

1. 3:00 P.M. Agenda

Documents:

[2023-01-17 Planning Commission Agenda.pdf](#)

2. Meeting Material

Documents:

[Tod Comments Fences And Hedges.pdf](#)
[P.C. Recommended Wording - Fences, Etc..Pdf](#)
[P.C. Recommended Wording - Fences Etc..Pdf](#)
[JTs Recommended Re-Wording - Fences Etc..Pdf](#)
[JT 2nd Cmts. Fences, Walls, Hedges.pdf](#)
[LADrecommendations-ForPCmtg-01-10-2023-V1-10-23.Pdf](#)
[JGD Parking Management Recommendations.pdf](#)
[JT Parking Study Cmts.pdf](#)
[Downtown Yachats Parking Management Plan Final.pdf](#)
[2022-12-13 Planning WS Summary.pdf](#)
[2022-12-20 Planning Summary.pdf](#)

2.I. Additional Document Added.

Documents:

[JT 2023 PC Goals.pdf](#)
[2023 Goals - JGD.pdf](#)



CITY OF YACHATS
PLANNING COMMISSION MEETING
Tuesday, January 17, 2023, at 3:00 pm
To Be Held Via Zoom

Join Zoom Meeting

<https://us02web.zoom.us/j/88553805590>

Meeting ID: 885 5380 5590

One tap mobile

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+1 312 626 6799 US (Chicago)

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Regular Meeting

- I. Meeting Called to Order
- II. Announcements, Proclamations, and Correspondence
- III. Citizens' Concerns (limited to items not on the agenda, 5-minute limitation per person)
- IV. Current Business
 - a. Fences, Hedges and Walls refined
 - b. Parking recommendation specifics
- VI. New Business
 - a. Elect Chair and Co-Chair (Vote)
 - b. Change Meeting time to 2:00pm Discussion (Vote)
- VII. Public Hearing (if any)
 - a. None
- VIII. Reports (Provided written reports)
 - a. Planner Report
 - b. December Meeting Summaries (12/13/22 & 12/20/22)
- IX. Other Business
 - a. From Commission
 - b. From Staff
- X. Action Items

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 is the Audio Tape which will 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. POSTED 01/10/23 By: Kimmie Jackson, Deputy City Recorder

TO: Lance Bloch

FROM: John T.

DATE: November 9, 2022

SUBJECT: Fences, Walls, and Hedges Code Amendment

Lance, I've been reviewing the proposed fences, walls, and hedges code amendment that Council remanded to the Planning Commission and have the following thoughts:

1) Regarding the definitions proposed for Section 9.04.030:

I'm fine with striking the words "grown as" from "Hedge" as suggested by Mayor Vaaler;

I'm fine with deleting the second sentence starting with "The size of...." from "Required Yard" as suggested by one of the Councilors;

I'm not fine with deleting the second and third sentences starting with "Knuckle selvage is...." from "Selvage" as suggested by Mayor Vaaler; and

I'm fine with keeping the words "the particular use from view" from "Sight-Obscuring Fence" as questioned by Councilor O'Shaughnessey.

I don't think the Mayor or Council got beyond Section 9.04.030 with their comments.

2) I'd like to ask you three additional questions not raised by Council.

"Hedge", as defined, means an evergreen planting which is ~~grown as~~ a sight-obscuring fence between two properties."

"Sight-Obscuring Fence" is to be defined as "a continuous fence, wall, evergreen planting, or combination thereof, constructed and/or planted so as to effectively screen the particular use from view."

"Screening Buffer" is to be defined as "a fence, hedge, or wall that blocks at least 70 percent of the view between uses. The buffer shall not....."

Since a hedge is defined as a sight-obscuring fence, and a sight-obscuring fence is to be continuous, how can a hedge which needs to block at least 70 percent of the view, be considered continuous? 

As a remedy, what if we defined hedge without using the words "sight-obscuring fence"? The City of Philomath defines a "hedge" as follows:

“Hedge – typically vegetation planted for the purpose of serving as a boundary, buffer, or divider between areas, or for landscaping or privacy.”

Also, for Sections 9.12.040, 9.16.040, 9.20.040, and 9.24.040, what if we deleted “Where a residential use abuts another residential use, or a non-residential use, or a residentially- or non-residentially zoned lot,.....” from the first part of that standard (since it really doesn’t matter what use exists or is planned on an abutting property), and simply worded it as:

“A fence, wall, hedge, or sight-obscuring fence may be established and maintained immediately adjacent to an abutting property line provided it is no more than six (6) feet in height (except where the clear-vision area would be impaired as defined in herein), or no more than eight (8) feet in height when permitted by Conditional Use in accordance with Chapter 9.80 of YMC. When such a fence, wall, hedge, or sight-obscuring fence is placed above a retaining wall immediately adjacent to a property line, the combined height of the wall and fence shall not exceed eight (8) feet.”



Finally, Section 9.64.010(B): Fences, Hedges and Walls reads as follows:

“Fences, hedges, and walls may be located within required yards, but shall not exceed three (3) feet in height within the clear-vision area diagram below. Hedges that front.....”

Can we revise this to read as:

“Fences, hedges, and walls may be located within required yards as permitted by zoning, but shall not exceed three (3) feet in height within the clear-vision area as illustrated in the diagram below. Hedges that front.....”

There just seemed to be some wording missing.

Amendments to YMC Titles 5 and 9 as approved
by the Planning Commission on September 20th and recommended to be
forwarded to City Council for consideration and possible adoption.

(Note: text with strikethrough is to be deleted; underlined text is new, to be added.)

Section 5.08.060 Maintenance of property – Nuisances.

C. To allow a construction site where there has been no noticeable progress toward completion for a period of six (6) months or more to become unsightly with construction debris, mud, standing water, overgrown vegetation, open ditches, or uneven bare ground;

To keep or maintain a structure in such condition that it would be considered a “dangerous building” under the following definitions:

1. A structure which, for the want of proper repairs or by reason of age and dilapidated condition or by reason of poorly installed electrical wiring or equipment, defective chimney, defective gas connection, defective heating apparatus, or for any other cause or reason, is especially susceptible to fire and which is so situated or occupied as to endanger any other building or property or human life. Every fence shall be maintained in a condition of reasonable repair, and not be allowed to become or remain in a condition of disrepair including noticeable leaning or missing sections, broken supports, non-uniform height, and growing or noxious vegetation.

Section 5.08.090 Fences.

- ~~A. Barbed Wire. No owner or person in charge of property shall construct or maintain a barbed wire fence, or permit barbed wire to remain as part of a fence, along a sidewalk or other public way; except such wire may be placed above the top of other fencing not less than six (6) feet, six (6) inches high.~~
- ~~B. Electric Fence. No owner or person in charge of property shall construct, maintain or operate an electric fence along a sidewalk or other public way or along the adjoining property line of another person.~~
- A. Every fence shall be maintained in a condition of reasonable repair, and not be allowed to become or remain in a condition of disrepair including noticeable leaning or missing sections, broken supports, non-uniform height, and growing or noxious vegetation. Residential fences shall be constructed of material specifically designed and manufactured for fencing purposes. Use of any material which will do bodily harm, such as electric or barbed wire, upturned barbed selvage, broken glass, spikes, or any other hazardous or dangerous materials shall be prohibited. (refer to Section 9.04.030 of YMC for definition of “selvage”).

Section 9.04.030

“Clear-Vision Area”: Means the triangles at the junction of streets, alleys, and driveways as defined in YMC Section 9.64.010.

“Hedge”: Means an evergreen planting which is grown as a Sight-Obscuring Fence between two properties.

“Required Yard”: Means the area of a lot within the building setbacks. The size of the Required Yard varies with the zoning of the property.

“Screening Buffer”: Means a fence, hedge, or wall that blocks at least seventy (70) percent of the view between uses. The buffer shall not be less than five (5) feet in height, nor more than eight (8) feet in height, except in a Clear-Vision Area.

“Selvage”: Means the finished top edge of a chain-link fence, consisting of either knuckle or twist (barb). Knuckle selvage is rounded and safer because it has no sharp points to catch on clothing or people, and is appropriate for residential chain link systems. Twisted or barbed selvage has sharp ends for high security purposes and is appropriate for commercial or high-security fence systems.

“Sight-Obscuring Fence” (or, “Sight-Obscuring Screen”): Means a continuous fence, wall, evergreen planting, or combination thereof, constructed and/or planted so as to effectively screen the particular use from view.

Section 9.12.040

B.7. Where a residential use abuts another residential use, or a non-residential use, or a residentially- or non-residentially zoned lot, a fence, wall, or Sight-Obscuring Fence may be established and maintained immediately adjacent to the abutting property line provided it is no more than six (6) feet in height (except where the Clear-Vision Area would be impaired as defined in YMC Section 9.64.010), or no more than eight (8) feet in height when permitted by Conditional Use in accordance with Chapter 9.80 of the YMC. When such a fence, wall, or Sight-Obscuring Fence is placed above a retaining wall immediately adjacent to a property line, the combined height of the wall and fence shall not exceed eight (8) feet.

Section 9.16.040

B7. Where a residential use abuts another residential use, or a non-residential use, or a residentially- or non-residentially zoned lot, a fence, wall, or Sight-Obscuring Fence may be established and maintained immediately adjacent to the abutting property line provided it is no more than six (6) feet in height (except where the Clear-Vision Area would be impaired as

defined in YMC Section 9.64.010), or no more than eight (8) feet in height when permitted by Conditional Use in accordance with Chapter 9.80 of the YMC. When such a fence, wall, or Sight-Obscuring Fence is placed above a retaining wall immediately adjacent to a property line, the combined height of the wall and fence shall not exceed eight (8) feet.

Section 9.20.040

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Section 9.24.040

B7. Where a residential use abuts another residential use, or a non-residential use, or a residentially- or non-residentially zoned lot, a fence, wall, or Sight-Obscuring Fence may be established and maintained immediately adjacent to the abutting property line provided it is no more than six (6) feet in height (except where the Clear-Vision Area would be impaired as defined in YMC Section 9.64.010), or no more than eight (8) feet in height when permitted by Conditional Use in accordance with Chapter 9.80 of the YMC. When such a fence, wall, or Sight-Obscuring Fence is placed above a retaining wall immediately adjacent to a property line, the combined height of the wall and fence shall not exceed eight (8) feet.

Section 9.48.010 General Requirements

G. Except for parking to serve dwelling uses, parking and loading areas adjacent to or within residential zones or adjacent to residential uses shall be designed to minimize disturbance of residents by the erection between the uses of a Sight-Obscuring Fence of not less than five (5) feet in height ~~where vision clearance is required~~ and not to exceed eight (8) feet except in Clear-Vision Areas as defined in YMC Section 9.64.010.

Section 9.64.010 Design Standards

9.64.010(A)(2): No temporary or permanent obstruction (e.g., structure, fence, or shrub vegetation) ~~between greater than~~ three (3) feet in height shall be placed in Clear-Vision Areas on streets, driveways, or alleys, as shown in the Clear-Vision Area Diagram ~~figure~~ below. Trees exceeding this height may be located in this area provided all branches and foliage are removed to a height of eight (8) feet above grade.

9.64.010(B): Fences, Hedges and Walls. Fences, ~~hedges~~ Hedges, and ~~walls~~ Walls may be located within required yards, but shall not exceed three (3) feet in height ~~in any required yard which abuts and runs parallel to a street other than an alley~~ within the Clear-Vision Area diagram below. Hedges that front Highway 101 are exempt from this height requirement as long as the height does not interfere with ~~clear~~ Clear- vision Vision requirements of Section 9.64.010(A)(3).

Chapter 9.68 – Manufactured Dwellings, Manufactured Dwelling Parks and Recreational Vehicles

9.68.030 (C)(15) Buffering or screening, if required by the Planning Commission, shall ~~be sight-obscuring fence, wall, evergreen or other suitable planting at least six feet high, or higher~~ be screened with a Screening Buffer (see definition in YMC Section 9.04.030).

Section 9.72.050 Standards and procedures governing conditional uses.

9.72.050 (G)(3) Outdoor storage shall be on the side or rear of the building, and shall be screened with a ~~sight-obscuring fence, hedge or wall~~ "Screening Buffer" (see definition in YMC Section 9.04.030).

Amendments to YMC Titles 5 and 9 as approved
by the Planning Commission on September 20th and recommended to be
forwarded to City Council for consideration and possible adoption.

(Note: text with strikethrough is to be deleted; underlined text is new, to be added.)

Section 5.08.060 Maintenance of property – Nuisances.

C. To allow a construction site where there has been no noticeable progress toward completion for a period of six (6) months or more to become unsightly with construction debris, mud, standing water, overgrown vegetation, open ditches, or uneven bare ground;

To keep or maintain a structure in such condition that it would be considered a “dangerous building” under the following definitions:

1. A structure which, for the want of proper repairs or by reason of age and dilapidated condition or by reason of poorly installed electrical wiring or equipment, defective chimney, defective gas connection, defective heating apparatus, or for any other cause or reason, is especially susceptible to fire and which is so situated or occupied as to endanger any other building or property or human life. Every fence shall be maintained in a condition of reasonable repair, and not be allowed to become or remain in a condition of disrepair including noticeable leaning or missing sections, broken supports, non-uniform height, and growing or noxious vegetation.

Section 5.08.090 Fences.

- ~~A. Barbed Wire. No owner or person in charge of property shall construct or maintain a barbed wire fence, or permit barbed wire to remain as part of a fence, along a sidewalk or other public way; except such wire may be placed above the top of other fencing not less than six (6) feet, six (6) inches high.~~
- ~~B. Electric Fence. No owner or person in charge of property shall construct, maintain or operate an electric fence along a sidewalk or other public way or along the adjoining property line of another person.~~
- A. Every fence shall be maintained in a condition of reasonable repair, and not be allowed to become or remain in a condition of disrepair including noticeable leaning or missing sections, broken supports, non-uniform height, and growing or noxious vegetation. Residential fences shall be constructed of material specifically designed and manufactured for fencing purposes. Use of any material which will do bodily harm, such as electric or barbed wire, upturned barbed selvage, broken glass, spikes, or any other hazardous or dangerous materials shall be prohibited. (refer to Section 9.04.030 of YMC for definition of “selvage”).

Section 9.04.030

“Clear-Vision Area”: Means the triangles at the junction of streets, alleys, and driveways as defined in YMC Section 9.64.010.

“Hedge”: Means an evergreen planting which is grown as a Sight-Obscuring Fence between two properties.

“Required Yard”: Means the area of a lot within the building setbacks. The size of the Required Yard varies with the zoning of the property.

“Screening Buffer”: Means a fence, hedge, or wall that blocks at least seventy (70) percent of the view between uses. The buffer shall not be less than five (5) feet in height, nor more than eight (8) feet in height, except in a Clear-Vision Area.

“Selvage”: Means the finished top edge of a chain-link fence, consisting of either knuckle or twist (barb). Knuckle selvage is rounded and safer because it has no sharp points to catch on clothing or people, and is appropriate for residential chain link systems. Twisted or barbed selvage has sharp ends for high security purposes and is appropriate for commercial or high-security fence systems.

“Sight-Obscuring Fence” (or, “Sight-Obscuring Screen”): Means a continuous fence, wall, evergreen planting, or combination thereof, constructed and/or planted so as to effectively screen the particular use from view.

Section 9.12.040

B.7. Where a residential use abuts another residential use, or a non-residential use, or a residentially- or non-residentially zoned lot, a fence, wall, or Sight-Obscuring Fence may be established and maintained immediately adjacent to the abutting property line provided it is no more than six (6) feet in height (except where the Clear-Vision Area would be impaired as defined in YMC Section 9.64.010), or no more than eight (8) feet in height when permitted by Conditional Use in accordance with Chapter 9.80 of the YMC. When such a fence, wall, or Sight-Obscuring Fence is placed above a retaining wall immediately adjacent to a property line, the combined height of the wall and fence shall not exceed eight (8) feet.

Section 9.16.040

B7. Where a residential use abuts another residential use, or a non-residential use, or a residentially- or non-residentially zoned lot, a fence, wall, or Sight-Obscuring Fence may be established and maintained immediately adjacent to the abutting property line provided it is no more than six (6) feet in height (except where the Clear-Vision Area would be impaired as

defined in YMC Section 9.64.010), or no more than eight (8) feet in height when permitted by Conditional Use in accordance with Chapter 9.80 of the YMC. When such a fence, wall, or Sight-Obscuring Fence is placed above a retaining wall immediately adjacent to a property line, the combined height of the wall and fence shall not exceed eight (8) feet.

Section 9.20.040

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Section 9.24.040

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Section 9.48.010 General Requirements

G. Except for parking to serve dwelling uses, parking and loading areas adjacent to or within residential zones or adjacent to residential uses shall be designed to minimize disturbance of residents by the erection between the uses of a Sight-Obscuring Fence of not less than five (5) feet in height ~~where vision clearance is required~~ and not to exceed eight (8) feet except in Clear-Vision Areas as defined in YMC Section 9.64.010.

Section 9.64.010 Design Standards

9.64.010(A)(2): No temporary or permanent obstruction (e.g., structure, fence, or shrub vegetation) ~~between greater than~~ three (3) feet in height shall be placed in Clear-Vision Areas on streets, driveways, or alleys, as shown in the Clear-Vision Area Diagram ~~figure~~ below. Trees exceeding this height may be located in this area provided all branches and foliage are removed to a height of eight (8) feet above grade.

9.64.010(B): Fences, Hedges and Walls. Fences, ~~hedges~~ Hedges, and ~~walls~~ Walls may be located within required yards, but shall not exceed three (3) feet in height ~~in any required yard which abuts and runs parallel to a street other than an alley~~ within the Clear-Vision Area diagram below. Hedges that front Highway 101 are exempt from this height requirement as long as the height does not interfere with ~~clear~~ Clear- vision Vision requirements of Section 9.64.010(A)(3).

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9.68.030 (C)(15) Buffering or screening, if required by the Planning Commission, shall ~~be sight-obscuring fence, wall, evergreen or other suitable planting at least six feet high, or higher~~ be screened with a Screening Buffer (see definition in YMC Section 9.04.030).

