2022 and second meeting tentatively scheduled for September 2022)
 - The Planning Commission will reach out and hold meetings with different groups and organizations to answer questions and ask for public input
 2. Information will be available on the city website and regular updates in the monthly newsletter
 3. A survey of residents and local employees will be circulated to get a fuller understanding of the demographics and housing needs
 4. Social media: Facebook is used regularly by the community. The Yachats Residents Facebook page will be used to advertise upcoming meetings and direct people to the City's website for links to documents. The new City Manager would work with the City Planner to develop the best oversight and management practices for the page.
- B. Local citizens and/or businesses who have already expressed an interest or willingness to help with community outreach.
 1. Drew Roslund (Overleaf Lodge) – hotels & vacation rentals
 2. Layne Morrill (Our Coastal Village) - Builders
 3. Bob Barrett (Presbyterian Church Pastor) – Social service organizations
- C. Local businesses and groups to reach out to for initial communications and follow-up meetings
 1. Restaurants and their employees:
 - Ona
 - Drift Inn
 - Luna Sea
 - Beach Street Kitchen
 - **The Brewery – Jacqueline has contacted the Brewery regarding possible internal employee only meetings as well as the ability to hold larger local employee meetings at the Brewery.**
 - Sea Note
 - Blue Whale

- Bread & Roses
 - Green Salmon
 - Village Bean
 - Underground Pub and Grub
 - Saint Perpetua
2. Hotels and their staff:
- **Adobe Resort (New owners Fusion LLC) – Jacqueline has reached out to Anthony Muirhead about possibly holding meetings at the Adobe. With recent sale of the property still waiting on a reply.**
 - **Overleaf Lodge and Fireside – Jacqueline has contacted Drew Roslund about the possibility of holding meetings at his locations and further discussions are planned**
 - Ya-Tel Motel
 - Dublin House
 - Yachats Inn
 - Ocean Cove Inn (Vacasa managed)
 - Vacation Rental Management Companies
 - Sweet Homes
 - Ocean Odyssey
 - Yachats Village Rentals
 - Vacasa
3. Local businesses
- Toppers
 - Yachats Video
 - Toad Hall
 - Planet Yachats
 - Mystic Antiques
 - Antique Virgin
 - Just Local
 - C&K market
 - Judith's Kitchen Tools
 - Yachats Cannabis Company
 - Styx, Stones, n' Bones
 - Bookstore
4. Community groups and locations
- **Presbyterian Church – Jacqueline has spoken with Pastor Bob about his possible involvement in this process and will follow-up about the availability of hosting events and/or a table where information can be available.**
 - Yachats Youth and Families Program (YYFAP)
 - Library
 - Events at the commons building

- **Farmers Market – Jacqueline is willing to man an information table at the market as more information is put together for distribution to residents.**
 - Yachats Post Office
- D. Because housing isn't only affecting current residents but people who work/own businesses within the Yachats area perhaps reaching out to some of these groups might be beneficial for information gathering:
1. Areas outside of the Yachats city limit but considered "Yachatian"
 - **Farms and families along Yachats River Road – Jacqueline will reach out here.**
 - Starr Creek Community
 - Salmon Street Community
 2. Expanded groups to reach out to:
 - **Economic Development Alliance of Lincoln County – Jacqueline will reach out to Paul Schuytema, Executive Director • Economic Development Alliance of Lincoln County**
 - Yachats Chamber of Commerce
 - Housing Authority of Lincoln County
 - Local Contractors:
Vision Builders – Jacqueline will reach out to Visions Builders
Carlton Builders
- E. Outline of Engagement
1. Divide local entities between Planning Commission members and City Planner
 - Each person engaging in the outreach should:
 - Initial contact informing about the HNA starting, what it is and why it is important and how as the project(s) move forward the City will be reaching out for public input
 - Choose several locations i.e., Post Office, Commons, Farmers Market to set up a point of contact with residents where flyers and information can be available
 - Arrange for informal meetings with owners and employees of local businesses
 2. Write op-ed or do interview with Yachats News
 3. Set up a landing page on the city website with information
 4. Create FAQ flyer for posting at the Post Office, C&K Market, Commons

Planning Commission – Housing Grants Update

By: Jacqueline Danos

In the summer of 2021 Yachats was sent information for several grants that the Oregon Department of Land Conservation and Development (DLCD) were funding. These grants were connected to House Bill 2003 which was passed by the legislature in 2019. HB 2003 requires medium and large cities in the state to make plans to meet the diverse housing needs of Oregonians. The law requires Oregon's medium and large cities to study the future housing needs of their residents and to develop strategies to make sure the housing needed is produced. Although Yachats did not fall under the category of either a large or medium sized city (population at or higher than 10,000) the DLCD area representative, Hui Rodomsky, informed the City Planner that the rarity of having funding available for these types of grants to such small cities and the importance of having this work on file to cities made the chance to apply an important step for the City to take.

Two grants were applied for and won: Housing Needs Assessment (HNA) and Housing Implementation Plan (HIP). DLCD chose the consultants, Cascadia Partners, who would do the work with the City of Yachats, and the official process began in February 2022.

What is a Housing Needs Analysis (HNA)?

The HNA is a study of a city's existing and future housing needs. The HNA is used to determine if the city has enough land zoned for housing to meet projected needs over 20 years. It also helps a city determine if more land is needed for specific type(s) of housing, such as apartments or single-family detached houses. Further, the findings of an HNA help the city to identify actions and solutions to facilitate development of the housing that is needed, such as zoning changes or incentive programs.

What is a Housing Implementation Plan (HIP)?

A Housing Implementation Plan (HIP) is a document that identifies a set of actions the city will undertake to facilitate development of needed housing. The HIP builds on the research and information provided in the HNA. The HIP includes more specific information about actions the city will take to facilitate development of needed housing, including how the actions will be prioritized, a timeline for actions, partner agencies or organizations, and funding needed.

During initial discussions with Cascadia Partners the City requested that included in the deliverables Cascadia Partners submit as part of the final product Geospatial Information System (GIS) maps of Yachats. These maps were requested because Yachats did not have any updated maps of the City nor did Yachats have the technological ability to create and update GIS maps. The grant process was revised in such a way that the first step was the creation of the new maps and the development of a Buildable Lands Inventory.

What is a Buildable Lands Inventory (BLI)?

A Buildable Lands Inventory (BLI) is an assessment of the capacity of land within a city to accommodate forecasted housing and employment needs over a twenty-year period.

What is the timeline for this project?

The project began in February 2022. The HNA will be completed in September of 2022 and the HIP will be completed in Summer of 2023.