Section 9.72.050 Standards and procedures governing conditional uses.

9.72.050 (G)(3) Outdoor storage shall be on the side or rear of the building, and shall be screened with a ~~sight-obscuring fence, hedge or wall~~ "Screening Buffer" (see definition in YMC Section 9.04.030).

Amendments to YMC Titles 5 and 9, as approved
by the Planning Commission on September 20th, with changes proposed by John
T., described in italics and highlighted in yellow

(Note: text with strikethrough is to be deleted; underlined text is new, to be added.)

Section 5.08.060 Maintenance of property – Nuisances.

C. To allow a construction site where there has been no noticeable progress toward completion for a period of six (6) months or more to become unsightly with construction debris, mud, standing water, overgrown vegetation, open ditches, or uneven bare ground;

To keep or maintain a structure in such condition that it would be considered a “dangerous building” under the following definitions:

1. A structure which, for the want of proper repairs or by reason of age and dilapidated condition or by reason of poorly installed electrical wiring or equipment, defective chimney, defective gas connection, defective heating apparatus, or for any other cause or reason, is especially susceptible to fire and which is so situated or occupied as to endanger any other building or property or human life. Every fence shall be maintained in a condition of reasonable repair, and not be allowed to become or remain in a condition of disrepair including noticeable leaning or missing sections, broken supports, non-uniform height, and growing or noxious vegetation.

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- ~~B. Electric Fence. No owner or person in charge of property shall construct, maintain or operate an electric fence along a sidewalk or other public way or along the adjoining property line of another person.~~
- A. Every fence shall be maintained in a condition of reasonable repair, and not be allowed to become or remain in a condition of disrepair including noticeable leaning or missing sections, broken supports, non-uniform height, and growing or noxious vegetation. Residential fences shall be constructed of material specifically designed and manufactured for fencing purposes. Use of any material which will do bodily harm, such as electric or barbed wire, upturned barbed selvage, broken glass, spikes, or any other hazardous or dangerous materials shall be prohibited. (refer to Section 9.04.030 of YMC for definition of “selvage”).

Section 9.04.030

“Clear-Vision Area”: Means a triangle defined on two (2) sides by a minimum distance along vehicle pathways from the intersection of the curb line or, where no curb exists, the edge of the street, alley, or driveway surface edge, and on the third side by the line across the corner of the non-intersecting ends of the two (2) other sides. See the regulations of Section 9.64.010.A of this Title.

(Replaced the proposed definition of Clear-Vision Area with that approved by the Planning Commission as part of its amendments to Title 9 Definitions.)

“Hedge”: Means typically vegetation planted for the purpose of serving as a boundary, buffer, or divider between areas, for landscaping or privacy.

(Replaced the proposed definition of Hedge with that above so as not to confuse with “Sight-Obscuring Fence”).

“Required Yard”: Means the area of a lot within the building setbacks. The Required Yard varies with the zoning of the property.

(Deleted the words “Size of” between “The” and “Required Yard” per Council request.)

“Screening Buffer”: Means a fence, hedge, or wall that blocks at least seventy (70) percent of the view between uses. The buffer shall not be less than five (5) feet in height, nor more than eight (8) feet in height, except in a Clear-Vision Area.

“Selvage”: Means the finished top edge of a chain-link fence, consisting of either knuckle or twist (barb). Knuckle selvage is rounded and safer because it has no sharp points to catch on clothing or people, and is appropriate for residential chain link systems. Twisted or barbed selvage has sharp ends for high security purposes and is appropriate for commercial or high-security fence systems.

“Sight-Obscuring Fence” (or, “Sight-Obscuring Screen”): Means a continuous fence, wall, hedge, or combination thereof, constructed and/or planted so as to effectively screen the particular use from view.

(Substituted the word “hedge” for “evergreen planting” since “evergreen planting” is an undefined term.)

Section 9.12.040

B.7. A fence, wall, or Sight-Obscuring Fence may be established and maintained immediately adjacent to an abutting property line provided it is no more than six (6) feet in height (except where the Clear-Vision Area would be impaired as defined in YMC Section 9.64.010), or no more than eight (8) feet in height when permitted by Conditional Use in accordance with Chapter 9.80 of the YMC. When such a fence, wall, or Sight-Obscuring Fence is placed above a retaining wall immediately adjacent to a property line, the combined height of the wall and fence shall not exceed eight (8) feet.

(Deleted the words "Where a residential use abuts another residential use, or a non-residential use, or a residentially- or non-residentially zoned lot....." as unnecessary.)

Section 9.16.040

B7. A fence, wall, or Sight-Obscuring Fence may be established and maintained immediately adjacent to an abutting property line provided it is no more than six (6) feet in height (except where the Clear-Vision Area would be impaired as defined in YMC Section 9.64.010), or no more than eight (8) feet in height when permitted by Conditional Use in accordance with Chapter 9.80 of the YMC. When such a fence, wall, or Sight-Obscuring Fence is placed above a retaining wall immediately adjacent to a property line, the combined height of the wall and fence shall not exceed eight (8) feet.

(Deleted the words "Where a residential use abuts another residential use, or a non-residential use, or a residentially- or non-residentially zoned lot....." as unnecessary.)

Section 9.20.040

B7. A fence, wall, or Sight-Obscuring Fence may be established and maintained immediately adjacent to an abutting property line provided it is no more than six (6) feet in height (except where the Clear-Vision Area would be impaired as defined in YMC Section 9.64.010), or no more than eight (8) feet in height when permitted by Conditional Use in accordance with Chapter 9.80 of the YMC. When such a fence, wall, or Sight-Obscuring Fence is placed above a retaining wall immediately adjacent to a property line, the combined height of the wall and fence shall not exceed eight (8) feet.

(Deleted the words "Where a residential use abuts another residential use, or a non-residential use, or a residentially- or non-residentially zoned lot....." as unnecessary.)

Section 9.24.040

B7. A fence, wall, or Sight-Obscuring Fence may be established and maintained immediately adjacent to an abutting property line provided it is no more than six (6) feet in height (except where the Clear-Vision Area would be impaired as defined in YMC Section 9.64.010), or no more than eight (8) feet in height when permitted by Conditional Use in

accordance with Chapter 9.80 of the YMC. When such a fence, wall, or Sight-Obscuring Fence is placed above a retaining wall immediately adjacent to a property line, the combined height of the wall and fence shall not exceed eight (8) feet.

(Deleted the words "Where a residential use abuts another residential use, or a non-residential use, or a residentially- or non-residentially zoned lot....." as unnecessary.)

Section 9.48.010 General Requirements

G. Except for parking to serve dwellings, parking and loading areas adjacent to or within residential zones or adjacent to residential uses shall be designed to minimize disturbance of residents by the erection between the uses of a Sight-Obscuring Fence of not less than five (5) feet in height ~~where vision clearance is required~~ and not to exceed eight (8) feet except in Clear-Vision Areas as defined in YMC Section 9.64.010.

Section 9.64.010 Design Standards

9.64.010(A)(2): No temporary or permanent obstruction (e.g., structure, fence, or shrub vegetation) ~~between greater than~~ three (3) feet in height shall be placed in Clear-Vision Areas on streets, driveways, or alleys, as shown in the Clear-Vision Area-Diagram ~~figure~~ below. Trees exceeding this height may be located in this area provided all branches and foliage are removed to a height of eight (8) feet above grade.

9.64.010(B): Fences, Hedges and Walls. Fences, ~~hedges~~ hedges, and ~~walls~~ walls may be located within required yards as permitted by zoning, but shall not exceed three (3) feet in height ~~in any required yard which abuts and runs parallel to a street other than an alley within the Clear-Vision Area as illustrated in the diagram below.~~ Hedges that front Highway 101 are exempt from this height requirement as long as the height does not interfere with ~~clear~~ Clear-vision Vision Area requirements of Section 9.64.010(A)(3).

(Added the words "as permitted by zoning" after "yards" and before ",but", and added the words "as illustrated in the.." after "Area" and before "diagram".)

Chapter 9.68 – Manufactured Dwellings, Manufactured Dwelling Parks and Recreational Vehicles

9.68.030 (C)(15) Buffering or screening, if required by the Planning Commission, shall ~~be sight-obscuring fence, wall, evergreen or other suitable planting at least six feet high, or higher be screened with a Screening Buffer (see definition in YMC Section 9.04.030).~~

Section 9.72.050 Standards and procedures governing conditional uses.

9.72.050 (G)(3) Outdoor storage shall be on the side or rear of the building, and shall be screened with a sight-obscuring fence, hedge or wall Screening Buffer (see definition in YMC Section 9.04.030).

MEMORANDUM

TO: Yachats Planning Commission
Katherine Guenther, City Planner

FROM: John Theilacker, Vice-Chair
Planning Commission

DATE: December 30, 2022

SUBJECT: Fences, Walls, and Hedges Code Amendments

This is an update of my November 9th, 2022 memo to Lance Block included in our December meeting packet, and addresses the subject of enforcement of the proposed fence, wall, and hedge regulations. As we discussed at our December meeting, the City enforces the regulations of Title 9, Zoning and Land Use, largely on a complaint-driven basis. Once the City receives a formal complaint, it should investigate and, if valid, seek corrective action to gain zoning compliance. Zoning requirements must be fairly and uniformly applied to all zoned properties. It was suggested at our December meeting that we might limit the filing of a formal complaint to residents or owners of property which abut a hedge. I would have concerns with that approach as I feel it could be considered selective code enforcement, which may be difficult to enforce legally and could also limit the City's authority to effectively administer its ordinances.

The Planning Commission is currently asking the Yachats City Council to amend Title 9 and, among other things, establish a six-foot maximum height limit for new* hedges located along a side or rear property line of any residential or commercial zoning district. Once this standard is established, any Yachats resident or business owner could file a formal complaint with the City about a hedge greater than six feet in height established after the effective date of the ordinance amendment. At least four possible remedies are available to the hedge owner based on our proposed amendment:

- 1) Seek Conditional Use approval from the Planning Commission for a maximum hedge height of eight feet;
- 2) Apply for a Variance from the six-foot hedge height limitation based on a physical hardship;
- 3) Appeal the Code Enforcement Officer's interpretation/decision; or
- 4) Lower the height of the hedge or remove it entirely.

*(Note: it is likely that hedges exceeding six feet in height at the time of ordinance adoption would be considered nonconforming uses, and permitted to exist and continue to grow – see Chapter 9.76. Nonconforming Uses. Katherine may wish to confirm such with City Attorney).

INDIVIDUAL RECOMMENDATIONS - LOREN DICKINSON

Based on: YACHATS PLANNING COMMISSION PARKING STUDY

For Planning Commission Mtg 1-10-2023

Issue Date: 01-10-2023

The following are recommendations commensurate with funding availability. They are in no particular order of priority. In general, I agree with most analyses and recommendations of the Report, and some of my comments reflect its recommendations.

The **Yachats Comp Plan** provides for improvements of parking:

H. Provide For Economic Growth

Policy 1 "... maintain and enhance economic stability ..."

Policy 6 "... increase public parking ..."

As a part of Policy 6, it could be said to "improve" public parking in the downtown area.

IMPROVE PAVING, STRIPING & SIGNAGE:

North side of 4th Street to Boardwalk trailhead: Extend Paving and add striping for parallel spaces. Spaces might be slightly oversized in length to accommodate trucks during Farmers' Market and RVs at other times. Possibly add signage designating RV Parking with time limitations (no overnight, etc.), and add wayfinding signage along Hwy 101 to give directions to same.

4th Street, North side, Boardwalk trailhead west to residence: Extend pavement and stripe diagonal spaces. Provide signage with time limitations and not permitting overnight parking.

South side of 4th Street, Pontiac to Ocean View: Extend pavement and stripe as many diagonal or parallel spaces as available commensurate with right-of-way availability and adjacent property driveway needs. If sized appropriately between driveways, could dedicate as short-term (2 or 3 hours?) parallel RV & trailer parking. Provide signage with time limitations and not permitting overnight parking.

North side of 2nd Street just west of Prospect (Prospect to Drift Inn parking lot driveway): Commensurate with available right-of-way, extend pavement and add parallel or diagonal spaces as available. Provide signage limiting time used.

6th Street, La De Da Lane to City Yard: Along the north end of the open field on the south side of 6th Street, extend paving and stripe. May be longer-term or employee parking. Provide appropriate signage at parking, and wayfinding signage at Hwy 101. Work with businesses to encourage use by employees.

La De Da Lane, 5th Street to 6th Street: A sensitive issue with residents. Provide some approved means to install parking along the west side per previous plans. Considerations: previous public input. Provide appropriate signage at parking

Beach Street, Ocean View to 2nd Street:

Improve existing parallel parking striping along the east side of the street.

Add striping west side of the street between 1st Street and PO parking lot driveway.

Investigate adding 2 parallel spaces along west side of street between Ocean View and 1st Street (may not be possible due to right-of-way available and corner turning and sightline requirements) – if possible, add pavement, striping and signage limiting time used.

Improve “no parking” pavement markings and signage at east side of Beach Street, just north of Ocean View – currently people park in that no-parking zone, which is a hazard to traffic making turns in that intersection, increasing traffic congestion.

1st Street between Beach Street and PO driveway: Extend pavement and add diagonal parking striping. Provide signage at parking (possibly limiting time for use). Right now it is a muddy mess.

West 2nd Street between C&K Market and Pontiac Street: Improve parallel space striping in available locations commensurate with adjacent property driveway needs. Add signage. Consider time restrictions and possibly noting appropriate spaces for use by adjacent residences.

North side of 7th Street: Possibly add a few diagonal spaces along the north side of 7th in front of the Master Gardeners’ Garden, commensurate with available right-of-way. It would require pavement extensions, striping and signage. May be designated for use by local business’ employees.

Wayfinding Signage:

Signage along Hwy 101 indicating various parking locations is needed, as discussed in the Report. I believe this would possibly reduce traffic congestion by reducing the number of visitors driving around looking for spaces.

Signage along Hwy 101 pointing to currently underutilized parking along 4th Street and 6th Street would help.

If simple enough, wayfaring signage along Hwy 101 could include a simple map showing parking locations.

I’m not convinced that “Branding” is necessary, as described in the Report – the Yachats community is small enough and we do not have many “lots”.

Specific Wayfinding Signage Recommendations:

1. Sign on Hwy 101 indicating available parking in Commons-City Hall lots and along La De Da Lane. Viewable from both directions.
2. Sign along Hwy 101 indicating available parking on lot behind Commons and along 4th Street. Viewable from both directions.
3. Sign along Ocean View Drive indicating available parking on lot behind Commons and along 4th Street.
4. Sign on Beach Street adjacent to Post Office that public parking is available on street, but that Post Office parking is not to be used.
5. Better signage at specific parking locations along public streets
6. Recommend "customers only" parking signage at C&K Market lot.
7. If assign potential additional spaces along the north side of ball field, and near Master Gardeners' Garden, for employee parking, add signage reserving for employees only.

ADDITIONAL MEASURES (actions):

I concur with the Report that, in general no additional (new) parking is needed, with the exception perhaps of what could be dedicated employee parking areas as noted above (north side of open area at Commons ballfield, and along north side of 7th Street near the Master Gardeners' Garden).

Look for locations where longer-term RV & trailer parking could be allowed, providing it does not materially affect adjacent residences or businesses. Provide signage limiting parking (to 24 or 48 hours?) and not allowing overnight occupancy of the vehicles, I.e. these would be for visitors staying in Yachats' hotels and inns. Probably not more than 4 or 5 of this type of space would be necessary. Possibly located along West 7th Street?

Removal of items that are encumbering existing potential parking spaces (such as the storage bin at the Underground, unused outdoor tables, etc.) should be encouraged and in some cases required.

Businesses such as C&K Market and adjacent shops should be encouraged to add signage clearly indicating the parking is for customers only.

The City should provide signage at the Post Office that the PO parking lot is for postal customers only. It is assumed that the PO will not do this. This has been a real problem for residents using the PO.

As an important safety measure, the City should eliminate the 5 parking spaces at the southwest corner of Hwy 101 and Ocean View Drive, as soon as the road is turned over from the County to the City. It should be noted that the City Council has already approved this measure.

Vehicular Circulation Changes (Figures 7 and 9): Figure 9 shows what is a well recognized problem with Yachats residents, and often results in great hazard to pedestrians using crosswalks at the intersection of 2nd Street and Beach Street. It also often results in traffic back-up along Hwy 101, waiting for the intersection to clear. I suggest that the City consider adding a “No Left Turn” sign westbound on 2nd Street just west of the Hwy 101 intersection, This would be intended to encourage (if not prevent) an immediate left hand turn off of 2nd Street onto Beach Street southbound. The result would be to encourage vehicular circulation as shown in Figure 7. It may not be appreciated by residents and visitors, but it would improve pedestrian safety and traffic congestion in the area.

Maps: I agree that a parking specialty map may help, and could be made available not only as a handout at the Chamber of Commerce but at additional local businesses that cater most to visitors. If possible, parking map signage posted along both directions of Hwy 101 would be helpful to incoming visitors not familiar with town, and may help reduce congestion.

Parking Meters: Although these would help in several ways, I am not convinced they are appropriate for our community. Reasons: Expense and who would run the program. Does the City have a system to handle small cash income? There may not be enough room in areas adjacent to the spaces to provide the meters without encumbering pedestrian use. We do not have larger “lots” where metering would be effective. If utilized, the best locations for metering would be for the spaces along Hwy 101.

Limiting Time and/or space use: Very appropriate. Could help with the employee parking issue.

Working with State Parks to re-stripe portions of the State Park: I do not think this is possible at this time. Eventually, when and if the City of Yachats takes over that property, perhaps the large center lawn area could be partially converted to a drive-through temporary (day-use – no overnight) RV and trailer parking.

Event Parking / Church Lots: I agree that if it would be possible to negotiate with the churches for special-event overflow parking, it could be helpful for Yachats’ major events that sometimes encumber available parking like the La De Da Parade.