COMPOSITE LIST OF PROPOSED YMC REVISIONS

Version for PC Mtg 06-14-2022 – as of 6-6-2022

AUTHORS (colors indicate author)

Dickinson 12-21-2022 – **Danos** 03-01-2022 – **Theilacker** 03-05-2022 –

Date of comment as noted above – *except later comment and date as specifically noted below and shown in italics.*

GENERAL COMMENTS:

Dickinson: Items with an asterisk * would be intended to add aesthetic conditions to individual sections, without having to write a separate Architectural Design Standards ordinance. There are probably several other Ordinance Sections which could be easily added to or modified to enact additional enhancement standards without causing undue hardship on the public. These could include landscaping, screening, etc.

Danos: Reviewing the code, definitions need to be revised for several areas within the code to be better comprehended. My first recommendations would be to revise the following within the DEFINITIONS section of the code:

Theilacker: The following comments are based on my review of Title 9, Zoning and Land Use of the Yachats Municipal Code, and limited observation of local building and development. I believe it would be very helpful for the Planning Commission to review some number (10?) of recently approved building permits for new development in the City and visit those sites where development has since occurred, or is occurring, to see the results. That would allow us to evaluate: a) is the site developed to our zoning requirements, and b) are there site or development components that could be better addressed through new or amended ordinance provisions?

A. DEFINITIONS - YMC 9.04.030

Dickinson comment 5-11-2022: Recommendation that definitions for or related to “Dwellings” be grouped, rather than spread out in alphabetical order. This could be said of all sub-definitions in a particular family, i.e. “Lots”, “lot lines”, etc. Lincoln County generally organizes their zoning ordinance definitions in this manner. If generalized in YMC, it would require substantial revision of the Definitions, but may be of some clarifying benefit and should be considered.

Consider adding **"ACCESSORY DWELLING UNIT"** At the moment the code has a definition for an **"ACCESSORY STRUCTURE or ACCESSORY USE"** but does not have a definition for an ADU.

"ACCESSORY STRUCTURE OR ACCESSORY USE": Means a structure or use incidental and subordinate to the main use of a property and located on the same lot as the main use. Currently ADUs allowed in R-3, R-4 and C-1 zones. They are not listed under Permitted Uses for any zone using the wording "Accessory Dwelling Unit" which is the wording best currently understood for an accessory building installed on a property for use as residential or as an office/studio. *Dickinson comment 6-14-22: Florence has a good definition for "accessory Dwelling". See comment on "Dwelling", below.*

Sample definitions:

"ACCESSORY DWELLING UNIT (ADU)": Means a habitable living unit added to, created within, or detached from a primary single-family dwelling and contained on one lot.

"ACCESSORY DWELLING UNIT (ADU)": Means a residential living unit on the same parcel as a single-family dwelling or a multifamily structure. The ADU provides complete independent living facilities for one or more persons. It may take various forms: a detached unit; a unit that is part of an accessory structure, such as a detached garage; or a unit that is part of an expanded or remodeled single-family unit or a unit in a multifamily dwelling.

"APARTMENT":

Current Definition: Means a dwelling unit as defined in this section.

Revised Definition Suggestion:

"APARTMENT": Dwelling unit, which includes at least a sleeping area, full bath and kitchen rented for a fixed amount and time.

Dickinson comment 6-14-22:

Newport, OR defines apartment: "A residential structure having multiple residential living units where more than 50 percent of the units are rented for not less than 30 days at a time."

Florence, OR defines apartment under "Dwelling, multi-family": "A building designed for use and occupancy of five (5) or more families on a single lot, all living independent of each other and having certain separate facilities for each family as defined under "DWELLING" above and certain shared facilities such as laundry, open space, and other amenities."

"Building Code" (add) – suggested: "means applicable building, fire and safety codes adopted by state, county and municipal agencies in which the subject property is located." Or similar wording.

“Building Coverage” see comments for **“Lot Coverage”** below

“Clear Vision” (add) – is used several places within Title 9. Reference Ordinance section or write? *Dickinson comment 6-14-22: Lincoln County has a pretty good section on Clear Vision – see attached excerpt LC ordinance section 1.1401.*

Consider adding “COTTAGE CLUSTER”

Samples:

“COTTAGE CLUSTER” means a residential development containing a cohesive cluster of small dwelling units gathered around one or more Common Green Spaces. Cottage cluster may also have shared community garden plots, recreation facilities, and other ancillary uses.

“COTTAGE CLUSTER” means a grouping of no fewer than three detached dwelling units on the same lot of record, with each dwelling unit having a footprint of less than 900 square feet, all dwellings sharing a common area on the lot of record, and internal ADA- compliant pathways connecting each dwelling to common space, vehicle parking, and sidewalks.

:

“Dwelling” (*Dickinson comment 6-14-22*): Florence groups definitions for Dwelling, and defines dwelling as follows: “A building or portion thereof which is occupied in whole or in part as a residence, either permanently or temporarily, by one or more families, but excluding hotels, motels and tourist courts, with permanent provision for living, sleeping, eating, food preparation, and sanitation. Dwellings include both buildings constructed on-site and manufactured homes.” Should YMC group and re-visit the definition for each dwelling type?

“DECK/PORCH”

Current Definition: Means an outside walking area, the floor of which is elevated more than eight (8) inches from grade.

Revised suggestion: Separate the two words and add a definition for “PATIO” This can help clarify and assist in including the need for permeable paving as well as what is included in lot coverage allowed.

Definition Suggestions:

“DECK”: A flat surface capable of supporting weight, similar to a floor, but typically constructed outdoors, often elevated from the ground, and usually connected to a building.

“Deck”: Means an unenclosed amenity area or platform that may be attached to a dwelling and is intended for the purpose of outdoor dining, lounging and other similar accessory residential use.

“HEIGHT OF BUILDING”

Current definition: means the vertical distance from the average finished grade to the highest point of the building plus any fill above the natural grade. To determine building height, calculate the average building height for each side: Add the shortest building height and the tallest building height, then divide the two (2) building heights by two (2). Add together the average height for each side and divide by the number of sides.

Revised Definition suggestion:

“HEIGHT OF BUILDING”: Building height means the vertical distance measured from the average between the highest to lowest natural/existing or proposed lot grades around the perimeter of the structure to the highest point of the roof. When determining whether to utilize existing or proposed grade, whichever is most restrictive and results in the lowest allowed building

Dickinson comment 6-14-22: Florence clearly defines the height as being from finished grade and provides a graphic showing both original (existing) grade and finished grade. YMC would benefit from clarifying this section.

“Hotel” (revise?) – consider adding descriptions “on-site staff for check-in and management, cleaning. Does not have kitchen facilities.”? Definition could be made clearer. Research other cities’ & county definitions.

Dickinson comment 6-14-22: Newport separates Hotel (transient) and Hotel (non-transient), and defines hotel as not having a separate entrance to the outside for each room – see attached page 542 excerpt. Florence, OR defines Hotel a “Any building or group of buildings used for transient residential purposes, containing four (4) or more guest units with or without housekeeping facilities”. Should a revised definition include a requirement that on-site office and check-in be required?