Removal of minimum parking requirements from the development code: I do not agree with this proposal for Yachats. It may be beneficial for larger communities that have larger commercial facilities with larger parking lots. Most, if not all, future development in Yachats will be smaller commercial. Not requiring parking of them would compound the inadequate available on-street parking challenge, and I would expect that a developer of new facilities would certainly prefer not to provide parking if that were allowed. There are a few examples of Yachats commercial facilities (vendors and restaurants) where, when originally approved, did not require parking. Most of these examples are in and around the Beach Street area and has resulted in insufficient parking along those streets to adequately serve the functions.

Parking Management Report Recommendations: Jacqueline Danos

These are in a rough priority order listing. Where and how striping and signage is done I trust the Public Works & Streets Commission and staff to decide. Whenever possible I highly recommend using Universal Design Standards.

1. Striping of current street parking. Striping along 2nd, 3rd, 4th, Pontiac and the east side of Highway 101 between Yachats River Road and Prospect and between prospect and 2nd street.
2. Branded signage as recommended directing drivers to available street parking.
3. Bicycle parking – hold meetings and/or survey regular bicyclists in the area for optimum locations for branded(?) bike stalls. Install a branded covered bicycle parking with seating, if possible, at the southwestern corner of Highway 101 and Ocean View Drive, where the current street parking will be vacated.
4. Branded Wayfinding. Wayfinding signage, with distances, for automobiles as well as bike and pedestrian routes. If tourists can see short safe routes to walk or ride a bike into the downtown core from their various hotels and vacation rentals, they are more likely to walk or ride which removes the parking congestion currently seen during peak tourism seasons. Coordination with the local hotels and vacation rentals for possible inclusion on the properties with “You are here” designations.
5. Time limitations in certain areas of the downtown core such as along 2nd street across from the community garden, along Prospect and along Hwy 101 between Prospect and 2nd.
6. Talk to businesses about shared parking facilities – signage stating parking for the business only when it is open but allowing public parking during hours when the business is closed. This would include signage designating no parking during the Post Office hours of operation allowing public parking when it is not open.
7. A review of parking mandates in the municipal code
8. Circulation changes per the recommendation made in the report. Perhaps there is funding such as through the **DLCD Rural Transportation Equity** program to develop a revised circulation plan as well as getting sidewalks and bicycle infrastructure to the north end of town which could be designed *outside* the standard ODOT Transportation Engineering guidelines.
9. As an aside; when discussing circulation plans one possibility never discussed would be to open the parking lot behind the commons to connect La De Da Lane, 4th street thru to 6th street. This area can be a “shared street” with removeable bollards that can be used to block cars from entering during festivals and events but would allow access as a traffic alternative to Hwy 101 if needed. It would also create a broader “Placemaking” for the downtown core connecting the farmers market, community park, skate park, and City Hall as more of a “City Campus”.
10. Recommend not moving forward with any work inside of the Community Park. That would include La De Da Lane. La De Da Lane is badly in need of repaving which will destroy any striping done before that takes place. Another issue is that there are current discussions happening with a redesign of the skate park, as well as a broader redesign. Spending funds on an area that is most likely to be completely changed in the near future could be a waste of the funds and employee time.
11. And food for thought: Whenever a street is due for repaving or any work that requires pavement cuts, look toward future needs and install additional conduits and piping. Yachats might not need it immediately, but it costs a lot less to install extra now when the street is opened, rather than having to re-cut and re-pave if/when new forms of underground infrastructure such as high-speed internet, recycled water, underground utilities, etc. come up.

MEMO

TO: Yachats Planning Commission

FROM: John Theilacker, Vice-Chair

DATE: January 12, 2023

SUBJECT: City of Yachats Parking Plan

I was very pleased with the October 25, 2022 Final Report – City of Yachats Education and Outreach, Parking Management for City Center, in large part because the professional transportation planner hired by DLCD spent the time necessary to understand our small city, its current parking supply, and peak demands prior to formalizing his recommendations. I fully support the six key elements listed on page 18 of the parking management plan, findings and recommendations.

I also think that Loren and Jacqueline have offered great and detailed comments regarding the Parking Plan recommendations. I offer the following additional comments for Planning Commission consideration:

- 1) Improving (parking space) striping and signage. My only concerns with new striping of existing parking spaces and the clearing away of organic material covering striped parking spaces, along 4th Street for example, are the visual impact of a much wider paved street, and the potential for increased vehicle speeds through this straight stretch when on-street parking is not used. The City may wish to consider traffic calming measures, such as curbed landscaped islands at the edge of parking areas, that could be installed when opening up our streets to increase visibility and use of on-street parking.
- 2) Wayfinding with visitor-facing content. Brand public parking lots and public parking. While this task seems appropriate for the Public Works and Streets Commission to address, I also think that the City should explore the availability of state grant funds to hire a professional planning or transportation consultant to work with the Commission, City Council, Yachats Chamber of Commerce, and ODOT to develop and implement a wayfinding and public parking lot plan that also includes directional signage to favor better traffic circulation within the City Center. While we have few public parking lots requiring special branding, the aesthetic appearance of signage within Yachats should be a priority.
- 3) Encourage employee parking in appropriate areas; discourage long-term parking; use time limits or meters. Employers within the City Center should provide convenient on-site parking for their employees wherever possible. I don't think creating a distant satellite lot or on-street parking area for employees in order to free up public or customer parking adjoining a business is a reasonable solution, particularly during wet-weather months. However, I do support the use of signage with time limits for on-street

parking in key areas, regardless of whether the City has the ability to enforce those time limits.

- 4) Better delineation (striping) of on-street parking on 2nd, 3rd and 4th Streets and Highway 101. I do support this recommendation but believe the City should be prepared for push-back from residents of these streets who would prefer not to have their frontage filled with parked vehicles. To avoid directing visitors and employees of local businesses to our small residential streets to find parking, the City may eventually need to invest in land within the town core (2nd, 3rd, or Prospect) for creating a metered public parking lot.
- 5) Use of church and other lots for event spillover parking. I fully support this idea and have seen it work in Yachats for the Amanda bridge dedication event in the spring of 2022.
- 6) Parking for RVs and other large vehicles. On-street or on-lot parking opportunities should be provided for such vehicles, and should be part of any wayfinding and signage plan.
- 7) Accommodating loading & deliveries. No comments.
- 8) Bicycle parking. Jocko Doss with Yachats-area non-profit View the Future has been working with the City and local businesses to establish bike racks, and has several funding sources to help purchase such racks. Several businesses in the City Center have agreed to host bike racks, and the City already purchased a rack with Jocko's assistance. The apparent delay in installing such racks is a lack of labor and equipment.
- 9) Transit Service expansion. No comments.
- 10) Adjustments to Yachats Municipal Code – Title 9 Parking requirements. Given the extreme difficulty in some cases to establish on-site parking along with new businesses in the City Center, it may be possible to eliminate minimum parking requirements from the City's Zoning Ordinance for certain portions. However, prior to doing so, there really needs to be a public parking lot centrally-established within the core (2nd, 3rd, and Prospect near Highway 101) to make up for the absence of on-site parking that normally would be provided with new or expanded business establishments. Also, how accessible (handicap) parking spaces can continue to be provided at new or expanded businesses would also need to be addressed.

Final Report

City of Yachats Education and Outreach, Parking Management for City Center

October 25, 2022



This project is partially funded by a grant from the Transportation and Growth Management (“TGM”) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Fixing America’s Surface Transportation Act (FAST-Act), local government, and the State of Oregon funds

The contents of this document do not necessarily reflect views or policies of the State of Oregon.

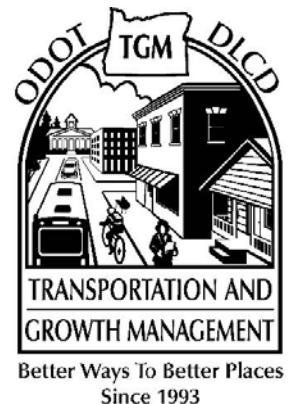


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Overview & Project Goals

This document presents a comprehensive parking management plan for downtown Yachats, Oregon. This report represents the final deliverable for the project entitled, “City of Yachats Education and Outreach, Parking Management for City Center,” funded by a grant from the Transportation and Growth Management (“TGM”), Program.

The Transportation and Growth Management (“TGM”) Program is a joint effort of ODOT and Department of Land Conservation and Development. The goals of TGM are to strengthen the capability of local governments to effectively manage growth and comply with the Oregon Transportation Planning Rules (Oregon Administrative Rules 660-012-0000), to integrate transportation and land use planning, and to encourage transportation-efficient land uses that support modal choice and the efficient performance of transportation facilities and services. Specifically, TGM supports efficient use of land and resources; human-scaled, walkable communities; good connections between local destinations; and pedestrian, bicycle, and transit-oriented development.

To support these goals, the goals of this project were to identify the timing and nature of parking challenges in downtown Yachats, and to deliver a context-appropriate set of recommendations to address these challenges. To win community buy-in and generally engage the community to the extent practicable, the project included a significant outreach component, including various efforts to learn about parking challenges as experienced by the community, and to engage community members in long-term thinking about parking management in the project area. A timeline illustrating key tasks and events is shown in Figure 1.



Figure 1: Yachats parking planning project timeline

Parking management is a critical component of placemaking. A right-sized and well-managed parking system is not only critical to a neighborhood’s economic success, but also to its livability, vibrancy, and overall sense of place. The plan presented herein draws upon robust data collection and analysis efforts, undertaken in tandem with the outreach efforts with a goal of producing recommendations that are likely to be both effective and broadly supported.

Project Area & Planning Framework

Project Area

The study area for this project is the area within and immediately around downtown Yachats. Roughly, this area is bound by Marine Drive to the north, the Pacific Ocean to the west, Lori Lane to the south, and King Street/approximately 500 feet east/north of Highway 101 to the east. A map of the study area is shown in Figure 2.

Site Visit and Parking Inventory

An initial site visit was conducted from May 24 to 26, 2022, with the goal of exploring the study area generally and collecting data on the number and types of stalls available within the study area. A map showing the parking assets located within the study area is shown in Figure 3. The number and types of stalls available within the study area are shown in Table 1.

Table 1: Locations, numbers, and types of stalls in the downtown study area

Location	Stall Counts by Type			Total
	Striped	Unstriped*	ADA	
On-Street	219	102	4	325
Public Lots	72	18	4	94
Private Lots	310	121	22	453
Study Area Totals	601	241	30	872

**Unstriped stall counts were estimated based on field measurements.*

Generally, there is little signage or other management of public stalls in place within the study area. Some signage restricts RV parking and/or overnight parking along some streets and adjacent to the park, and there are some ‘no parking’ or similar signs located throughout the study area. There are two pockets of motorcycle stalls along Highway 101; two electric vehicle stalls adjacent to charging infrastructure on La De Da Lane; a total of 8 signed ADA stalls within public assets; and a bank of six stalls ‘reserved for city business only’ adjacent to the Commons building on 4th Street. There are no other time limits or other usage restrictions in place on public stalls at present.

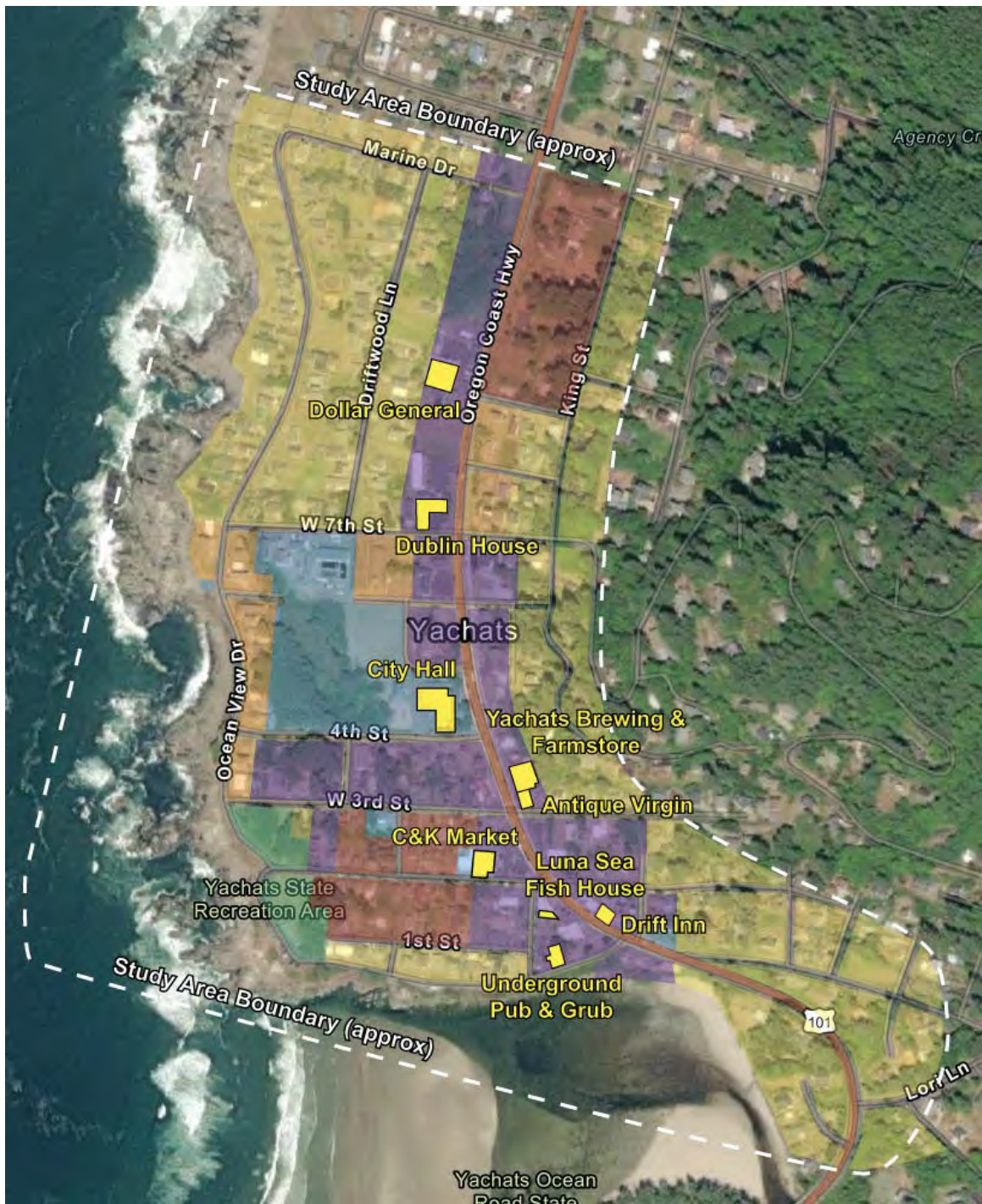


Figure 2: Study area map with zoning and landmarks



Figure 3: Study area block faces and parking lots

Planning Framework

It is imperative that recommendations within this parking plan be consistent with the vision and guidance established within the City of Yachats Comprehensive Land Use Plan (“Comprehensive Plan”). As with many cities, the Comprehensive Plan is the document which sets out a long term vision and associated goals for the City, serving as something of an instruction manual for planning and development efforts within Yachats.

The Comprehensive Plan includes guidance relevant to this parking study within several goals. These are listed below, along with excerpts of the relevant guidance.

- **Goal G, Control of Urban Growth and Form:** “The City shall, through development regulations, ensure that new development shall be of an appropriate scale to retain and enhance the small-town, ocean side character of the Yachats community...The City shall encourage improvement of the community’s visual character.”
- **Goal H, Provide for Economic Growth:** “The City shall maintain and enhance the economic stability of the City without diminishing the livability of the area...The City shall provide adequate and suitable opportunities for economic growth. The City shall increase public parking in the downtown area.”
- **Goal M, Transportation:** “The City shall require future developments to provide adequate off-street parking; The City shall explore options to increase public parking”
- Additionally, a directive for robust public outreach within planning efforts is prescribed by **Goal K, Public Involvement in Land Use Planning:** “The City shall institute a program that enables the community to identify and comprehend relevant issues, obtain public information and participate in public hearings and other forums on issues related to the growth and development of the City.”

Other planning documentation was reviewed at the outset of this project to learn about existing efforts, opportunities, and constraints within the study. These include the 1999 Yachats Village Circulation Plan, the 2017 Yachats Parks and Open Spaces Master Plan, and two recent documents envisioning updates to La De Da Lane and 6th Street adjacent to Yachats Commons. While the guidance within these documents is sometimes quite subjective and/or in conflict with other goals, the vision established within these documents is honored to the extent practicable within the parking plan presented herein.

Public Involvement & Outreach

Overview, Materials, and Key Questions

Public outreach for this project consisted of two primary steps: First, a series of stakeholder interviews were conducted, and second, a public workshop was held.

At the outset of the project, development began on materials designed to support these interviews and discussions. As a first step, a list of key questions for stakeholders and community members was developed in consult with the project team. These questions were explicitly included in public-facing outreach materials and the goal of discussions generally was to gain an understanding of community members' perspectives associated with them. The questions were:

1. Are you a resident? Employee? Visitor? When and how often do you come downtown?
2. What is your experience with the current state of parking downtown?
3. Identify the location and timing of current parking challenges.
4. Describe any past attempts to address parking challenges.
5. Describe the role downtown should play in the future of the community.
6. What types of land uses should be encouraged in downtown?
7. Any suggestions to solve parking issues?

These questions were integrated into the outreach process in several ways. A large-scale (3' x 5') poster was created integrating the timeline shown in Figure 1, study area map, shown in Figure 2, and several photos showing common parking management techniques along with the questions to facilitate discussion at the stakeholder meetings and public workshop. Additionally, the questions were circulated prior to and during the workshop as a questionnaire, inviting community members to provide written or verbal responses.

Stakeholder Meetings

To better understand local perspectives on parking, meetings with key identified Stakeholders were conducted on May 25, 2022. An initial group of stakeholders was identified at the project kickoff meeting based upon suggestions from local team members, with a refined list produced via subsequent discussions. Interviews were conducted at the Yachats Commons building, with each interview consisting of a question-and-answer period lasting approximately 30 minutes. The poster referenced above was prominently featured, both as a map for reference and as a medium to provide comments via post-it notes placed in pertinent spots.