“HOTEL” and “MOTEL” currently the code has two different definitions, and it does have a separate definition for an **“APARTMENT HOTEL”** which is:

“APARTMENT HOTEL” means a building or portion thereof designed for or containing both individual guest rooms or suites of rooms and dwelling units but excluding all facilities coming within the definition of “bed and breakfast facility.”

Current definition: "Hotel" means any building containing guest rooms which are rented or hired out to be occupied for sleeping purposes for guests, excluding any facility which meets the definition of "bed and breakfast facility."

"Motel" means a series of sleeping units, each having a separate entrance, composed of one or more bedrooms and bathroom, excluding any facility which meets the definition of "bed and breakfast facility."

Revised Definition Suggestions:

"HOTEL or MOTEL" means a facility with guest rooms or suites, with or without kitchen facilities, rented to the general public for transient lodging. Hotels typically include a variety of services in addition to lodging, for example, restaurants, meeting facilities, personal services, etc.

"HOTEL": Means any structure or any portion of any structure containing three or more units, which is occupied or intended or designed for occupancy by transients for dwelling, lodging or sleeping purposes, and includes any hotel, inn, tourist home or house.

"MOTEL" (Dickinson comment 6-14-22): Newport OR defines "hotel" and "motels" similarly, except that "motel" includes that there is a separate entrance form each unit to the exterior.

The term **"Lot Coverage"** is somewhat misleading, and might be more appropriately termed "Building Coverage". Under the current zoning provisions, any residentially or commercially zoned lot can be covered up to 100% with impervious surfaces. A lot which is fully covered with impervious surfaces is not likely to address stormwater runoff, which can impact abutting lots. A newly defined "Lot Coverage", or "Maximum Impervious Coverage" standard should be added to all of the residential and commercial districts which limits the extent of total lot coverage, and instead allowing stormwater due to development to be infiltrated, detained, or absorbed on-site.

"LOT COVERAGE vs. BUILDING COVERAGE" (Dickinson comment 6-14-22) Florence OR does not define "building coverage", but does define "lot coverage" as follows, which includes not just the building: "That portion of a lot which, when viewed directly from above, would be covered by buildings, access ways, parking spaces, and surfaced areas." The two terms can be confused and should be made to be clear and concise.

LOTS, LOT TYPES & LOT LINES (*Dickinson comment 6-14-22*) Both Florence OR and Newport OR group definition categories, which ends up being easier to navigate. Both use graphic examples, which is helpful. See attached excerpt from Florence ordinance pages 15-17.

“Lot Line, Street Side” (add) – describes side lot line at abutting street. Research other cities’ & county definitions. *Dickinson comment 5-12-2022: This might require further definition of the main heading of “Lot”, i.e. adding “Corner Lot”.*

Multi-Family JD recommended 3-19-2022: Add a definition for multi-family units with individual bedrooms and bathrooms, but that have common living, dining & kitchen areas.

“PATIO”: a paved outdoor area adjoining a house.

“PATIO”: An area consisting of natural or man-made material constructed at or near grade level, intended for use as an outdoor living area, and not enclosed by a permanent roof or awning.

See Dickinson comments 6-14-22, under “Parking” below – suggest grouping parking requirements.

“Parking Space” (revise) – delete last sentence “Required off-street parking shall not be located in a required yard that abuts a street” – this requirement belongs in Parking 9,48., if it is truly applicable to all zoning districts. If it is applicable only to the Commercial zone, it belongs within that zone’s Standards.

“Parking Space, Accessible” (add) – Needed to make reference to ADA requirements, and proposed new paragraph in C., below.

The term **“RECREATIONAL VEHICLE”** appears in several locations within the code. Without clarifying definition as what a “recreational vehicle” is anything from a 10’ pull behind trailer to a 50’ vehicle would fall under the term “recreational vehicle”.

Suggestions for Additional Recreational Vehicle definitions:

"Recreational Vehicles" (RVs) shall be defined as campers, camping tents, travel trailers, motor homes, boats, or similar recreational vehicles. Boats must be on a trailer, except for non-motorized personal watercraft.

"Motorized recreational vehicle" means a motor home built on a truck or bus chassis or a van chassis which usually has a section overhanging the cab. All these vehicles are powered by internal combustion engines that run on gasoline, diesel, batteries or other fuel. Van campers and pickup truck campers are excluded from the recreational vehicle definition. Inoperative vehicles are prohibited.

"Non-motorized recreational vehicle" means a conventional travel trailer, or a fifth wheel trailer utilized for recreational purposes and designed to be towed by a vehicle. Boats, horse trailers, utility trailers for storing recreational equipment or other equipment and all-terrain vehicles stored on trailers utilized for recreational purposes are considered non-motorized recreational vehicles. Pickup truck camper shells which have been removed from the vehicle and stored are considered non-motorized recreational vehicles and shall conform to the provisions of this title

"Oversized Recreational Vehicle" an oversized vehicle is any vehicle, which exceeds any of the following dimensions: twenty (20) feet in length, nine (9) feet in height or seven (7) feet in width. Motor homes and recreational vehicles exceeding these measurements are examples of oversized vehicles.

"Off-Highway Recreational Vehicle" (OHRV) shall be defined as jet skis, four-wheelers, or snowmobiles, or similar off-highway recreational vehicles, and may be on a trailer or not.

"PORCH": Is an open structure that has breathable walls, but protection above it, usually, a covered shelter projecting in front of the entrance of a building.

JD recommended 3-19-2022: Add definition for **"Tiny Houses"**

***"YARDS"** (Dickinson comment 6-14-22): Both Florence OR and Newport OR group YARD categories, which ends up being easier to navigate. Graphic examples would be helpful. See attached excerpt from Florence ordinance page 27.*

"Yard" (clarify) – contains reference to a "court", but "court" not defined. Is a definition for "court" needed (research others' definitions)?

"Yard, Street Side" (add) – describes side yard at abutting street – used several places in YMC. *Additional comment 05-12-2022: LC definition "Is a yard on a corner lot that is adjacent to a street between the front yard and the rear lot line measured horizontally and at right angles from the side lot*

line to the nearest point of a building.” This requires a compatible definition of a “corner lot”.

COMMENTS AFFECTING MULTIPLE RESIDENTIAL ZONING DISTRICTS – 9.12 R1, 9.16 R2, 9.20 R3, and 9.24 R4:

In .040E Standards sections of R1, R2, R3, and R4 – suggest adding to “see also Definitions 9.04.030 parking space”.

***In .040 Standards sections of R1, R2, R3, and R4** – it may be beneficial to set a standard for maximum % of front yard paved, with remaining areas landscaped?

.040 Standards R1, R-2, R-3, and R-4 Zoning Districts

C. Building Height – change to reflect better definition. We should discuss a review of allowable height especially on the west side of the city. Currently there are some CC&R restrictions, but they are very old and can easily be changed leaving a lot of areas at risk of being over built with regards to heights of single-family homes.