The members of the project team participating were Brian Davis, Loren Dickinson, Evan Manvel, Christine Orchard, and Lynn West. The stakeholders interviewed were:

- Patricia Hettinger, Director of Yachats Youth and Families Activities Program (YFAP)
- Nathan Bernard, Owner of Yachats Brewing

- Laura Mulromey, Manager of C & K Market
- Bill Odenthal, Owner of Antique Virgin
- David Lothrop, Owner of Yachats Underground Pub

It is noted that two additional stakeholders—Robert Anthony, owner of Luna Sea Fish House and Linda Hetzler, owner of the Drift Inn—were invited to participate but unable.

The stakeholder interviews were intended to provide an introduction to the challenges of parking in the downtown area. The key challenges discussed were:

- Illegal/unauthorized parking in private lots like C&K Market and Yachats Post Office
- The recent redesign of Highway 101, which introduced new parking/loading challenges, and perceptions of inadequate outreach
- Challenges accommodating loading activities and recreational vehicles
- Challenges of employee parking

A detailed summary of the interviews was produced as a previous deliverable and is provided in the appendix to this document.

Public Workshop

Outreach

A key component of the outreach for this project was a public workshop, which was held on Monday July 18, 2022. Prior to the workshop, the City posted notice on their website and the meeting and the work were the subject of a newspaper article published in *Yachats News* on July 14, 2022 with the headline, “Does Yachats have a parking problem? Study gets in gear with public meeting and questionnaire Monday evening.” The newspaper article, public notice, and other outreach all linked to a questionnaire containing the seven questions listed above, and invited members of the public to submit responses either in writing or in person

In total, the project team received 15 detailed, written responses to the questionnaire, and the workshop was attended by approximately 20 to 25 people, including members of the public, project team, City Council, and Planning Commission. A brief presentation was made on work to date and potential interventions before turning to a discussion of perceived problems and solutions. Additional feedback was provided at the meeting regarding the questions circulated. Generally, the perception of respondents is that there is sufficient supply even during busy times under existing conditions, but management interventions are needed to reduce cruising, unauthorized parking, and other challenges experienced by respondents.

Program and Presentation

The primary stated goal of the workshop program was to garner explicit public feedback on the problems they encounter with the parking system, and the community's ideas for what the City might do to address these. To this end, the formal presentation included three high-level topics:

1. Project goals, timeline, and process
2. Examples of parking management from other Oregon communities
3. Perceived issues identified to-date within Yachats' parking system

Questionnaire Responses and Perceived Issues

Comments and sentiments during the public workshop generally tracked with the written comments received, and several of those who submitted written comments attended. Notably, a majority of respondents indicated that they did not believe that there was a parking issue to such an extent that new supply is warranted. The problems described tended to be limited to certain places and times; unauthorized public parking in private lots was by far the most cited issue, particularly at the post office and C&K Market lots.

Some comments from the written responses on the general state of parking downtown are excerpted below. Full comments are provided in the appendix.

"I'm hoping that there will be more suggested than just how to have more parking spaces. I'm interested in how we can enhance Yachats's "walkability" as many of our visitors and locals already walk or bike to and around town."

"I have never experienced a problem. Even on busy holiday & farmer's market days we have been able to find a parking spot within an easy walk of where we were going."

"We are usually able to find parking for the above activities without problem in front of those businesses, even during high tourist season/holidays. There are certainly fewer parking spaces during those times. ...Don't present solutions searching for problems."

"I believe there is not a parking crisis. I drive into town daily and have always been able to find parking. Do people abuse Post Office and C&K parking yes, but people have to accept we live in a small tourist town."

"Please remember that "downtown" is mostly a quiet residential neighborhood. I think we have to recognize that there are limits to expansion of both facilities and parking and at some point accept that we are "full" rather than continue to look for ways to expand."

“Downtown Yachats has always been and will continue to be a large part of the community. It’s for this reason, parking has to be expanded in a respectful and thoughtful manner...I’m vehemently against a multi-level parking structure in Yachats.”

There were several respondents who described significant challenges with the current state of parking. It is noted these responses typically cited specific issues (e.g., people illegally parked at the post office) and timings (e.g., events, La De Da festival). Responses to this effect are excerpted below.

“People have parked on our property during events, leave trash...Always congested, especially folks driving about circling to find any empty space.”

“During higher tourism dates (spring and fall weekends, all summer and holidays), it is not only difficult to find parking downtown, but the overflow of illegally parked cars and traffic slowing down looking for parking creates massive delays in simply trying to drive from one end of town to the other.”

“I try to avoid going downtown during the weekends or during events. However, there are times when I need to go downtown with my car and it can be impossible to find a place to park...Parking is difficult and challenging (I walk as often as possible, but sometimes I do need to put things in my car). If I need to pick up a package at the Post Office, I often cannot find a place to park at the Post Office.”

Parking Utilization Study

Data Collection

To supplement the findings and perceptions from the outreach phases with quantitative data, parking occupancy data were collected during the weekend of July 16-17, 2022. The dates were chosen in consult with the project team and city staff and are intended to represent typical operating conditions during the peak season for parking demand. Data were collected at the following three times during the weekend to capture different events, demand patterns, and operating conditions:

- Saturday July 16th from 12:00 pm to 1:00 pm
- Saturday July 16th from 5:00 pm to 6:00 pm
- Sunday July 17th from 11:00 am to 12:00 pm (during the Yachats Farmers Market).

Data were collected directly in the field over the course of the study hour. Maps showing the demand observed during the Saturday afternoon, Saturday evening, and Sunday morning observation hours are shown in Figures 2, 3, and 4, respectively.

Within these figures, lighter and less saturated colors represent block faces and parking lots with lower demand and more available parking, while deeper and more saturated colors represent block faces and parking lots with high demand and thus little to no available parking.

A common rule of thumb in parking management is that demand levels above ~85% (shown as fully saturated on the map) are potentially indicative of problematic, as research has shown that detrimental impacts to the overall system begin to occur at this level. These demand levels are thus shown as fully saturated on the maps. However, because there is typically parking available within a block or two of any downtown location, the potential detrimental effects of full parking that may happen when several blocks in a row are full (i.e. spending too long to search, frustration, congestion, possible non-return to the area), are less likely to occur here. Nonetheless, moving some of this demand to less-used areas is advised. These considerations are discussed at length in the following sections.

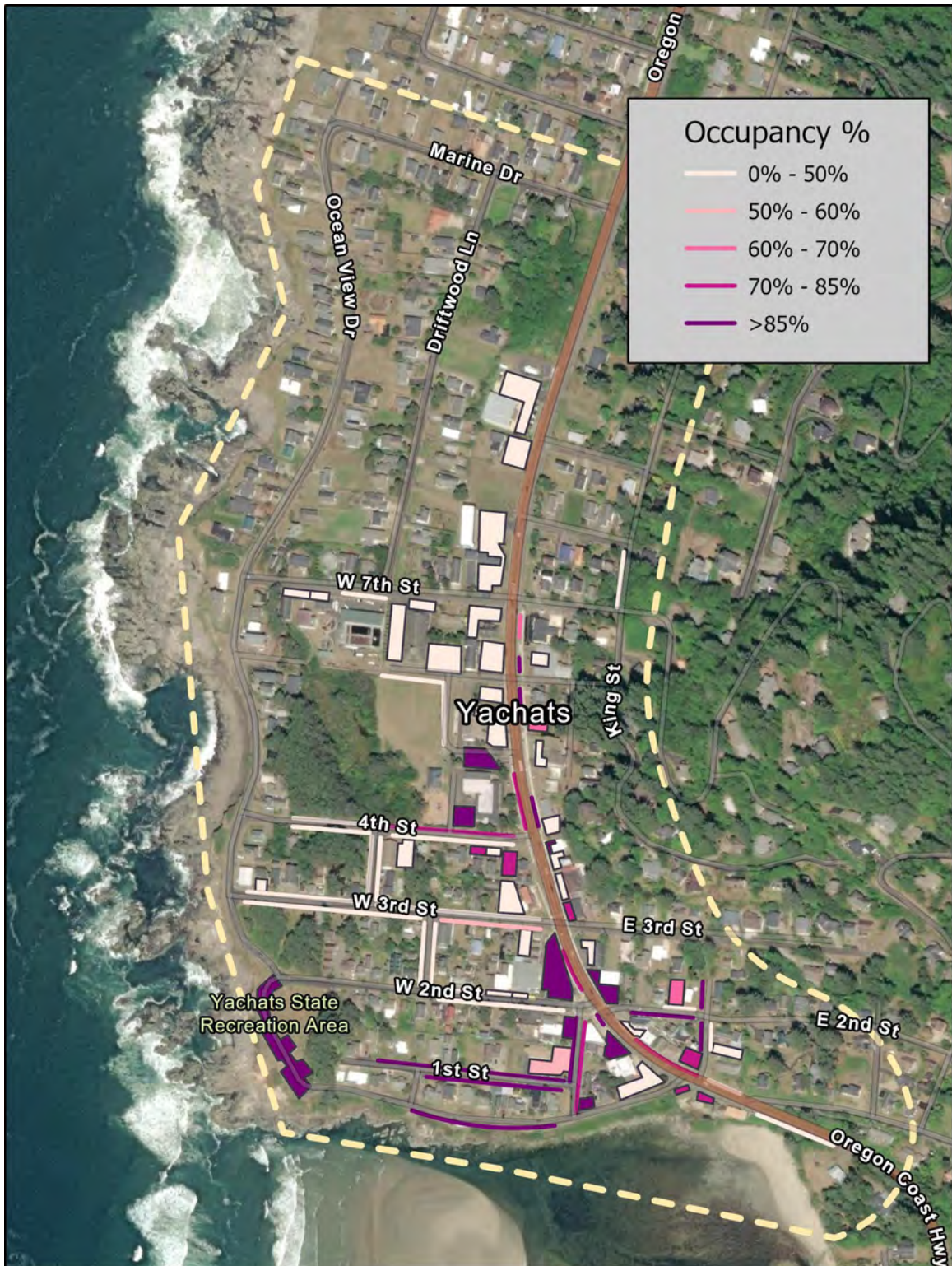


Figure 4: Parking demand during 12pm to 1pm hour on Saturday July 16, 2022

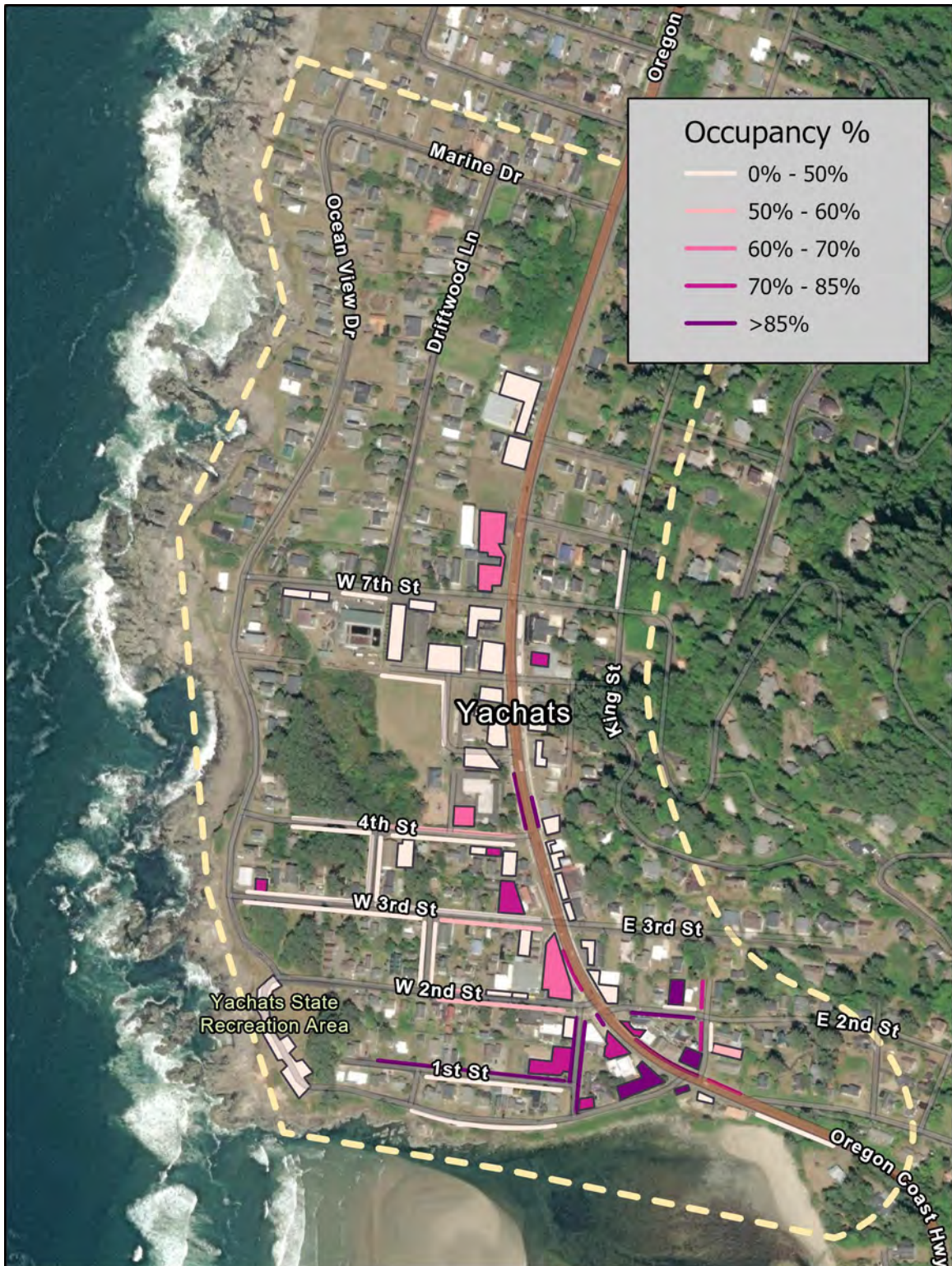


Figure 5: Parking demand during 5pm to 6pm hour on Saturday July 16, 2022

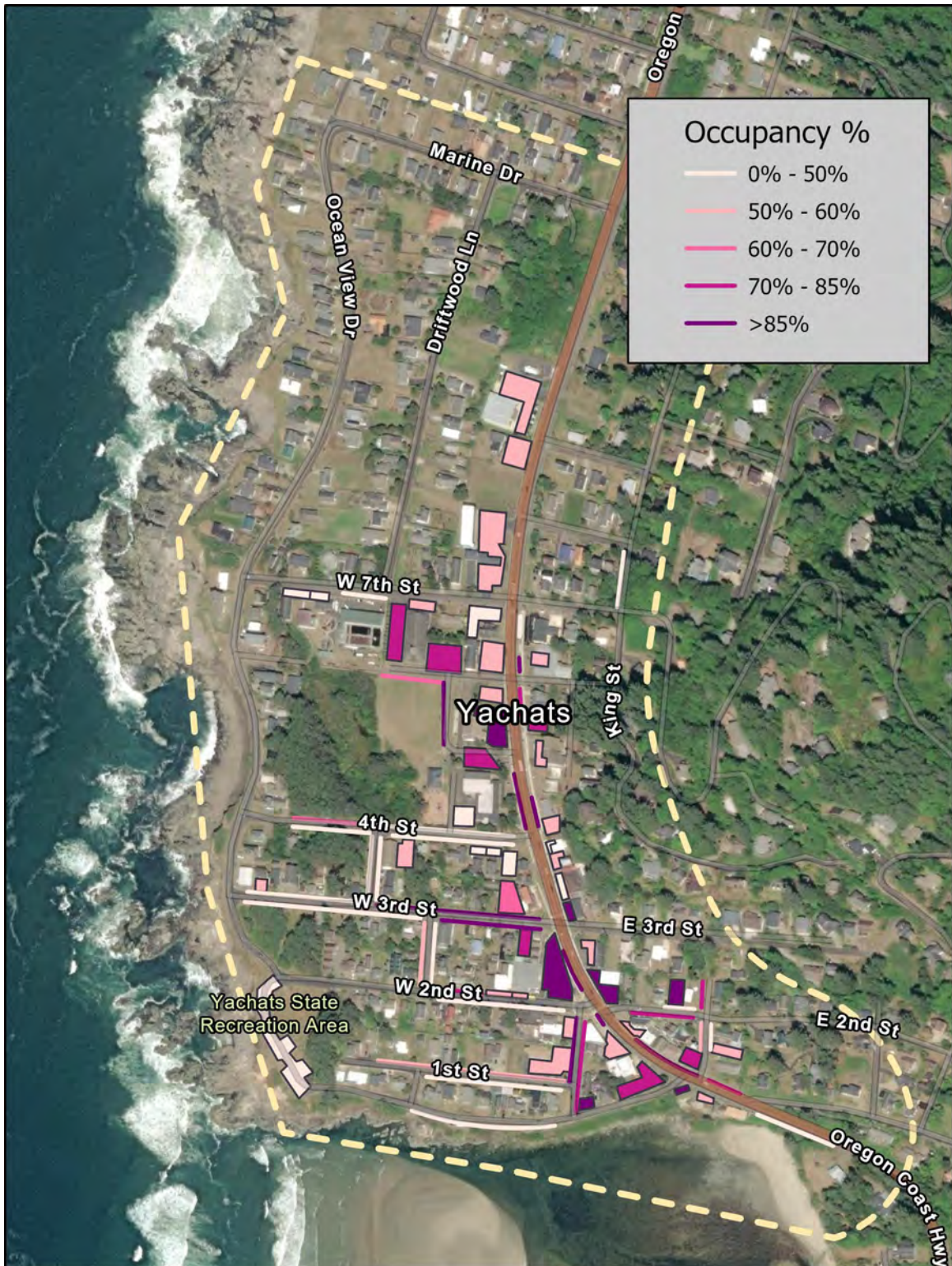


Figure 6: Parking demand during 11am to 12pm hour on Sunday July 17, 2022

Observations and Analysis

Overall

- Generally, the busiest part of the study area was observed to be along Highway 101 and areas adjacent between 3rd Street and Ocean View Drive, corresponding to the densest parts of downtown Yachats. Lots and on-street facilities within this area were frequently observed to be near or above 85% full throughout the study period.
- On-Street parking along Highway 101 was in particularly high demand. This is not unexpected, given that this is the sole route through town and thus the on-street parking along this street is the most visible and convenient.
- Consistent with concerns voiced during the outreach process, the parking lots belonging to the Post Office and C&K Market (and adjacent businesses) were observed to be heavily utilized. The C&K parking lot was observed to be filled to more than 85% during two of the three study periods. The post office lot was observed to be 73% full at its busiest (Saturday evening) and above 50% full during the other two observation periods; this is noteworthy since the post office was closed during all observation periods and thus all observed demand owes to visitors patronizing other locations.
- Parking lots and street parking in the northern and western portions of the study area were generally observed to have ample available parking throughout the study periods

Saturday Afternoon

- Generally, the highest overall parking demand within the downtown area occurred within this time frame. Many of the public parking resources in the study area, including the Commons lot, the public lot between the Commons building and City Hall, the Yachats State Park lot, and several block faces along US 101 and in the southern portion of downtown were observed to be near or above 85% full. Accordingly, cruising behaviors were observed throughout the study area with the most significant impacts to the intersection of 2nd Street at Highway 101.
- Public parking lots including the Yachats State Park lot, the Commons lot, and the lot between Commons and City Hall are observed to be above 85% full. However the City Hall lot had little demand at this time (2 cars; 13% of capacity), suggesting that visitors are not identifying this as publicly available parking.
- Parking demand tends to reduce quickly with distance from the 101 Corridor and the densest parts of the downtown area. West of 101, there are a significant number of available stalls along 4th Street, 3rd Street, Pontiac Street, La De Da Lane. Additionally, most of the larger private lots outside the busiest area show low demand at this time.

Saturday Evening

- By Saturday evening, parking demand within the busiest parts of the study area is observed to decrease to some extent relative to the afternoon, while some parking closer to the outskirts of the study area associated with lodging or restaurants is seen to be at or near peak demand levels.
- Parking demand remains high within the core of the downtown area, including on-street parking along Highway 101 and on- and off-street parking adjacent to the 101 corridor between 1st and 3rd streets.
- Demand within public parking lots is observed to be relatively low during this timeframe, with only the Commons lot exceeding 50% occupancy. However many private lots remain in higher demand, including the post office and C&K market lots, suggesting a potential opportunity to move demand from these high-occupancy private lots to public lots.

Sunday Morning

- This study period was timed to capture impacts from Yachats Farmers Market, and the impacts of the market are apparent in the demand patterns. The Commons lot, on-street parking on 4th Street extending approximately 200 feet west of Highway 101, and private lots taking access to 4th Street along this segment were unavailable for parking due to the market. Parking facilities immediately surrounding the market, including the City Hall lot, the lot between the Commons building and City Hall, and on-street parking along 3rd Street, 6th Street, and La De Da Lane, were observed to be near or above 85% full during this study period.
- In addition to areas immediately surrounding the market, the areas observed to be busiest during other observation periods—especially street parking on Highway 101, 1st Street, 2nd Street, Beach Street, and Prospect Avenue—are again showing high demand levels, albeit at a somewhat lesser extent than during Saturday periods.
- There is some evidence of a brunch/ lunch crowd, as high demand is generally observed at private lots associated with restaurants and nearby public facilities. Lots associated with retail and lodging generally have low occupancy at this time. A notable exception is the C&K Market lot, which had its highest observed occupancy level at 89%. This is likely due to the C&K lot absorbing public demand from oversaturated adjacent facilities.

Findings and Recommendations

Overview

Generally, the results of the analysis and outreach process paint a picture of a parking system that has sufficient supply to meet demand loads during most of the peak season and associated events occurring within Yachats. While locals describe conditions where parking facilities are full or nearly so during major events including Independence Day and Labor Day festivities, there is generally adequate parking available within a short walk of key destinations to accommodate demand associated even during the peak season.

The plan presented herein therefore does not include a recommendation for increasing parking supply, and instead aims to present the City with a number of options for maximizing the utility of existing parking assets in both the short and long term. These recommendations aim to leverage the exceptionally walkable built environment within downtown Yachats, activating underutilized resources to relieve pressure on high demand areas.

Key elements of the plan include:

1. Improve striping and signage for underutilized parking to help visitors find and identify these stalls.
2. Install wayfinding and produce visitor-facing content to encourage circulation patterns to further help activate these stalls. Consistently brand public parking, including public lots.
3. Discourage/disallow employee and long-stay parking within the busiest areas of downtown, and consider implementing time limits or meters.
4. Add striping to currently unmarked parallel stalls to increase utility and efficiency.
5. Identify potential resources for spillover/event parking and special uses.
6. Support and encourage walkable development within downtown, consider place above parking.

The key elements of the plan are illustrated in Figure 9. The specifics of the recommendations are detailed below.

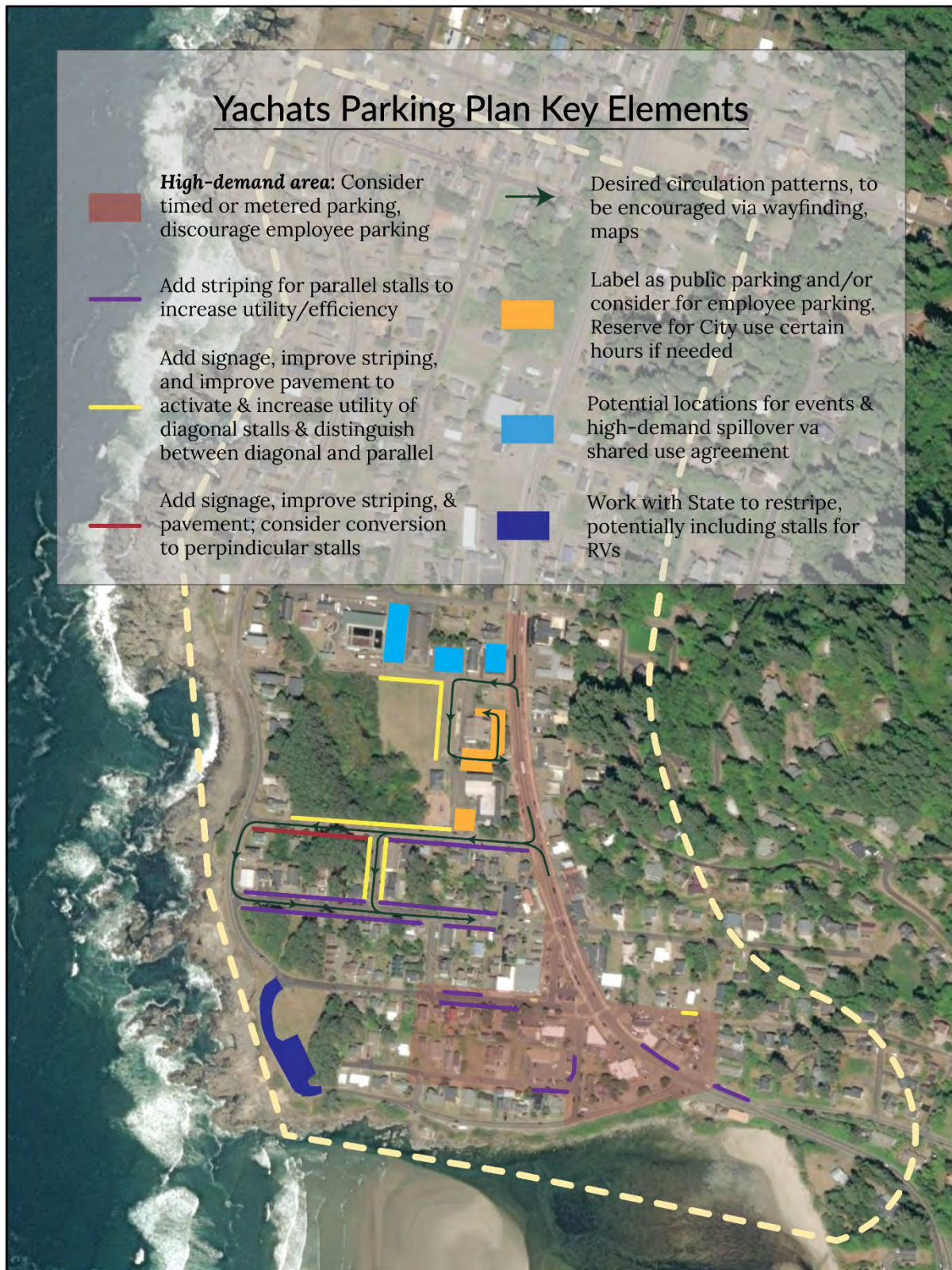


Figure 7: Key elements of Yachats Parking Plan

1. Improve striping and signage for underutilized parking to help visitors find and identify these stalls.

The results of the analysis show that there are significant parking resources just to the north and west of the busiest areas of downtown that are not heavily utilized. Improving the signage and, where possible, striping of this parking could help activate it, relieving pressure on higher-demand parking within the high-demand area. The segment of 4th Street extending east of Ocean View Drive, showing some of this parking and the issues described, is shown below.



Figure 8: Underutilized street parking on 4th Street, with vehicles parked parallel in diagonal stalls and a vehicle facing westbound within stalls striped diagonally for eastbound traffic

N Side of 4th Street/Pontiac Street (50 total stalls)

The partial striping, limited signage, and mix of diagonal and parallel stalls on 4th Street and Pontiac Street can be improved in the short term to help people locate, identify, and properly use these stalls. In the longer term, pavement could potentially be extended to the edge of the right-of-way to allow for complete striping of the stalls. While these areas show some demand during the Farmers Market, this demand likely derives primarily from vendors and Yachats residents. Visitors appear to have difficulty arriving at and/or correctly using this parking, or at the very least tend to favor more centrally located lots like the C&K lot and the Post Office.

N Side of 2nd Street west of Prospect (4 total stalls)

A similar dynamic was observed within the small bank of parking along 2nd Street extending east from Prospect Avenue. Under existing conditions, many vehicles park parallel here while others park

diagonally. Formally striping/signing for diagonal parking would result in one to two additional stalls on this high-demand block.

S Side of 4th Street, Pontiac to Ocean View (12 total stalls)

It is noted that diagonal parking on the south side of 4th Street is striped for eastbound traffic as one would expect; however given traffic volumes and restrictions on Ocean View Drive, it is unlikely that much if any traffic would be proceeding eastbound on 4th without making a U-turn specifically to access parking. To improve circulation, eliminating the need for U-turns and improving the ease of finding parking, the City should consider striping and signing this segment of 4th as perpendicular parking. Nominally, there appears to be plenty of room for this configuration (approximately 23 feet from the edge of the striping to the edge of the parked area, based on a field measurement), even with the existing diagonal stalls remaining on the north side. As with nearby segments, the City should consider paving to the edge of the right-of-way to complete striping in the longer term, as funds allow.

6th Street/La De Da Lane (32+ total stalls)

The south side of 6th Street and west side of La De Da Lane adjacent to Yachats Commons represent public right-of-way that is available for parking, but aside from significant Farmers Market-associated demand, is lightly utilized. Like nearby parking, while well known to locals patronizing the market, the lack of signage or guidance here makes the parking hard to identify. Adding signage and, to the extent possible, striping will help activate these resources.

2. Install wayfinding and produce visitor-facing content to encourage circulation patterns to further help activate these stalls. Consistently brand public parking, including public lots.

Under existing conditions, the street grid of Yachats—particularly the fact that Highway 101 represents the only continuous road through town—combines with the relative lack of wayfinding to result in traffic circulation patterns where visitors are concentrated in the busiest parts of town where they only can see or access a small portion of available parking. Potential examples of this are shown in Figure 9. The circulation patterns are likely the cause of the concentration of demand within the “high-demand area” as shown in Figure 7.

The City should aim to discourage the circulation patterns shown in Figure 9 and instead encourage the desired patterns as shown in Figure 7 to the extent possible. The latter circulation patterns would guide visitors to underutilized street parking resources on 4th Street, Pontiac Street, and La De Da Lane, as well as the three City-owned lots within downtown. The primary ways the City can accomplish this are through clear wayfinding signage, clear signage and/or branding identifying public lots or facilities, and producing visitor-facing materials with parking and amenities clearly labeled.



Figure 9: Possible problematic circulation patterns for southbound traffic (red) and northbound traffic (yellow) searching for parking

Wayfinding Signage

Under existing conditions, there are only a few guide signs intended to help visitors find parking, all of which are relatively small and hard to spot while driving. As budget allows, the City should install additional signage along Highway 101 pointing to the parking resources identified above (the City will need to work with ODOT to do this). To the extent possible, these should be large and apparent enough to be easily spotted by moving traffic. Many wayfinding signs for parking, including existing signs in Yachats, are ineffective because they tend to be sized more as parking signs (small, with an intended audience of stopped traffic) rather than as standard road signs (able to be read by moving traffic), so the City should consider this in designing signs.

Maps & Visitor-Facing Materials

The City should work with commerce and tourism interests to produce a consistent set of visitor-facing materials. These should include maps (the popular Yachats Trails Map is a good example), website information, and information wherever else visitors may look to research their trip, that clearly label public parking resources and show recommended routes to search for parking. Amenities like public rest rooms, parks/green space, and walking routes should be included as well

to help visitors complete their car trip and allow them to park once and experience the community on foot.

Parking Lot / Street Parking Signage and Branding

At present, public lots within Yachats are generally unmarked or unsigned, so visitors may not identify these as legal parking opportunities. The City should install signage that clearly labels these lots as publicly available parking, and to the extent possible helps visitors remember where they parked so they can easily find their vehicles at the end of their stays. If necessary, the City can install signage reserving stalls for City business, similar to the small bank of stalls adjacent to the Commons Building on 4th Street.

Grants Pass, Oregon, provides a best-practice example here. Lots are each named based on a theme—local animals in this case, e.g., Duck Lot, Owl Lot, Beaver Lot—and each lot has an accompanying piece of art or signage. The public lots are clearly and consistently signed with a sign style that incorporates the city's logo and is consistent with its other branding. Some examples of the signage from Grants Pass are shown in Figure 21.

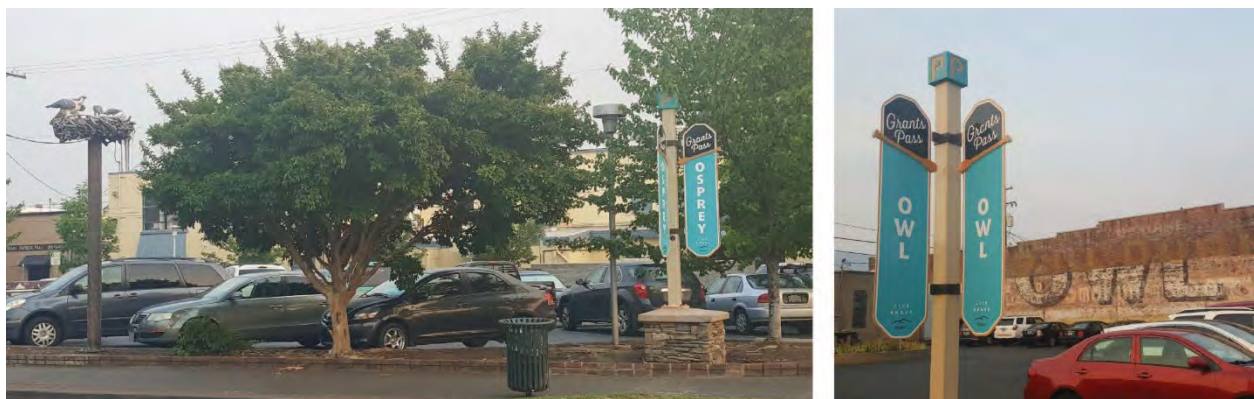


Figure 10: Signage and accompanying art/murals from Grants Pass, Oregon provide a best practice for parking lot branding

This sort of branding and signage can be an excellent way to encourage utilization of parking lots, helping in two ways:

1. It provides affirmation for visitors and others who may not be familiar with local regulations that the parking is indeed legal and publicly available; and
2. For those who may be unfamiliar with the area, it provides a landmark that helps them to navigate and easily locate their vehicle at the end of their stay.

The City could potentially extend this branding and signage to underutilized street parking like 4th/Pontiac Streets and La De Da Lane to help activate these stalls in tandem with the other measures described.

3. Discourage/disallow employee and long-stay parking within the busiest areas of downtown, and consider implementing time limits or meters.

A key finding from the analysis is that demand is heaviest for parking along Highway 101 and within the southern portion of downtown, shown in red as the high-demand area in Figure 7, and significantly lower immediately outside this area. This is likely the source of problems reported within the post office and C&K market lots, which represent the largest and most visible banks of parking within this busiest area.

As an immediate measure to help alleviate demand within this area, the City should encourage and/or require employees and proprietors of businesses to park outside this district, and consider regulatory measures that encourage robust turnover in the high-demand area.

Employee Parking

Ideally, owners and employees of downtown businesses would park in lower demand areas, leaving parking in high-demand areas for customers and visitors. However absent regulation, employees will often select the high-demand stalls simply because they represent the most visible parking, and employees will arrive at times when they are available. This is problematic since these employee trips represent long-duration stays in parking stalls, so they have an outsized impact on parking congestion.

The City should work directly with businesses and commercial interests to accommodate employee parking at sites outside the busiest areas. While employees will ideally park off-street in lower demand areas, employee parking should generally be visible, well-lit, and proximate to workplaces. Many employees leave work during late hours and carry cash, so safety considerations are paramount here.

Some confusion and frustrations were expressed by business owners regarding where employees might park, with some reporting mixed messages from the City regarding whether City-owned lots were appropriate for this. The City could potentially designate some stalls within these lots or other aforementioned underutilized resources as employee stalls, potentially implementing a small permit program to facilitate this if needed. Regardless, clear direction and policy from the City are needed here to provide guidance for business owners and align efforts generally.