D. Lot Coverage: Structures, including, but not limited to buildings, porches and decks shall not occupy more than thirty (30) percent of the total area. **Revise deck/porch/patio definitions and include permeable paving specification.**

On Lot Sewage: Within **Chapter 9.12 (R-1 District)**, the standards of Section 9.12.040 require a minimum lot area of 7,500 sq.ft. for one-family dwellings where both public water and sewer exist, and a minimum lot area of 20,000 sq.ft. for one-family dwellings where public water exists but public sewer does not. This increase in the required minimum lot area is necessary to accommodate an on-lot sewage disposal system. However, in Chapter 9.16 (R-2 District), the standards of Section 9.16.040 only require a 1,500 sq.ft. increase in the minimum lot area for one-family dwellings, and an increase of 7,500 sq.ft. for two-family dwellings, where no public sewer exists. These increases in required minimum lot area appear inadequate for accommodating an on-lot sewage disposal system. The same inadequacy is true for Section 9.20.040 in Chapter 9.20 (R-3 District). Interestingly, for Chapter 9.24 (R-4 District), the standards of Section 9.24.040 require an increased minimum lot area of 20,000 sq.ft. where no public sewer

exists. There may only be a few areas of the City remaining without access to public sewer, in which case resolving this issue may not be a high priority, but nevertheless could be problematic.

COMMENTS – 9.12 R1 RESIDENTIAL ZONE

Chapter 9.12.020 – R-1 Residential Zone

E. Planned Unit Development (PUD): Planned unit development. (P.U.D.) except for a manufactured home P.U.D. See Chapter 9.60

Revised recommendation: The code states that a PUD is allowed in R-1 zones but must meet the requirement of 2 contiguous acres. This requirement should be included under this section as allowable but should state at the beginning “on a minimum two (2) contiguous acre lot a P.U.D. is allowable.

9.12.040 Standards States in part:

B-2Corner side yards shall not be used for.....permanent storage of trailers, boats, and recreational vehicles.....**See Comments for 9.68.060 Recreational Vehicles**

Within the R-2 District, Section 9.16.030.C (Home Occupations) includes the text “...See Definitions”. The text for Home Occupations in the R-1 District does not include “...See Definitions”, and should to be consistent with the text in the other R Districts.

In the R-1 District, the **lot coverage provision of Section 9.12.040.D** limits buildings and structures to a maximum of 30% of the total lot area. It would be good for the Planning Commission to review some recently approved building plans to see if this lot coverage requirement is being observed. If some recently approved residential dwellings have exceeded the 30% lot coverage requirement, should this limitation be increased? This comment applies to the lot coverage regulations for all four residential districts.

COMMENTS – 9.24 R4 RESIDENTIAL ZONE

Motel, Hotel, and Resort Uses

In the **R-4 District, Section 9.24.020.K** permits a motel, hotel, or resort by-right when proposed on at least one acre of land with direct access provided from U.S. Highway 101 only, and with accessory commercial uses. According to Section

9.24.030.P, a motel, hotel, or resort is permitted subject to Conditional Use approval when proposed on less than one acre of land with accessory commercial uses. This provision omits the text “.....with direct access provided from U.S. Highway 101 only....”. Is this omission intentional or an oversight? In the C-1 District, Section 9.28.010.N permits a motel, hotel, or resort by-right when proposed on at least one acre of land with direct access provided from U.S. Highway 101 only, and with accessory commercial uses. Section 9.28.020.V.1, which permits a motel, hotel, or resort subject to Conditional Use, includes the text “...with direct access provided from U.S. Highway 101 only”.

As a related issue, note that in the C-1 District, Section 9.28.020 only provides for a motel, hotel, or resort by Conditional Use when proposed on less than an acre of land with direct access provided from.....when it is part of a Formula business. However, a motel, hotel, or resort which is not part of a Formula business, and when proposed for lots under an acre, is not listed as a use permitted by Conditional Use. Is this omission intentional or an oversight?

COMMENTS – 9.28 C1 RETAIL COMMERCIAL ZONE

In the **C-1 District, Section 9.28.010** allows by-right any use permitted outright in any of the residential zones (R-1, R-2, R-3, R-4). If the City’s commercially zoned land is at a premium (scarce relative to the other four districts), perhaps some new residential uses should be discouraged from locating in the C-1 District. Some

forms of residential use may be incompatible with commercial uses. For example, the C-1 District could be amended to allow for residential dwellings (apartments) on upper floors of commercial buildings, and to allow for live/work units. The total prohibition of single-family dwellings in the C-1 District may be politically challenging. If desired, establishing a new single-family dwelling on an existing lot of record (but preventing the subdivision of C-1 land for new residential lots) could be considered a permitted use. In addition, the current ordinance requirement of Conditional Use approval for a proposed mix of commercial and residential uses on the same site probably should be deleted in favor of allowing a mix of commercial and residential uses on the same site as a by-right use. This

change would help to encourage the establishment of multi-story buildings with commercial uses on the first floor and residential use of upper floors.

Within the **C-1 District**, **Section 9.28.010.K** permits by-right an auto service station with Highway 101 access (and without supplemental standards). Section 9.28.020.V.2 permits an auto-service station with Highway 101 access, and which is part of a Formula business, subject to Conditional Use approval. Auto service stations are evolving to the point where vehicle services are limited primarily to fuel dispensing, with almost equal attention given to retail services (the sale of fast-food and pre-packaged goods) offered to motorists. The number of fuel dispensing stations within a service station has also increased, which in turn increases the number of vehicles which can be fueled at one time, and many of these stations now tend to be 24/7 operations. New auto service stations, or quick-service food stores that also sell gas, typically generate more traffic than their older counterparts, and can lead to other issues, such as excessive outdoor lighting during the evening hours. It would be cleaner to simply make any auto service station in the C-1 District subject to Conditional Use approval.

***In C1 Standards (9.28.030)** – consider making an F.1 and F.2, where F.2 would set a standard for parking setbacks from street lot lines: “Where parking is established between the building and Front or Street Side property lines, parking spaces shall be set back ____ (____) feet from the property line.” This would establish a landscape strip between parking and the street. It would require that parking requirement 9.48.010.H. also be revised. Since this as proposed would not apply to districts other than C1, it belongs in C1 Requirements rather than in Parking 9.48. It would need to be coordinated with Items C.4 and C.5., below.

9.28.030 C1 Retail Commercial Zone Standards –

G. Residential – only uses:

1. Yards: Yards proposed to be less than the minimum yard requirements which apply in the residential zones shall be subject to approval by the Planning Commission through a public hearing in accordance with Chapter 9.72 Conditional Uses

I am confused by this because when the house installed on the commercial lots located at 7th and 101 the explanation regarding the extent to which that lot was being covered was that the underlying zone dictated the allowed lot coverage (R-4 or C-1). The standard above seems to

disagree with that. Do "Yard requirement" and "Lot coverage" overlap in meaning/requirements?