Time Limits/Meters

The City should consider limiting stays within the high-demand area to certain time limits (2 hours is a common choice in busy commercial centers), to encourage robust turnover within this area and require employees, beachgoers, and other longer-duration trips to use more appropriate stalls. This could be done immediately, or at some future point if conditions worsen and/or less restrictive measures don't adequately address issues. It is noted that timed stalls can be difficult to cost effectively enforce, however there is still some benefit to be realized here and time limits have been observed to be reasonably effective in other coastal communities despite limited enforcement.

As a longer term measure, the City could consider pricing parking within the highest demand area if time limits and other measures prove ineffective at helping alleviate demand here.

C&K Market & Post Office

As discussed, the problems described related to parking at C&K Market and the Post Office likely derive from the fact that these are the largest and most visible lots in the busiest part of downtown, with neither lot having restrictive signage.

This plan is designed to alleviate these issues primarily via “carrots,” i.e., pushing demand away from these lots by encouraging parking in more desirable locations. There is unfortunately little that the City can do directly to control parking here, as these are privately owned resources. The City can encourage C&K Market to install regulatory signage within their lot to label it as private parking, although the Market may regard the popularity of its lot as a potential source of business. While it would be beneficial if similar signage were installed at the post office, and the City could initiate a conversation with the postal service to that end; however the difficulties are apparent and indeed community members have indicated that they’ve tried unsuccessfully to convince the Postal Service to take mitigative action.

One potential source of confusion with regard to post office parking is that it may be hard for visitors to distinguish between the private stalls within the lot and the public stalls streetside. Indeed, the bank of parking within the lot facing Beech Street appeared anecdotally to be in heaviest demand with visitor traffic while stalls adjacent to the post office itself were more likely to be free. This dynamic is pictured in Figure 8. A potential solution might be for the City to install signs to the effect of “Public Parking On Street Only” which, in tandem with the striping described above, would add regulatory clarity and hopefully help more visitors choose public parking over the post office’s stalls.



Figure 11: Public parking and post office parking

4. Add striping to currently unmarked parallel stalls to increase utility and efficiency.

There are several block faces within the study area that allow for parallel parking, some of which accommodate reasonably heavy demand, where parking is unstriped. It is recommended that the City install striping on these segments. This will allow visitors to more easily find and identify legal stalls, and improve the efficiency of the system. Striping should be installed on the following street segments, with the number of potential stalls estimated based on field measurements and demand observations.

- S Side of 4th Street between 101 and Pontiac (4 stalls)
- N Side of 3rd Street between 101 and Pontiac (12 new stalls in addition to 4 currently striped)
- S Side of 3rd Street between 101 and Pontiac (7 Stalls)
- N Side of 3rd Street between Pontiac and Ocean View (14 stalls)
- S Side of 3rd Street between Pontiac and Ocean View (22 stalls)
- N Side of 2nd Street east of Pontiac (5 stalls)
- S Side of 2nd Street east of Pontiac (15 stalls; there is faded yellow here that should be removed to increase capacity)
- E Side of Highway 101 between Yachats River Road and Prospect (6 stalls)
- E Side of Highway 101 between Prospect and 2nd (8 stalls)

5. Identify potential resources for spillover/event parking and special uses.

While the results of the analysis and outreach indicate that there is ample supply within the study area to accommodate demand under most conditions, some concerns were noted with supply issues during the busiest few weekends per year, and with some special uses like RV and delivery traffic. The City should identify appropriate locations for spillover parking during these events, and for RV and delivery traffic.

Event Parking/Church Lots

Even during typical peak season weekends, there is plenty of parking available within the downtown study area to accommodate all demand. However, during the busiest weekends of the year—e.g., 4th of July Weekend, Labor Day Weekend, it is reported that much or all available public parking within the study area can fill. For these events, the City could potentially work with local churches, particularly Yachats Presbyterian and Yachats Baptist, to use their dedicated parking lots for public/spillover parking.

The Yachats Baptist lot in particular is highly visible and appeared to show low demand even during church services, so there might be a win/win inherent in utilizing this lot during busy weekends. The City could potentially enter directly into a shared parking agreement with the Church, or potentially work with the Church to allow them to manage the lot themselves and potentially charge visitors for parking. While the parking lots for Yachats Community Presbyterian are not quite as convenient and visible, there is again plenty of excess capacity here, and to some extent it appears that Farmers Market traffic utilizes their lots under existing conditions. It may be of benefit for both the Market and the Church for the City to formalize any parking agreements.

RVs

As a coastal community there is demand for RV parking within Yachats. While there is some signage disallowing RV parking on certain streets, there does not appear to be any dedicated parking for RVs within the study area.

The most logical place to install these would be within or near Yachats State Park, where much RV demand currently is satisfied organically. While Oregon State Parks currently has jurisdiction over this lot, there appear to be opportunities for the City to work with Parks to restripe here, or potentially for the City to take control of this lot itself. Striping in dedicated parallel stalls on Ocean View Drive as it widens entering and exiting the park will help ease RV-related traffic and ensure that they have a place to park without impacting higher demand areas.

Based on observations and discussions, RV-related congestion can be significant during peak weekends in downtown Yachats. However this appears to derive largely from RV's turning left onto and off of Highway 101, primarily entering and leaving Yachats State Park. By and large, RVs typically were able to successfully park there or within the lightly utilized street parking nearby, and little if any cruising for parking was observed. Still, designating specific parking stalls for RVs and including this information in visitor-facing materials could help alleviate some issues here.

Loading & Deliveries

Based upon analyses and discussion, the primary issues with loading activities occur along Highway 101 and were exacerbated with the recent improvements to the highway. While the new sidewalks further improve walking conditions, the functional narrowing of the roadway leaves delivery trucks with no dedicated space to load and unload, so they are forced to either block car traffic and/or block bike lanes and sidewalk corridors.

Unfortunately there is little the City can do at present to address these issues, as the street grid and topography of the downtown area combine to present no appropriate, truck-accessible public space to load. Fortunately, much delivery activity naturally takes place earlier in the day before peak parking conditions are observed, so impacts to car, bike, and foot traffic are reasonably minor. If impacts during peak times arise, the City could consider restricting loading activities to late nights or early mornings to ensure that delivery traffic minimally impacts commerce and visitor activities.

6. Support and encourage walkable development within downtown, consider place above parking.

The overwhelming sentiment of participants in the outreach was that, to whatever extent parking problems exist within downtown Yachats, they arise due to the city's natural beauty, its diverse and unique business community, and its exceptional walkability, and that it is vastly more important to preserve these aspects of Yachats than to build ever more parking supply. The long term visioning and planning work within the City should reflect this, and ensure parking is utilized as a tool for the livability and economic success of the town and not as an end in and of itself.

Indeed, the very walkability of Yachats is likely the single best existing and potential asset to ease parking issues within the busiest areas, and should be preserved and protected above all other considerations. The long-term vision regarding the parking system should be to create an environment where visitors park once, likely in a public stall, and explore the City's businesses and sights on foot, rather than driving to and parking at each destination.

Install Consistent and High-Quality Bicycle Parking

In addition to improving walkability, the recent updates to Highway 101 and Ocean View Drive added bicycle infrastructure to the downtown area. Several residents mentioned that they cycle when possible, and coastal routes are popular with recreational cyclists.

At present, however, bicycle parking options throughout downtown are relatively limited, and bikes were often observed to be locked to lampposts or railings as a result. The City should look for opportunities to increase the available bike parking, installing staple racks along the public right-of-way as space and budget allow. The City can also designate an area to install high-quality, covered bicycle parking; the area at the southeastern end of the planned new boardwalk, which currently is used as perpendicular street parking, was suggested as a potential fit here. New bike parking could

help relieve pressure on the vehicular parking system by providing an attractive alternative to locals and guests who would prefer not to drive.

Look for Opportunities to Increase Transit Service

Yachats is currently served by a single transit route: the Lincoln County South bus route, which runs four times per day in each direction between Yachats Presbyterian Church and Newport City Hall. The City should work with Lincoln County Transit to add additional stops to this route during busy weekends to serve guests staying at lodging on the northern outskirts of town like Adobe Resort, the Fireside Motel, etc. By adding stops here and potentially in downtown south of the existing terminus on 7th Street, this bus route could potentially relieve some of the existing demand on downtown parking facilities.

In the longer term, increasing the frequency of these bus routes might relieve additional pressure, and provide an alternative to driving for people travelling between Newport, Waldport, and Yachats. The City and its local partners should remain cognizant of potential opportunities to fund an increase in the number of daily buses along this route or other similar shuttles or transit alternatives.

Consider Removal of Minimum Parking Requirements

As a longer-term initiative, the City should consider removing minimum parking requirements from the development code. Minimum parking requirements are well-intended regulations with a goal of reducing parking congestion through increased supply, however there is increasing evidence that they have the opposite effect within many communities. Parking requirements often necessitate devoting significant space to parking, hurting walkability, and create a system of single-use parking stalls rather than the “park once, walk to many destinations” dynamic envisioned by this plan.

The dynamics of Yachats in particular are conducive to the removal of parking requirements. This could potentially expedite any future redevelopment efforts of historic old buildings and lots which could not feasibly meet parking requirements, and will help preserve the future walkability of downtown. It is noted that this would not preclude future construction of new parking associated with development; it simply would allow for development to be responsive to economic and logistical factors to “right-size” parking. In lieu of requiring minimum numbers of parking stalls, the City might instead require or incentivize development to provide new *public* or shared use parking, which would be more consistent with Comprehensive Plan guidance and feedback received during this study.

Removal of minimum requirements is a potentially powerful tool that can actually *help* alleviate parking issues by enhancing walkability and reducing single-use parking spaces that induce car trips.

Appendices

Memorandum



To: Yachats Parking Planning Project Team

From: Brian Davis, AICP

Date: June 28, 2022

Re: Summary of Site Visit and Stakeholder Meetings

Introduction

This memorandum summarizes two key pieces of recent work on the Yachats Parking Planning project: An initial site visit and several direct interviews with stakeholders. The findings described below will be incorporated into the presentation for the upcoming public workshop, and will inform data collection and future planning efforts.

Site Visit

A site visit was conducted by members of the project team from May 24 to May 26, 2022. The goals of the site visit were as follows:

- Explore the downtown study area to get a qualitative feel for the “lay of the land”
- Visit and briefly observe key parking facilities and the businesses and attractions that generate demand
- Collect data on the number and types of stalls available within lots and along block faces on-street within the study area
- Take photos and collect other data as needed for deliverables and further analysis.

On May 24th, I was given a tour of the study area with Planning Commissioners and Project Team members Loren Dickinson and Christine Orchard. We visited several areas of interest including both key generators of parking and key parking facilities throughout the downtown study area, in many cases observing parking patterns and user behavior over short time windows. Over the ensuing two days I revisited many of the sites and visited new sites and street frontage to observe further and to collect data on the number and types of stalls available for the parking inventory phase of this project. The quantitative results of the parking inventory are being prepared as a separate deliverable within GIS. Some qualitative observations of key parking facilities and generators are offered below. A directory including photos taken during the site visit is available at: <https://photos.app.goo.gl/xq46jgS1YzZyKbCD9>

My key observations and takeaways from the site visit are presented below.

- Generally, the downtown area of Yachats extends for several blocks along US Highway 101 between approximately 7th Street and Ocean View Drive/Yachats River Road. The coast is approximately 1,000 feet to the west of Highway 101, with the area in between serving a mix of residential and commercial

uses. The area east of 101 is primarily residential except for a small concentration of commercial activity toward the south end of downtown.

- Notably, a 2019 project along Highway 101 added sidewalks and striped stalls to the street. Shortly thereafter, with the remaining travel lane one-way in the southbound direction. In aggregate these changes significantly improved the walkability of downtown Yachats, however the overall parking supply was reduced along both roadways and circulation through town was made more difficult for autos via the one-way conversion of Ocean View.
- Yachats State Park is a key site as the City's primary point of access to the ocean. A good bit of the potential parking supply here is unstriped and appears inefficiently utilized, at least during off-peak observations. The site is somewhat removed from the bulk of activity downtown, however a boardwalk is currently in the planning stages that would serve to better connect the park to other attractions. Hard to access downtown. Better signage and wayfinding may be useful here as well.
- Besides the ocean itself, other key drivers of demand include several businesses primarily concentrated on or near Highway 101 to the immediate north of Ocean View Drive/Yachats River Road. Some have dedicated off-street parking that is likely sufficient to accommodate all demand, however many rely upon public parking facilities in part or in full to satisfy demand.
- There are several private lots throughout downtown that in aggregate have significant capacity. In some cases, centrally located private lots are known to serve public demand as other nearby facilities fill, with the lot adjacent to C & K market being a prominent example. There are other parking lots further from the center of downtown, like those of local churches, which have significant capacity but demand limited to certain days or times. Again, these are sometimes used informally for public uses.
- There appears to be space to accommodate significant demand within on-street parking on the local streets west of Highway 101. However much of the parking capacity is either un-striped or confusingly or inconsistently striped in some way. It will be important to see how this space functions during high-demand periods. Adding/improving striping may be an easy intervention in some cases, however in residential areas this can be controversial as often the addition of striping is seen as encouraging parking.
- There are three centrally-located City lots that are not well signed or regulated. There are likely opportunities to improve the utility of these stalls via signage or other management.
- Generally, there is little land within the study area that could feasibly be used to add additional parking supply. The one notable area where addition of paved, striped parking has been considered is along La Di Da Lane between 5th and 6th Streets. A previous proposal would have added several improvements including new paved stalls here, but funding expired before the project moved forward. Currently, this area is often used for parking by RVs. It remains a good candidate either for the addition of parking; these could be standard stalls as previously proposed or the formalization of RV stalls. If converted to standard parking, impacts to RV demand would need to be managed accordingly.

- I was struck by the integration of hiking trails into the pedestrian infrastructure generally in and around the downtown area. Particularly in tandem with the sidewalk additions to Highway 101, the downtown area is eminently walkable, which should serve as a key asset in a parking plan. There is a good bit of parking supply on the northern outskirts of downtown that is a bit removed from key destinations, but connected via excellent walking infrastructure. There are likely opportunities to activate this parking via wayfinding and other similar measures.
- Generally, parking demand was low throughout the study area over the course of our visit which lends some insights regarding how demand fluctuates throughout the year. Local team members reported a significant influx of demand commensurate with Memorial Day weekend immediately thereafter. Both local sentiment and ODOT traffic data suggest that demand will continue to grow over the course of June, peaking throughout July and August. Accordingly, demand data collection and the public workshop have been scheduled for early July. Observations of peak demand will of course lend additional insight and context to these initial reactions.

Stakeholder Meetings

To better understand local perspectives on parking, meetings with key identified Stakeholders were conducted on May 25, 2022. An initial group of stakeholders was identified at the project kickoff meeting based upon suggestions from local team members, with a refined list produced via subsequent discussions. Interviews were conducted at the Yachats Commons building, with each interview consisting of a question-and-answer period lasting approximately 30 minutes.

The members of the project team participating were Brian Davis, Loren Dickinson, Evan Manvel, Christine Orchard, and Lynn West. The stakeholders interviewed are listed below, with bullet-pointed takeaways following. It is noted that two additional stakeholders—Robert Anthony, owner of Luna Sea Fish House and Linda Hetzler, owner of the Drift Inn—were invited to participate but unable.

Patricia Hettinger, Director of Yachats Youth and Families Activities Program (YFAP)

- Interviewed at the recommendation of Katherine Guenther. YFAP is based within the Commons building and is the main daily activity there. It has the capacity to accommodate up to 60 children, and currently serves about 20 preschoolers and 20 after-schoolers.
- Staff needs six to seven spaces. They typically park in the commons lot. Parents pick up children between 5 to 6 pm, creating some parking demand. Stays typically last under ten minutes. Some of the children are bussed from their schools.
- Parking demand occurs primarily on the commons lot or nearby on-street parking. There is a coned-off play area behind the commons that is sometimes used for parking though staff tries to prevent that. Prior to COVID there were events where parking demand outstripped supply but there haven't been any since COVID began.
- Generally, YFAP doesn't experience parking related issues though it can be tight during the peak season.

Nathan Bernard, Owner of Yachats Brewing

- Prior to the Highway 101 improvements, Yachats Brewing had 9 parking stalls. Following they had five. Called the 101 project “disappointing” though he liked the project goals, largely because the outreach process was “broken.” He tried to give meaningful input which he felt was ignored.
- Biggest issue is deliveries. Prior to the reconfiguration trucks were able to stop along Highway 101 out of the travel lanes. Currently trucks are forced either to block a travel lane or straddle the sidewalk. Deliveries typically are two to four a day, primarily on Monday, Wednesday, and Friday, with service times of 15 to 20 minutes.
- Customers use primarily public parking if the small lot is full. He encourages employees to park as far as possible to free closer spaces for customers. He had been encouraging employees to park in the Commons Lot but apparently was asked to stop by City Hall.
- Also owner of building next door that currently houses a dispensary. This building also has one vacant tenant space in the process of being filled. Access to the parking was a key reason the building was attractive. Uses space for outdoor cooking and has significant outdoor seating adjacent to the brewery as well.

Laura Mulromey, Manager of C & K Market

- One key issue cited was a lack of maneuvering space within the parking lot for deliveries. The lot lacks space for large trucks to turn around, and deliveries often block the south driveway access. There is a loading dock but customers often park there and have to be asked to move for deliveries. The parking lot was easier to maneuver within prior to the Highway 101 project.
- A second key issue is that the lot is used as a de facto public lot during busy times. People will often park in their lot and potentially patronize C & K or other adjacent businesses, but go to other places within town while still parked within the lot. Suspects there are even employees of other businesses parked there. There is currently no enforcement.
- 13 employees in total, working in shifts. Employees typically park in on-street spaces along 2nd Street, but sometimes will park along 3rd if there isn’t availability on 2nd. Employee parking raises some safety concerns for employees leaving late at night (after the store closes at 10 pm).
- Suggests possibility of one-way traffic entering on 3rd (north) and exiting on 2nd to improve traffic flow.

Bill Odenthal, Owner of Antique Virgin

- Has four parking spaces within lot that is shared with one other antique shop; this is the same count as before the Highway 101 reconfiguration. Typically two owners of the stores park there, with the remaining two spaces open for customers. Thinks these spaces are typically de facto public parking during the busy season, however. Has made efforts to keep brewery customers in particular from parking there.

- Customers tend to use public parking and walk. Usually parking is available although cited difficulties during the busiest weekends like 4th of July and the La Di Da parade. Public parking can typically serve their needs as they have no significant delivery traffic and their business is largely walking traffic.
- Cites some difficulties with the walking arrangement including difficulty finding public bathrooms (he's made maps to give to customers). Suggests management for RV traffic in particular as these have significant impacts when cruising for parking.

David Lothrop, Owner of Yachats Underground Pub

- Has four parking spaces (once construction bin currently occupying a stall is removed). Employees generally park on-street on Beach and 1st Streets. Customers primarily use nearby public parking—particularly the post office lot during off hours—and walk to the pub. Nearby businesses don't have lots of off-street parking which places strain on the system.
- Cited deliveries as a key issue, raising many of the same concerns as Nathan Bernard. Large trucks are forced to park within Ocean View Drive, blocking traffic. He has made recent efforts to combine deliveries with other businesses, reducing impacts.
- Community events are an important driver of business, and live music is hosted Saturdays. Parking is consistently a challenge although business seems down this year from day trips; suspects because gas prices make it expensive to come from the valley.



Brian Davis <brian@studiodavispx.com>

Parking in Yachats

1 message

Waverly Hayner <waverly@peak.org>

Sat, Jul 16, 2022 at 1:03 AM

To: brian@studiodavispx.com

I have lived just north of Yachats since 1978. I got my Post Office Box about 2000. My suggestion is to move the Post Office and make that a parking lot for the tourists that it is, so local people can do Postal Business. The USPS will not do this. They do not care. They are closing small Post Offices in Oregon. I personally try to check my POB very early or late and hope there isn't a package which means a return trip during Lobby Hours. The whole town including the Highway is turned into a parking lot at times with people trying to cross the highway and turn left across traffic or get somewhere north or south on the two lane Federal Coast Highway. It is THE ONLY ROAD to Florence and Waldport and way above maximum capacity at times. We call them trains and in Washington State you are required by law to pull over if more than six vehicles are following. Not in Oregon. Twenty or more vehicles are not uncommon. This will become very dangerous as Emergency vehicles are delayed by impassable traffic jams and deadly head on collisions from people passing and pulling out from a side street. Ultimately Yachats, like other small tourist destinations will have to put up a sign like the campgrounds do, "Sorry We Are Full" please try to come back later. The National Park Service closed the road through the Lower Geyser Basin in Yellowstone and made it into a bicycle and hiking trail, with a section of freeway to bypass Old Faithful from the West Entrance to the South Entrance. We will do something like that someday with the Coast Highway from Yachats to Florence. We could also build high speed Trains from the valley to the Coast and eliminate the personal vehicles altogether. It is long past time we address this growing problem. Beginning the discussion is a Start but I fear timely solutions will not happen during my lifetime barring a catastrophic event like Climate Chaos or a Tsunami. Thank you ~ Waverly Hayner PO BOX 841 YACHATS OR 97498 727 NE BLODGETT ROAD P.S. My wife and I will not be attending the meeting on Monday because of the problem of finding a place to park and appreciate this opportunity to voice our thoughts about this local problem.

Hello, Thank you for conducting this survey.

1. I've owned my home here for 12 years; it's never been a rental.
2. I usually walk the 15 min into town for light shopping. When I drive, it's usually mornings and I park at the State Park on the point, or a side street near Lions Club. I like to drive for evening restaurant meals, but parking is a challenge then.
3. Mornings, parking is usually available on the side streets. Offseason weekdays parking is usually adequate.
4. Before curbs and sidewalks were added, there was more room to park, and we could double park each other when meeting at a restaurant.
5. The commercial district is very important for Yachats' tax base. Each small business also represents a dream and family livelihood. The visitors are here for the State Parks and National Forest lands, (most of our businesses are not sole destinations). Providing parking and restrooms for visitors, encourages visitors to linger and patronize our businesses. Many of these visitors have paid for Oregon's natural areas for generations; they are the ones who will vote to preserve and pay to maintain them. Restricting their access to publically owned lands is short sighted and in my opinion mean spirited. For the future preservation of Oregon's coastline, we should not make their access difficult.
6. The commercial district should be a place for people to purchase things, and also a place to concentrate visitors so they can park their vehicle at their lodging/parking lot and then walk everywhere else. When a commercially zoned lot becomes a single family home; this changes some of the original planning for the community. If housing only was allowed in combination with business and parking when it's a commercially zoned lot, that may have been better for the community in the long term.
7. It would be a courtesy for locals to leave spaces on 101 for visitors, if they are physically able to walk a couple blocks. We are most fortunate to live in a resort area with incredible publically owned vistas and hiking that non-locals have paid for; I'm fine giving them priority to park. Would be nice to provide a reserved place for those working so they can park for hours, and also they would know when they come to work there's a space for them. Perhaps give residents in the commercial area a discount on their water/sewer bill or city taxes for each parking space they provide? Perhaps signage along 101 directing parking to the LaDeDa lane and the side streets. It's difficult to keep parking spaces denoted on gravel, but that makes it clear to visitors.



Brian Davis <brian@studiodavispx.com>

Parking Questionnaire (City of Yachats)

1 message

S Ro <srosenberg277@gmail.com>
To: brian@studiodavispx.com

Sat, Jul 16, 2022 at 2:25 AM

I am unable to attend the City of Yachats meeting on 7/18/22. Here are my questionnaire responses:

1. Are you a resident? Employee? Visitor? When and how often do you come downtown?

I am a full-time resident of Yachats. I visit downtown multiple times during the week. I try to avoid going downtown during the weekends or during events. However, there are times when I need to go downtown with my car and it can be impossible to find a place to park.

2. What is your experience with the current state of parking downtown?

Parking is difficult and challenging (I walk as often as possible, but sometimes I do need to put things in my car). If I need to pick up a package at the Post Office, I often cannot find a place to park at the Post Office. Visitors should not be able to park at the Post Office (spaces should be reserved for people who actually go into the Post Office). This is also true for C & K Market – only C & K customers should be able to park in this parking lot.

3. Identify the location and timing of current parking challenges.

Parking is difficult between 10:00 am & 7:00 pm every day. As mentioned above, Post Office customers must be able to park at the Post Office. The Post Office parking lot should not allow any non-Post Office customers before 9:00 pm at night. Yachats residents need to be able to pick up their mail (from their mailboxes) anytime before 9:00 pm at night. After 9:00 pm, the Post Office parking lot can be open to non-Post Office customers. C & K Market customers need to be able to park in their parking lot. Non-C & K customers should not be allowed to park there.

4. Describe any past attempts to address parking challenges.

Parking became worse after the sidewalk & parking changes that were implemented a few years ago. These changes negatively impacted parking downtown. The City of Yachats needs to use experienced planners whenever they engage in planning activities. In the past, the City of Yachats has not conducted adequate outreach to Yachats residents (I tend to hear about things from word of mouth or reading the local paper – why doesn't the City of Yachats put a postcard about special planning events in full-time resident mailboxes?). In addition, the City does not use adequate planning techniques during planning meetings on special issues.

5. Describe the role downtown should play in the future of the community.

Downtown is an important part of Yachats, but parking problems and overcrowding are reducing the quality of life in Yachats for residents. It is also challenging to make left turns onto Hwy 101 from downtown. It is necessary to put in a light so that cars and people can be safe. Many visitors/tourists drive unsafely in downtown. Changes need to be made.

6. What types of land uses should be encouraged in downtown?

Commercial businesses are important for downtown, but people need a place to park. New parking should be put in on the East side of Hwy 101. The Post Office and C & K Market should not have to be moved.

7. Any suggestions to solve parking issues?

A new parking lot should be created on the East Side of Hwy 101. If necessary, the City of Yachats should purchase land on the East side of Hwy 101. This new parking lot can be a paid parking lot. Restaurants and lodging were allowed to expand with no new parking. Consequently, these changes exacerbated the parking problem. These businesses should be responsible for helping solve this problem. Time limits will not work unless there is significant enforcement and a way to make violators pay. This is also true about people who park at the Post Office or C & K Market. Enforcement is critical to any parking changes. In addition, the City of Yachats needs to make sure that experienced planners are involved in city planning efforts.

Downtown Yachats Parking Planning Questionnaire

Paula Morgan
PO Box 1088
2035 Overleaf Loop
Yachats, OR 97498
paula_b_morgan@yahoo.com

1. When and how often do you come downtown?

- I am a resident of Yachats that goes downtown almost daily. During the tourist season, I limit my downtown visits due to the chaos and influx of people.

2. What is your current experience with the current state of parking downtown?

- The current state of parking in downtown is horrendous. Although we welcome the tourists, there's inadequate parking for the influx of visitors.

3. Identify the location and timing of current parking challenges.

- **Ocean View Drive:** There are four parking spaces at the south end of Ocean View Drive that are dangerous. If you are stopped at the south end and trying to make a left turn onto Highway 101 North, there are visibility issues to make a safe transition onto Highway 101. An additional concern is that while trying to monitor traffic, you have to also be concerned that a parked car might try to back out of the four designated parking spaces on Ocean View Drive. This is a constant problem throughout the tourist season. I'm surprised there hasn't been more accidents.
- **Post Office parking lot:** There are times that I cannot pick up my mail due to the misuse of the parking lot by tourists. This a constant problem throughout the tourist season.

4. Describe any past attempts to address parking challenges.

- With respect to the issues surrounding Ocean View Drive, I didn't think there was anyone to report my concerns to.
- With respect to the Post Office parking lot, I have inquired with Postmaster Chanda Kowitz and her predecessor Postmaster Jeff Davis about the misuse of the parking lot by tourists. Both individuals advised me there was nothing they can do.

5. Describe the role downtown should play in the future of the community.

- Downtown Yachats has always been and will continue to be a large part of the community. It's for this reason, parking has to be expanded in a respectful and thoughtful manner. Perhaps a ballot measure would give voice to the Yachats' residents preferences. **I'm vehemently against a multi-level parking structure in Yachats.**

6. What types of land uses should be encouraged in downtown?

7. Any suggestions to solve parking issues?

- First, you need to understand that there are a lot of senior Yachats residents with mobility issues.
- **Post Office parking:** I think it would be helpful to post signs throughout the parking lot saying this parking lot is for Post Office business only." If asked, perhaps some residents would be willing to contribute financially to the erecting the signs.
- **Ocean View Drive:** Remove the four designated parking spaces at the south end of Ocean View Drive.
- **C&K Market:** Create designated parking spots for Yachats residents. Erect signs as needed.
- **General parking:** With the exception of Sunday's, can the Yachats Community Presbyterian Church and the Yachats Baptist Church provide designated parking for visitors?



Brian Davis <brian@studiodavispx.com>

Planning Commission Parking Survey Response

1 message

Morgen Brodie <silvercrone47@gmail.com>
To: brian@studiodavispx.com

Sat, Jul 16, 2022 at 1:38 PM

Downtown Yachats Parking Planning Project
Questionnaire

Are you a resident? Employee? Visitor?

Full-time resident since 2013

When and how often do you come downtown?

I live downtown

What is your experience with the current state of parking downtown?

The logjam at the post office is frustrating if I happen to be driving and want to stop for my mail, particularly in summer. On busy weekends I have had my driveway/front walk blocked by visitors' cars, but not often.

Identify the location and timing of current parking challenges.

Summer, holiday weekends. Areas around the C&K/ Post Office/Commons

Describe any past attempts to address parking challenges.

I know there was talk of purchasing the lot behind the PO and also encouraging people to park on west 4th St. and part of Pontiac across from the Lions' Club.

Describe the role downtown should play in the future of the community.
What types of land uses should be encouraged in downtown?

Other than 101, please remember that "downtown" is mostly a quiet residential neighborhood. I think we have to recognize that there are limits to expansion of both facilities and parking and at some point accept that we are "full" rather than continue to look for ways to expand. This is based on the characteristics of the village and the natural setting, which are our big draws.

In my opinion, downtown (101) should offer local restaurants, existing motels, local small businesses and a visitor overlook where the Landmark was. The flowers tended by volunteers are perfect as are the small commercial pocket on 4th Street, and Toad Hall. Clearly Topper's is a key asset.

We should not succumb to chain stores as they are not in keeping with the quaint local character that attracts visitors.

Any suggestions to solve parking issues?

Better signage to current designated areas such as West 4th

The possibility of a shuttle that might run from a parking area on the north end or even from Waldport.

Thanks for the opportunity to comment.

Morgen Brodie
258 W 2nd St

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Sent from Gmail Mobile



Brian Davis <brian@studiodavispx.com>

Yachats Parking Feedback

Mike Bahn <bahnmikea@gmail.com>
To: brian@studiodavispx.com

Fri, Jul 15, 2022 at 11:48 AM

1. Are you a resident? Employee? Visitor? When and how often do you come downtown?

My wife and I live in Yachats.

2. What is your experience with the current state of parking downtown?

During higher tourism dates (spring and fall weekends, all summer and holidays), it is not only difficult to find parking downtown, but the overflow of illegally parked cars and traffic slowing down looking for parking creates massive delays in simply trying to drive from one end of town to the other (or exiting town).

3. Identify the location and timing of current parking challenges.

The two that are most glaring to me (specific to my experiences and needs), are the Post Office and the intersection of Yachats River Road and Highway 101.

Residents who need to use the post office (which is every resident; Yachats doesn't deliver mail so all residents have PO Boxes) will often go to the post office and struggle to find an open parking space for them. The Post Office parking lot will be full of 10-12 cars, yet there will only be 1 or 2 people in the post office. People are using the parking lot for purposes other than the post office.

At the intersection of Yachats River Road and Highway 101, cars will be parallel parked along Highway 101 to the point that the last car will literally have a few feet of its back end extending in front of Yachats River Road, in front of the stop sign. This is a challenging intersection as is to try and see traffic coming from either direction, giving enough space for a car to enter Yachats River Road and to look for pedestrians crossing the street. To have to pull into the opposing lane to get around a car illegally parked is dangerous.

4. Describe any past attempts to address parking challenges.

Not aware of any, but we just moved here 2 years ago.

5. Describe the role downtown should play in the future of the community.

Tourism is important and is a big driver of the local economy. I understand that. However, parking is a component of the infrastructure needed to support tourism activities, and there is a lack of adequate parking given the amount of visitors to the area for extended dates. I don't think transit options are viable given the small size of our community, but finding areas nearby that are within walking distance will also be a challenge given the lack of available real estate.

6. What types of land uses should be encouraged in downtown?

We can't add more businesses until we address the parking issue (as well as another infrastructure issue, and that is affordable housing for workers, but that is not an item for discussion here). Businesses added capacity due to outdoor seating provided during the pandemic, which has

now added to the volume of visitors to town. Either parking needs to be added or those provisions need to be rescinded.

7. Any suggestions to solve parking issues?

Better marking for legal parking and illegal parking. When nothing is marked, it is treated as fair game, even when it is illegal. A big problem is that it is difficult to enforce with limited sheriff/police presence. Another option would be to create shorter term parking areas in specific locations. For example, during post office business hours, provide signage at several parking spots that it is 15 minute parking only. Again, this will only carry weight if it is enforced once in a while, but tourists won't know that and will be less likely to park there for 4+ hours during the week.



Brian Davis <brian@studiodavispx.com>

Parking Survey

1 message

Kristin Christiansen <kristin.k.christiansen@gmail.com>
To: brian@studiodavispx.com

Mon, Jul 18, 2022 at 11:34 AM

Below are my responses. I would assume if you publish results you do not include personal information from the respondent such as name.

Resident

What is your experience with the current state of parking downtown?

-I believe there is not a parking crisis. I drive into town daily and have always been able to find parking. Do people abuse Post Office and C&K parking yes, but people have to accept we live in a small tourist town. Even with that said if the PO is full when it is closed I just pull up behind a car and run into the PO which takes me 2 minutes. Both these parking are in the heart of downtown and no matter where you provide parking people will gravitate to close parking at PO and C&K. Maybe better signage and enforcement. I volunteer at the visit center located next to the C&K on Saturday afternoons (busy time in town) and I have never seen the parking lot completely full.

Identify location and timing of current parking challenges.

Silly question downtown on weekends during the day and with events.

Describe any past attempts to address parking challenges.

Would this not be a conversation with City Hall. Why get feedback from the community that may or may not be correct.

Describe the role downtown should play in the future of the community.

Please keep downtown quaint so it continues to be a place tourist want to visit. A parking ramp is a definite no.

I appreciate a business owner such as the Drift Inn that resolves the parking issues by buying property for parking and employees. The Brewery expanded outdoor seating into their parking lot which results in less parking, but more money for them. So now the city should react to them not having parking? The Underground puts a huge empty container in their parking for 3 years and builds a music area where there use to be parking and once again the city needs to resolve.

What type of land uses should be encouraged in downtown.

That is an open question is this direct to parking or other land uses. I would not encourage a parking lot or ramp that would take away from the beauty of the area. More parking would encourage more people and a study should be done how much the town can handle.

Any suggestions to solve the parking issues.

A professional research project starts with identifying the problem before asking the community with this survey. How did you conclude that we have a parking issues?

July 17, 2022

Parking Study comments

This is a narrative response to your survey request. I have been a full time resident of Yachats for 3+ years now. I reside just south of the bridge in the KOHO subdivision. I both walk and drive to downtown daily and weekly for errands...post office, C&K market, library, book store, Dollar General. My wife and I together go downtown by car one or two times weekly for restaurants or when there are special events such as the Farmers' Market. We are elderly.

We are usually able to find parking for the above activities without problem in front of those businesses, even during high tourist season/holidays. There are certainly fewer parking spaces during those times.

In conducting the study, please consider the following thoughts.

Don't present solutions searching for problems.

Concentrate on reducing the "search and find" aspects of parking.