Perhaps clarification and adjustment need to be made:

****Regarding lot coverage of R-2, R-3, R-4 and C-1, if a single-family home is placed on a lot zoned anything but R-1 restrict lot coverage to the coverage allowed on a R-1 lot rather than allow a single-family home built on a lot zoned for multi-family or commercial to occupy the coverage allowed for the higher density use.

The **C-1 District** lacks any site landscaping requirements for new development except where a proposed commercial use abuts a residential (zoning) district, in which case a fence, wall, hedge, or landscaping is required to buffer the commercial use from the residential district. An attractive commercial site design usually includes landscaping, which can be provided along street frontages, within parking areas, used to screen dumpsters and loading areas, and as foundational plantings. This can be achieved through zoning by limiting the total lot coverage or maximum impervious coverage, and/or by requiring a minimum percentage of the site to be landscaped, and by requiring parking lot landscaping based on a minimum number of spaces and parking lot design. Retention of existing native vegetation (trees and shrubs) on-site should also be encouraged by allowing it to off-set some of the required new planting material. A list of native trees, shrubs, and ground plantings appropriate for coastal environments should be prepared and be included as an appendix in Title 9.

In Chapter 9.28 (C-1 District), Section 9.28.030.A.1.C increases the required width of a lot when public sewer is not available, but the remaining standards do not address a minimum lot area requirement when public sewer is not available. This is probably an oversight.

Commercial

Parking lot landscaping should also be required for other types of uses with extensive surface parking, such as churches, garden apartment complexes, medical clinics, etc. Landscape design standards should encourage developers to utilize rain gardens, vegetative swales, and other areas of the proposed site that can infiltrate stormwater.

As a related issue, note that in the **C-1 District, Section 9.28.020** only provides for a motel, hotel, or resort by Conditional Use when proposed on less than an acre of land with direct access provided from.....when it is part of a Formula business. However, a motel, hotel, or resort which is not part of a Formula business, and when proposed for lots under an acre, is not listed as a use permitted by Conditional Use. Is this omission intentional or an oversight? **See previous comments in 9.24 R4 Zone, above.**

COMMENTS – 9.48 PARKING

Dickinson comment 6-14-22: Florence OR has a completely separate ordinance section for parking (Title 10, Chapter 3 – 14 pages). It is very comprehensive and groups all requirements for parking into one easy to use section – required parking, definitions, aisle requirements, etc. I recommend that YMC 9.48 be revised to include all parking requirements (space sizes, aisle requirements, accessible spaces, “clear vision” requirements, etc.). Parking setbacks from lot lines should remain within the section for those zoning districts, similar and related to building setbacks. The proposed section revision would require moving some requirements out of other sections, and should include earlier comments in definitions and suggestions below, as decided upon by the PC.

In Section 9.48.010 Parking General Requirements:

Add a paragraph relating to “clear vision”, 9.64.010.A. May require different wording so as relate to private property instead of street design and construction.

*Revisit D, distance from building to parking – the current 500 feet perhaps should be reduced given the scale of our community. That distance is half-way through town. I would suggest something more like 200 feet.

E. Off-Street Parking: Rather than referring to Chapter 9.48 give the number of required spaces and size under each residential zone.

Revisit F., drainage – delete last word “sidewalks” and substitute “property”. That way the requirement would preclude drainage from private property across sidewalks, rights-of-way, etc.

F. Areas used for parking and maneuvering of vehicles shall have surfaces such as gravel, pavement, tile, brick or concrete material suitable for parking a vehicle, improved to minimum City Road standards, maintained adequately for all-weather use, and be so drained as to avoid flow of water across public sidewalks.

Revise with: Add permeable paving preference.

Revise: And be so drained as to avoid flow of water across public sidewalks.

To: Avoid run off affecting or across adjoining properties, public streets and sidewalks.

Revise G., last sentence – the 5 foot high fence requirement appears to be in conflict with the “clear vision standards” – wording is unclear – clarify. Some clarification and coordination between G. and H. is needed, as noted in 5., below, and B.3., above.

*Revise H., distance of parking to lot line – the current requirement of placing a parking bumper 4.5 ft. from the lot line yields a 2 ft. or less “no-man’s” land strip, unsuitable for shrubs or ground cover. It also does not take into account the screening fence required in G. **Along streets**, I suggest increasing required distance to perhaps 6 feet which would yield a more reasonable 3.5 ft. space for shrubbery between the fence required in G, and the property line. *Shrubbery between the fence and the street would be an aesthetic enhancement. This would have to be considered taking into account B.3., above. *Perhaps also add a requirement that the strip be landscaped with native shrubbery. Where **not along streets** but taking into account the required screening fence, consider reducing that setback to a distance sufficient for the fence. Consider making an H.1 and H.2 to separate the two conditions. Considerable rewriting would be required.

Revisit J., four spaces rule – could stand some clarification on how the required driveway intersects with the street and that all exiting of the parking lot must be by forward-moving actions. Safety consideration.

Introduce a section concerning parking lot drive aisles – required widths for 90 degree and angled parking, how drive aisles exit onto streets, how drive aisles need to conform to clear vision standards (by reference), etc.

Add a section that commercial and governmental use parking lots require “accessible parking spaces” in accordance with applicable requirements of the Americans With Disability Act. It appears to be included nowhere else in the Code. This important requirement and should be listed.

(add from 9.40.030 “Parking Space” definition) “Required off-street parking shall not be located in a required yard that abuts a street” **However** – this requirement is unclear. Does it apply to residential zones, Commercial and Public Facilities zones, or both? Is this really what is intended? It may conflict with other requirements. Review in broad scope.

*Perhaps introduce a landscaping requirement within commercial and governmental use parking lots – possibly a percentage of the parking lot be landscaped / a minimum ____ (___) foot wide planter island be required for each 10 spaces, or both or something similar.

Perhaps introduce a section regulating how parking spaces abut sidewalks: That sidewalks in front of parking spaces are required to be a minimum of 7.5 feet wide where parking spaces abut without a curb bumper – and – sidewalks 5 feet wide shall have a curb bumper installed at 2 to 2.5 ft from the sidewalk edge (both to accommodate vehicle overhangs so they do not protrude into ADA-required sidewalk width).

COMMENTS – 9.68 MANUFACTURED DWELLING PARKS and RECREATIONAL VEHICLES

A reminder that a “Recreational Vehicles” study was prepared by Dave Mattison on 4-10-2019, including graphics, was included in the PC Packet for PC mtg 3-29-2022.

Chapter 9.16.020 R-2 Permitted uses (pertains to R-1 thru R-4):

B. States that a recreational vehicle is allowed during construction and must be removed within one year.

Then C: Recreational Vehicle. See Chapter 9.68.020

9.68.020 B states Recreational vehicles may be parked on owner's personal lot only, unless in commercial storage. **Does not address use or long-term personal storage**

9.12.040 Standards States in part:

B-2Corner side yards shall not be used for.....permanent storage of trailers, boats, and recreational vehicles.....

9.68.060 Recreational Vehicles:

Recreational vehicles may be parked by an owner on his or her own land for non-rental temporary living purposes as follows:

- A. The recreational vehicle shall be accessory to a permanent residential dwelling.
- B. Recreational vehicles shall not be connected to the City sanitary sewer system.
- C. No more than thirty (30) days per calendar year with no more than fourteen (14) consecutive days for any one stay. Requests for extended time limits requires approval by the Planning Commission through a Variance procedure.
- D. Review Procedure. An executed permit is required before any person occupies a recreational vehicle for temporary living purposes. Failure to complete the application form and secure an executed permit in advance is a violation of City Code.

Recommendation: Clarity is needed regarding the use and storage of recreational vehicles. What types and sizes of Recreational Vehicles are meant; 20'? 35'? 50'? Fifth wheel? Boat trailer? Can they be permanently stored on a residential property? If so, how? It also could be helpful to include a limitation on vehicle size i.e.. "Oversized vehicles" when revising parking codes.

Attached is a sample draft for revising Section 9.68.060. (Mattison Document 2019)

COMMENTS – Other YMC Sections as noted

Section 9.40.030 Standards, Public Facilities Zone – Are some of the standards listed in the C1 zone needed in this zone (parking, landscaping, etc.)?

Section 9.52.060, County Road 804 requirements – this section will require some revision when the City takes possession of that road. Perhaps keep the same requirements, review, add / remove some.

Section 9.52.070 Shoreland Setbacks – add “and Protection” to the title. The section includes protection standards in addition to setbacks.

Section 9.52.160.B. (clarify) – Clarify that the setback reduction to minimum 5 feet applies to the residence living areas as well, per recent City Planner interpretation.

9.60 Planned Unit Development

The provisions of Chapter 9.60, Planned Unit Development, require a minimum of 40% of a PUD’s total acreage to be dedicated or reserved as usable common open space (see Section 9.60.020.H). Yet, Chapter 9.62, Townhouse Planned Unit Development, states that the Planning Commission may require up to 5% of a TPUD’s total acreage be set aside for park and recreation purposes (see Section 9.62.050.C). No other open space is required for a TPUD. The significant difference in required open space for these two types of planned unit developments seems unusual and perhaps made in error. Why would the residents of a townhouse PUD need less open space than a PUD consisting of other dwelling unit types? The much smaller open space requirement for a TPUD may also incentivize developers to build townhouse developments rather than PUD’s with other dwelling types.

Section 9.64 Street Construction and Design – perhaps should be renamed to “Street and Driveway Design and Construction” to better describe its contents.

The provisions of **Sections 9.84.030 and 9.88.060** regarding public notice requirements for amending the City’s Zoning Ordinance text or map appear to be out-of-date based on current Oregon Planning Law (google Oregon Ballot Measure 56). The City Planner should work with the City’s Attorney to evaluate the current public notice requirements of Title 9 and craft new language for these two Sections consistent with Oregon Planning Law.

ADDITIONAL COMMENTS with multiple ramifications

Home Occupations

As a related issue, Home Occupations that meet all the standards (1 thru 8) of Section 9.72.050.D can be permitted administratively by the City Planner, i.e., without the need for Conditional Use approval. Assuming that most Home Occupations proposed in Yachats in the past have met these standards and have been permitted administratively, perhaps this use would be more appropriately listed as a permitted use rather than one that is subject to Conditional Use. Under Permitted Uses, “Home Occupations” could be reworded as follows: “Home occupations when conforming to the Supplementary Use and Design Regulations of Chapter 9.52”. The nine standards for home occupations currently found in the Conditional Use chapter (9.72) could be moved to Chapter 9.52, and standard 9 revised to read: “Home occupations that do not conform to standards 1 through 8 above may be permitted subject to Conditional Use approval.”

Procedural issues

At the Planning Commission’s December, 2021 meeting, there seemed to be some confusion among staff and Commissioners as to whether a complete Conditional Use application required the submittal of a site development plan. Section 9.72.030 of Chapter 9.72, Conditional Use, states: “Building permits for all or any portion of a conditional use shall be issued only on the basis of the plan as approved by the Planning Commission.” Clearly this provision and the sentence that follows it assume that the Conditional Use application includes a site plan that is reviewed and approved by the Planning Commission. To minimize this confusion in the future, a section listing minimal submittal requirements for CU applications should be added to Section 9.72.020 of Chapter 9.72, Conditional Use. Uses requiring Conditional Use approval are typically considered uses of special impact, and as such, a site plan accompanying other application material is necessary to allow City staff and the Planning Commission to understand and address potential impacts, and include reasonable conditions to mitigate such impacts as part of a CU approval. It would be good to review the City’s Conditional Use application form to see what submittals are currently required of an applicant, and whether this form should also be updated to require a site plan. The following sample text outlines the contents of a site plan required as part of a Conditional Use application. Additional application materials may be required based on the specific use.

Site Plan. *The application for conditional use shall be accompanied by a proposed site plan to include the following information:*

- (1) Site plan shall be drawn to scale of one inch equals 100 feet. Either as part of the site plan, or on a separate sheet drawn to the same scale as the site plan, existing site features shall be shown, including ground topography (contours), wooded or naturally vegetated areas, trees of 8 inches DBH or greater, floodplains, shorelines, wetlands, riparian corridors, geologic hazard zone, and any existing buildings, roads, trails, fences, or other physical improvements, and all existing easements.*
- (2) Location, dimensions, use, coverage, and height of proposed buildings and proposed improvements in relation to property and street lines.*
- (3) Dimensional features showing compliance with the applicable area, width, coverage, yard, natural and historic protection standards, and other design standards as specified in this Chapter.*
- (4) Location, dimension, and arrangements of proposed facilities including sidewalks, parking areas, site access, and interior circulation, off-street loading and unloading, and lighting for these areas.*
- (5) Location, dimensions, and arrangement of all areas devoted to open space, retention of existing trees and vegetation, proposed ground cover, trees and other native plantings, and recreation.*
- (6) Provisions for handling of stormwater drainage, treatment of disposal of sewage, and supply of water.*
- (7) A copy of the last recorded subdivision plan of which the property is part.*
- (8) Locations and designs of all on-site and off-site improvements related to access control and traffic capacity.*

Planning Commission Discussion of Possible City of Yachats Municipal Code Amendments

Title 9 – Zoning and Land Use

Section 9.04.020 Purpose.

Existing: “The purpose of this title is to promote the public health, safety, and general welfare and to assist in carrying out the comprehensive plans for the City including all future lands and subdivisions annexed into the incorporated City.”

Sample alternative:

“The purpose of this title is to establish a set of zoning, subdivision, and land development regulations for the City designed to protect and promote the public health, safety, and general welfare, advance the position of Yachats as a small, coastal community where retirement and tourism are major industries, and achieve the following objectives:

1. Fulfill the goals of the City of Yachats Comprehensive Land Use Plan.
2. Ensure that land uses complement the natural beauty of Yachats’ location and its environment, which has led to Yachats’ long-standing reputation as “The Gem of the Oregon Coast”.
3. Guide the establishment of public, commercial, professional and residential uses, including their siting, design materials, and landscaping, within reasonable variation, so that they shall enhance rather than detract from the quiet coastal ambiance of the City.
4. Ensure that sufficient vacant and redevelopable buildable land shall be zoned for residential uses to accommodate the projected increases in year-round and part-time populations and to provide a choice of housing location, type and price, to meet the needs of the Yachats community.
5. Ensure that new businesses shall be of an appropriate scale to retain and enhance the small-town, ocean side character of the Yachats community.

6. Protect residential, commercial, and public areas from the intrusion of incompatible uses, and insure preservation of adequate space for commercial, professional and other activities necessary for a healthy economy.
7. Promote safe and efficient movement of people and goods without sacrifice to the quality of Yachats' environment, and to provide for adequate off-street parking.
8. Encourage new development to use energy-efficient design, siting, and construction materials and methods.
9. Protect and enhance the City's natural, historic, and scenic resources, including the Yachats River estuary and City shorelands.
10. Regulate activities within geologic hazard areas of the City and limit development that may affect the integrity of steep slopes or impact fire hazards."

Section 9.04.030 Definitions

Ideally, the word "Means" should be removed from the start of each term definition, with new wording proposed at the beginning of this section as follows:

"As used in this Title, the following terms shall have the meanings indicated:"

However, because we're limiting our current scope to more immediate fixes, the term "Means" can be retained until a more comprehensive update of Title 9 is undertaken.

"Accessory Dwelling"

Existing: (Not defined)

Sample alternatives:

"Means a habitable living unit added to, created within, or detached from a primary single-family dwelling and contained on one lot." (Jac.)

"Means a residential living unit on the same parcel as a single-family dwelling or multifamily structure. The ADU provides complete independent living facilities for one or more persons. It may take various forms: a detached unit; a unit that is part of an accessory structure, such as a detached garage; or a unit that is part of an expanded or remodeled single-family unit or a unit in a multifamily dwelling." (Jac.)

“Means an accessory building specifically designed and permitted as an additional dwelling, which is incidental, appropriate, and subordinate to a primary dwelling on a property. Accessory dwelling units or ADUs may be part of the same structure as the primary dwelling as an interior dwelling unit, attached dwelling unit, or a detached dwelling unit on the same lot. Also known as secondary dwelling unit, granny-flat, or in-law suite.” (City of Florence)

“Apartment”

Existing: “Means a dwelling unit as defined in this section.”

Sample alternative:

“Means a dwelling unit, which includes at least a sleeping area, full bath and kitchen rented, leased, let, or hired out for a fixed amount and time.” (Jac., edited)

“Awning”

Existing: (Not defined)

Sample definition:

“Means any stationary structure, permanent or demountable, other than a window awning, for the purpose of providing shelter from the sun and rain and having a roof with supports and not more than one wall or storage cabinet substituting for a wall.” (City of Florence)

“Building Code:

Existing: (Not defined)

Sample definition:

“Means building, fire, safety, and other codes adopted by state, county and municipal agencies.” (Loren, edited)

“Building Coverage”

Existing: (Not currently defined)

Sample definitions:

“Means the portion of the lot area that is covered by buildings. The area of the buildings shall be measured at their exterior perimeter. Buildings include dwellings, accessory structures, garages and carports.” (City of Cannon Beach)

“Means the ratio, expressed in percentage, of the total ground floor area of all buildings on a lot to the total gross lot area of the lot on which they are located. Total ground floor area shall be measured from the outside face of outside walls.” (PA municipality)

“Clear Vision Area”

Existing: (Defined as vision clearance, and further defined in Section 9.64.010)

Sample alternatives:

“Means the triangles at the junction of streets, alleys, and driveways as defined in YMC Section 9.64.010.” (proposed P.C. Fence, Hedge, and Wall Height amendments)

“Means a triangular area within a lot immediately adjacent to the intersection of streets to provide a clear area for viewing approaching traffic for public safety purposes. See Section 9.64.010.A of this Code.” (City of Eugene, edited)

“Deck/Porch”

Existing: Means an outside walking area, the floor of which is elevated more than eight (8) inches from grade.

Sample alternatives:

“Deck – Means a flat surface capable of supporting weight, similar to a floor, but typically constructed outdoors, often elevated from the ground, and usually connected to a building.” (Jac.)

“Deck – Means an unenclosed amenity area or platform that may be attached to a dwelling and is intended for the purpose of outdoor dining, lounging, and other similar accessory residential use.” (Jac.)

“Height of Building”

Existing: “Means the vertical distance from the average finished grade to the highest point of the building plus any fill above the natural grade. To determine building height, calculate the average building height, then divide the two (2) building heights by two (2). Add together the average height for each side and divide by the number of sides.”

Sample alternatives:

“Means the vertical distance measured from the average between the highest to lowest natural/existing or proposed lot grades around the perimeter of the structure to the highest point of the roof. When determining whether to utilize existing or proposed grade, whichever is most restrictive and results in the lowest allowed building height.” (Jac.)

“Means the vertical distance from the average finished grade at the front of a building to the highest point of the coping of a flat roof or to the deck line of a mansard roof or the peak height of the highest gable of a pitch, shed, or hip roof.” (City of Florence)

“Means the vertical distance above a referenced datum measured to the highest point of the coping of a flat roof, to the deck line of a mansard roof, or to the average height of the gables of a pitched or hipped roof. For the purpose of residential zones, building height shall be the vertical distance above a referenced datum measured to the highest point of the roof. The referenced datum shall be whichever of the following two measurements results in the greater building height:

- (A) The referenced datum is the lowest grade when the highest ground surface within a five-foot horizontal distance of the exterior wall of the building is not more than ten (10) feet above the lowest grade.
- (B) The referenced datum is ten (10) feet higher than the lowest grade when the highest ground surface described in item (A) above is ten (10) feet or more above the lowest grade.” (City of Eugene)

(Note: Samples of building height definitions typically included an illustration to help explain the method for determining building height. I did not include them here.)

“Hotel”

Existing: “Means a series of sleeping units, each having a separate entrance, composed of one or more bedrooms and bathroom, excluding any facility which meets the definition of “bed and breakfast facility”.”

Sample alternatives:

“Means a facility with guest rooms or suites, with or without kitchen facilities, rented to the general public for transient lodging. Hotels typically include a variety of services in addition to lodging, for example, restaurants, meeting facilities, spas, saunas, swimming pools, and other personal services.” (Jac., edited)

“Means any structure or any portion of any structure containing three or more units, which is occupied or intended or designed for occupancy by transients for dwelling, lodging, or sleeping purposes, and includes any hotel, inn, tourist home, or house.” (Jac.)

“Means a building in which lodging is provided to guests for compensation and in which no provisions are made for cooking in the lodging rooms.” (City of Bandon)

“Hotel/motel means a building or group of buildings containing six (6) or more guest rooms that are used, rented, or hired out for sleeping purposes on a nightly or weekly basis. Guest rooms may have cooking facilities and may or may not be accessible from an outdoor parking area. (City of Eugene)

(Note: See “Motel”)

“Impervious surface”

Existing: (Not currently defined)

Sample definition:

“Means a surface that has been compacted or covered with a layer of material so that it prevents or is resistant to the infiltration of water, including, but not limited to, structures such as roofs, buildings, storage sheds; other solid, paved, or concrete areas such as streets, driveways, sidewalks, parking lots, patios, tennis or other paved courts; or athletic playfields comprised of synthetic turf materials.” (PA municipality)

“Impervious surface ratio”

Existing: (Not currently defined)

Sample definition:

“Means a measure of the intensity of the use of a piece of land. It is measured by dividing the total area of all impervious surfaces within a site by the gross lot area.” (PA Municipality)

(Note: “Impervious surface ratio” could be substituted for the term “lot coverage”, and serve as a standard for all base zoning districts. For example, for the R-1 District:

“Maximum impervious surface ratio” – 30%

“Motel”

Existing: “Means a series of sleeping units, each having a separate entrance, composed of one or more bedrooms and bathroom, excluding any facility which meets the definition of “bed and breakfast facility.”

“Motel or other tourist accommodation means a structure or part of a structure, containing motel rental units, occupied or designed for occupancy by transients for lodging or sleeping and including the terms “hotel” and “inn”, but shall not include the term “bed and breakfast establishment” or the transient occupancy of a dwelling unit regulated by this title.” (City of Cannon Beach)

“Means a building or group of buildings on the same site containing guest units with separate entrances directly to the exterior and consisting of individual sleeping quarters, detached or in connected rows, for rental to transients. (City of Bandon)

“Hotel/motel means a building or group of buildings containing six (6) or more guest rooms that are used, rented, or hired out for sleeping purposes on a nightly or weekly basis. Guest rooms may have cooking facilities and may or may not be accessible from an outdoor parking area. (City of Eugene)

“Lot coverage”

Existing: (Not currently defined, although the term “lot coverage”, as a standard within all base zoning districts, is limited to buildings, porches and decks.)

Sample alternatives:

“Means that portion of a lot which, when viewed directly from above, would be covered by buildings, access ways, parking spaces and surfaced areas.” (City of Florence)

“Means the percentage of the gross lot area that is fully covered by impervious surfaces.” (PA municipality)

“Lot coverage means the portion of the lot area that is covered with the following improvements:

- (1) The area of the exterior perimeter of all buildings, including dwellings, accessory buildings, garages, and car ports; and
- (2) The area of all structures that are thirty (30) inches in height above the existing grade, including porches, decks, stairways; and
- (3) Paved or graveled areas designated for off-street parking; and
- (4) That portion of the area of decks, less than thirty (30) inches in height above the existing grade, patios, courtyards, and graveled and paved areas, other than designated off-

street parking, which exceeds twenty-five (25) percent of the allowable lot coverage;
and

- (5) Fifty (50) percent of areas covered with a defined pattern of void spaces to accommodate soil, live vegetation, and drainage between the structural elements, such as Grasscrete or similar treatments.

The following improvements shall not be included in the calculation of lot coverage:

- a. Projections from buildings such as eaves, overhangs, and bay windows which meet the requirements of Section ____; projections into required yards;
- b. Arbors not exceeding one hundred twenty-five (125) square feet in area; and
- c. Decks, less than thirty (30) inches in height above the existing grade, patios, courtyards, and graveled and paved areas, other than designated off-street parking, whose total area does not exceed twenty-five (25) percent of the allowable lot coverage.” (City of Cannon Beach)

“Lot line, street side”

Existing: (Not currently defined)

Proposed definition:

“Means the side lot line at abutting street.” (Loren)

“Patio”

Existing: (Not currently defined)

Sample definitions:

“Means a paved outdoor area adjoining a house.” (Jac.)

“Means an area consisting of natural or man-made material constructed at or near grade level, intended for use as an outdoor living area, and not enclosed by a permanent roof or awning.” (Jac.)

“Parking space, off-street”

Existing: Means a parking space located outside of a public right of way with minimum dimensions of eighteen (18) feet long and nine (9) feet wide. Off-street parking spaces shall have surfaces such as gravel, pavement, tile, brick, or concrete suitable for parking a vehicle. Required off-street parking spaces shall not be located in a required yard that abuts a street.”

Sample alternative:

“Means a parking space located outside of a public right of way with minimum dimensions of eighteen (18) feet long and nine (9) feet wide. Off-street parking spaces shall have surfaces such as gravel, pavement, tile, brick, or concrete suitable for parking a vehicle.”

(Note: The text which is proposed to be deleted from the existing paragraph above is a regulation, and would most appropriately be added to Section 9.48.010 of Title 9.)

“Parking space, accessible”

Existing: (Not currently defined)

Sample definition:

“Means an off-street parking space for handicap access to or from a vehicle, designed in accordance with the Americans with Disabilities Act (ADA). The accessible parking space shall be at least nine (9) feet wide with an adjacent access aisle at least six (6) feet wide. The access aisle shall be at least eight (8) feet wide for an accessible parking space designated as “van-accessible” or reserved for wheelchair users only.” (Oregon Transportation Commission, edited)

“Porch”

Existing: “Means an outside walking area, the floor of which is elevated more than eight (8) inches from the ground.”

Sample alternative:

“Means an open structure that has breathable walls, but protection above it, usually, a covered shelter projecting in front of the entrance of the building.” (Jac.)

“Yard”

Existing: Means a space other than a court on the same lot with a building open to the ground.”

Sample alternatives:

“Means an open space on the same lot with a building, unoccupied and unobstructed from the ground upward except as otherwise provided herein.” (City of Florence)

“Means a required space on the same lot with a building, unoccupied, and unobstructed from a point 30 inches above grade upward, except as otherwise provided herein.” (City of Eugene)

“Yard, Street Side”

Existing: (Not currently defined)

Sample definition:

“Means a yard extending across the full length of a corner lot, the depth of which is the minimum horizontal distance between the lot line abutting the street and a line parallel thereto at the nearest point of the foundation of the main building. The minimum depth for a street side yard is the same as that required for the front yard of a corner lot.” (John T.)

(Note: Most zoning ordinances don’t include the term “street side yard” because a corner lot is typically defined as having two required front yards, one required side yard, and one required rear yard.)