Factor in "marketing" as a tool to alleviate current and future needs.

I.E., Yachats is a walkable town regarding distances and pedestrian circulation. Promote it that way and emphasize it.

Where is illegal parking occurring and to what extent?

Think broadly when considering the mobility issues of why people need or want to park where they do. Mobility issues certainly aren't confined to the disabled community. Mobility impairment/limitations drive parking needs for a wide range of elderly and the very young.

If any proposed solution involves satellite parking/using vacant land for a parking lot, know that that kind of space could be a higher priority candidate for essential worker housing.

Consider any the effects of any parking proposals on surrounding land use.

Factor in our resident demographic, i.e., the median age for our residents is around 65.

Thanks for inviting comment...

John Ayer

Downtown Yachats Parking Management Planning

City Planning Commission Meeting

Monday, 18 July 2022

Questionnaire Response:

Janet Mix
1065 13th Ave. SW, Albany, OR 97321
(541) 220-8776
jmix63@icloud.com

Joann and Tim Zimmer
1425 28th Ave. SE, Albany, OR 97321
(541) 704-5360
jozimmer@comcast.net

Question 1. Are you a resident? Employee? Visitor? When and how often do you come downtown?

Property owners who come to town monthly to check on property, shop, sightsee. 195 1st Street (the vacant lot directly west of the post office).

Question 2. What is your experience with the current state of parking downtown?

- People have parked on our property during events, leave trash
- Always congested, especially folks driving about circling to find any empty space
- Businesses have very little parking
- Deliveries cause traffic jams

Question 3. Identify the location and timing of current parking challenges.

1st Street during any event bringing people, especially La De Da festivities

Question 4. Describe any past attempts to address parking challenges.

N/A as we don't live in Yachats.

Question 5. Describe the role downtown should play in the future of the community.

Downtown is where people are when they visit, work, shop, and do business. With the possibility of the boardwalk along Oceanview, there will be an even greater need for parking that doesn't take spots from businesses and residents (visitors, too).

Question 6. What types of land uses should be encouraged in downtown?

N/A.

Question 7. Any suggestions to solve parking issues?

- Appropriate parking spots from the rock shop as additional parking spaces, especially on very busy days.

- Assign certain spaces as 15-minute occupancy to allow for deliveries, and locals to obtain services/goods
- Purchase land in town to add additional parking spaces.

Please ensure that both email addresses listed above are included in future communications and opportunities to provide input. Yachats has been a treasured family place beginning with our grandfather (Ralph Mix) on the property now owned by Sea Aire assisted living. We've watched the growth and successes over time and look forward to what the future brings to our collective spot of heaven.

Downtown Yachats Parking Planning Project Agenda & Questionnaire

Please share your thoughts and experiences regarding parking in downtown Yachats. Below are some questions to shape the discussion. Feel free to fill this out and bring to the public workshop on July 18th, or email your responses to brian@studiodavispx.com. There will also be plenty of opportunity for discussion and feedback at the workshop.

Are you a resident? Employee? Visitor? When and how often do you come downtown?

Resident. Almost daily.

What is your experience with the current state of parking downtown?

I have never experienced a problem. Even on busy holiday & farmer's market days we have been able to find a parking spot within an easy walk of where we were going. To be honest there have been times that we could not find a spot directly in front of where we were going which I believe is the main complaint around parking in Yachats.

Identify the location and timing of current parking challenges.

During the summer months on the weekends, during holiday weekends, and during well publicized special events such as the Celtic Festival.

Describe any past attempts to address parking challenges.

The original design of the Yachats Community Park and the subsequent designs offered for the alleyway behind City Hall, now called La De Da Lane, tried to address the parking issue downtown.

Describe the role downtown should play in the future of the community.

Currently the downtown area is where most of the businesses are located making downtown a perfect location for a more walkable and bike friendly area. If people, especially visitors, could be incentivized to walk or ride bicycles downtown through well signed bike paths, bicycle parking, and sidewalks extended northward where three large hotels exist perhaps fewer cars would be entering downtown leading to less strain on parking. A more walkable downtown would encourage people to stop in businesses more often which helps the economy of Yachats. Creating a pedestrian and bicycle friendly route to/from the north end of town into the downtown area would increase the interest in new

businesses to locate on the few remaining parcels available for mixed use and commercial development located in the northern section of Yachats extending the downtown core. Developing the bike lanes and sidewalks north would also include adding street parking.

What types of land uses should be encouraged in downtown?

Currently most, if not all businesses cater specifically to the tourism industry. These tend to be higher priced restaurants and higher end goods. Mixed-use, allowing for locally focused business enterprises such as medical, banking, affordable casual dining, etc. which would also include lower cost housing alternatives such as small apartments, cottage clusters, and condos, should be encouraged. Expanding north along Highway 101 would expand “downtown” to include a larger economic area.

One thing for certain is that Yachats does not have a lot of land available. What is available is desperately needed for housing and economic development, not for the parking of cars. Continuing the car centric focus of development is exactly the wrong direction for Yachats, or any community, to move in. The more Yachats can work to create fewer cars driving into and through the City the better for the community over the long term. Tourists and people looking for places to live prefer locations without traffic, where they can experience the local culture through walking and participating in the local activities and locally directed businesses. Creating more parking is not the answer. Better use of what already exists is. And working to create a place where car use is not mandatory would benefit Yachats economically and in health benefits for residents. Checking the current “Walk Score” for Yachats it is 51 in a scoring where above 70 is considered good. For a 1 square mile community we should be able to do a lot better.

Any suggestions to solve parking issues?

Revisit the already submitted designs for the La De Da Lane area. Speak with the Parks & Commons Commission about the plans being discussed currently for the park and merge the parking solutions with a “Place Making” proposal.

Rather than look at parking in Yachats as a lack of parking view it more as a problem of parking use. For example, monitor how parking is used along 2nd street, 101, and Prospect Park. Are people parking in free on-street parking for extended periods? Metering the downtown would help with turnover allowing more people to use limited parking. Meters would pay the costs of the oversight and could possibly generate enough funding to help pay for the costs associated

with enhancing the area. Residents could be granted and/or purchase yearly parking permits.

Where restaurants have moved seating outdoors allow them to continue using their parking but require them to install bicycle parking. Since most of the parking problems are during the months when the weather is good and families visit riding bicycles becomes much more commonplace so long as secure bike parking and safe routes are available.

Better signage and pavement marking. There is a lot of parking available but it is located just off Highway 101 and not directly in front of businesses. If drivers are made aware of alternative parking along east-west streets more people would make use of it.

Speak to property owners about sharing existing parking. When the entity is not open share the existing parking as "city parking". Perhaps use some of the funds generated through metering with those entities willing to share their parking with the city.

6:00 - 2022 202220222022 discussions as people arrive, hand out questionnaires, encourages comment on maps

6:15 - 2022 2022202220222022 on project goals, parking management techniques, work to date, issues identified

6:45 - 2022 2 & A

7:15 - 2022 2022202220222022, collect questionnaires, encourage more feedback



Brian Davis <brian@studiodavispx.com>

Yachats parking survey

1 message

David Diamond <ddiamond1951@gmail.com>
To: brian@studiodavispx.com

Fri, Jul 15, 2022 at 4:34 PM

1. Are you a resident? Employee? Visitor? When and how often do you come downtown? I am a resident-[955 Hanley Drive, Yachats](#)

2. What is your experience with the current state of parking downtown? Frustrating during the Spring, Summer, and Fall seasons when Yachats has lots of visitors.

3. Identify the location and timing of current parking challenges. Trying to park at the post office throughout the day.

4. Describe any past attempts to address parking challenges. The city put diagonal parking stripes and signage on west 4th street with little to no improvement. I recommend not addressing the parking issues with west 4th street. The solution should be adjacent to highway 101.

5. Describe the role downtown should play in the future of the community. Would recommend some police presence to control excessive car traffic speeding.

6. What types of land uses should be encouraged in downtown? Additional small over night motels.

7. Any suggestions to solve parking issues? I recommend that the city purchase land adjacent to highway 101 for public parking.



Brian Davis <brian@studiodavispx.com>

Parking in Yachats: my input

1 message

Burgundy Featherkile <burgundy@featherkile.com>
To: brian@studiodavispx.com

Fri, Jul 15, 2022 at 10:27 PM

I'm hoping that there will be more suggested than just how to have more parking spaces. I'm interested in how we can enhance Yachats's "walkability" as many of our visitors and locals already walk or bike to and around town. I'd like to see, and use, forms of transport such as small electric vehicles to move people to and from a parking lot that is outside the area of congestion. It could also be designed to move people around the village itself.

I think part of the solution is to cut down on the need for parking, and reduce our dependence on full scale cars. How about a grant to purchase small electric "cars"; NEVs (Neighborhood Electric Vehicles) would be wonderful.

I can no longer walk very far, or ride a bike, and I'd love to be able to move around without having to drive my car everywhere. Above all I'd like to see some creativity in solving the so-called "parking" problem. Or even just borrowing proven solutions from Europe.

Burgundy Featherkile in Yachats - Home of the World's Largest Ocean

"If your neighbor's cow's stuck in a ditch, you help him pull it out." — Willie Nelson

Downtown Yachats Parking Planning Questionnaire

Celia August
PO Box 1088
2035 Overleaf Loop
Yachats, OR 97498
coastalmbs1@gmail.com

1. When and how often do you come downtown?

- I am a resident of Yachats that goes downtown almost daily. During the tourist season, I limit my downtown visits due to the chaos and influx of people.

2. What is your current experience with the current state of parking downtown?

- The current state of parking in downtown is horrendous. Although we welcome the tourists, there's inadequate parking for the influx of visitors.

3. Identify the location and timing of current parking challenges.

- **Ocean View Drive:** There are four parking spaces at the south end of Ocean View Drive that are dangerous. If you are stopped at the south end and trying to make a left turn onto Highway 101 North, there are visibility issues to make a safe transition onto Highway 101. An additional concern is that while trying to monitor traffic, you have to also be concerned that a parked car might try to back out of the four designated parking spaces on Ocean View Drive. This is a constant problem throughout the tourist season. I'm surprised there hasn't been more accidents.
- **Post Office parking lot:** There are times that I cannot pick up my mail due to the misuse of the parking lot by tourists. This a constant problem throughout the tourist season.

4. Describe any past attempts to address parking challenges.

- With respect to the issues surrounding Ocean View Drive, I didn't think there was anyone to report my concerns to.
- With respect to the Post Office parking lot, I have inquired with Postmaster Chanda Kowitz and her predecessor Postmaster Jeff Davis about the misuse of the parking lot by tourists. Both individuals advised me there was nothing they can do.

5. Describe the role downtown should play in the future of the community.

- Downtown Yachats has always been and will continue to be a large part of the community. It's for this reason, parking has to be expanded in a respectful and thoughtful manner. Perhaps a ballot measure would give voice to the Yachats' residents preferences. **I'm vehemently against a multi-level parking structure in Yachats.**

6. What types of land uses should be encouraged in downtown?

7. Any suggestions to solve parking issues?

- First, you need to understand that there are a lot of senior Yachats residents with mobility issues.
- **Post Office parking:** I think it would be helpful to post signs throughout the parking lot saying this parking lot is for Post Office business only." If asked, perhaps some residents would be willing to contribute financially to the erecting the signs.
- **Ocean View Drive:** Remove the four designated parking spaces at the south end of Ocean View Drive.
- **C&K Market:** Create designated parking spots for Yachats residents. Erect signs as needed.
- **General parking:** With the exception of Sunday's, can the Yachats Community Presbyterian Church and the Yachats Baptist Church provide designated parking for visitors?

While you are investigating this who-ever designed & allowed the side walk curbs to be put in the way they are - was insane! They are a total disaster & waiting for a lawsuit, when someone harms themselves!

Downtown Yachats Parking Planning Project Agenda & Questionnaire

6:00 - 6:15 Informal discussions as people arrive, hand out questionnaires, encourage comment on maps
6:15 - 6:45 Presentation on project goals, parking management techniques, work to date, issues identified
6:45 - 7:15 Q & A
7:15 - 8:00 Discussion, collect questionnaires, encourage more feedback

Please share your thoughts and experiences regarding parking in downtown Yachats. Below are some questions to shape the discussion. Feel free to fill this out and bring to the public workshop on July 18th, or email your responses to brian@studiodavidpx.com. There will also be plenty of opportunity for discussion and feedback at the workshop.

Are you a resident? Employee? Visitor? When and how often do you come downtown?

Resident. Walk mostly, but do drive to CK grocery store & post office sometimes.

What is your experience with the current state of parking downtown?

Crated at times.

Post office & CK market parking is taken up by others who wander elsewhere.

Identify the location and timing of current parking challenges.

Post Office
CK market

Describe any past attempts to address parking challenges.

"Talk" & no action.

Describe the role downtown should play in the future of the community.

Downtown Yachats is the hub of the community, but just as I walk from my house - others can walk a bit to get to the restaurants & shops.

What types of land uses should be encouraged in downtown?

No big parking lots or parking garages!!!

Any lot purchase by City for parking will meet great resistance!

Any suggestions to solve parking issues?

Put signs up for "Public Parking" (for weekends especially) behind the Commons, @ City Hall and other areas.

Let it be known they can park there! Better spotting for 4th Street parking.

Indicate parking @ State Park.

Mark streets where parking is & is not allowed - eg.

Ocean View Road, side streets.

Add parking to La Jolla Way w/ signage.

Also great parking between City Hall & Commons!

The old fire house property might have been a great spot for parking - but the City Council didn't see that.

South Side of Commons - more visible

Downtown Yachats Parking Planning Project Agenda & Questionnaire

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Are you a resident? Employee? Visitor? When and how often do you come downtown?

Resident - come downtown nearly every day.

What is your experience with the current state of parking downtown?

winter and weekdays it's generally manageable. weekends & summer it's challenging, frustrating and often dangerous.

Identify the location and timing of current parking challenges.

Post office - C&K lot

Describe any past attempts to address parking challenges.

Describe the role downtown should play in the future of the community.

What types of land uses should be encouraged in downtown?

Any suggestions to solve parking issues?

- 2a. Assess demand for parking.*
1. IDENTIFY ALL PLACES WHERE PEOPLE CURRENTLY PARK.
 2. " " " " ADDITIONAL PARKING IS POSSIBLE.
 3. LAY OUT ACTUAL OPTIONS
 4. RECONVENE COMMUNITY TO COMMENT ON OPTIONS

Bottom line:

There will always be the challenge to balance quality of life for the residents who came for a certain ambience, lifestyle and calm —

with the needs of the restaurants, shops, businesses who naturally seek to entice and welcome all the visitors who sustain their bottom ^{lines}

feature	description	unstriped	striped	un ada	field_notes	count_sat_aft	count_sat_eve	count_sun_aft	pct_sat_aft	pct_sat_eve	pct_sun_eve
lot06	500 7th		4		4 runs into lib	0	0	0	0.000	0.000	0.000
lot05	Library		8		1 8 stalls 1 ada	1	1	2	0.111	0.111	0.222
lot02	city hall lot		14		1 10 diag 1 ada 4 par	2	0	22	0.133	0.000	1.467
lot03	lot btn commons and city hall		17		2 16 reg 2 afa	17	0	15	0.895	0.000	0.789
lot04	commons sw		14		closed market	14	9	0	1.000	0.643	0.000
lot01	park lot	18	10		10 striped perp 1 ada room for many r	27	12	11	0.964	0.429	0.393
lot07	end of ocean view		5		poorly striped for 6 perp	4	5	5	0.800	1.000	1.000

feature_id	description	unstriped_est	striped_unreg	ada	field_notes	count_sat_aft	count_sat_eve	count_sun_aft	pct_sat_aft	pct_sat_eve	pct_sun_eve
bf07	7th	6			maybe parallel 1 side some asphalt s sid	1	1	1	0.167	0.167	0.167
bf08	6th from 101	8			not much hard to fit parallel aside from	0	0	5	0.000	0.000	0.625
bf15	w side pontiac 3rd to 4th	5	9		5 unstriped par 9 striped diag	0	0	1	0.000	0.000	0.071
bf16	e side pontiac 3rd to 4th	9			9ish unstriped parallel	0	0	1	0.000	0.000	0.111
bf13	n side 4th pontiac to ocean			11	7 diag 4 par striped weird	2	0	7	0.182	0.000	0.636
bf14	s side 4th pontiac to ocean			12	12 striped diag	2	2	3	0.167	0.167	0.250
bf33	e side beach			13	7 diag 6 parallel	10	12	10	0.769	0.923	0.769
bf32	w side beach	3			maybe 2 by po?	3	3	3	1.000	1.000	1.000
bf30	n side 1st	4	9		9 diagonal	12	13	7	0.923	1.000	0.538
bf31	s side 1st	2			maybe 12 stalls per side parallel but pro	2	0	0	1.000	0.000	0.000
bf24	s side 2nd	15			15 if yellow ignored	3	8	7	0.200	0.533	0.467
bf10	la di da lane	24			rvs 2 ev charging stations measure ft	0	0	23	0.000	0.000	0.958
bf19	n side 3rd pontiac to ocean	15			15 unstriped par	3	3	4	0.200	0.200	0.267
bf20	s side 3rd pontiac to ocean	25			25 incl 3 in front of bus stop par unstrip	2	1	4	0.080	0.040	0.160
bf21	w side pontiac 2nd to 3rd	9			9 unstriped par	0	1	5	0.000	0.111	0.556
bf22	e side pontiac 2nd to 3rd	6			6 unstriped par	1	0	3	0.167	0.000	0.500
bf37	ocean view from park	4			16 to 24 par depending how aggressive	4	2	0	1.000	0.500	0.000
bf51	king street 7th to 8th	10				2	3	5	0.200	0.300	0.500
bf23	n side 2nd 101	5			narrows w of stop sign	2	3	4	0.400	0.600	0.800
bf34	w side 101 4th to 5th		6		1 6 reg 1 ada	5	6	7	0.714	0.857	1.000
bf11	n side 4th 101 to pontiac	16			1 gravel par 1 ada 16 reg unstriped	14	10	6	0.824	0.588	0.353
bf12	s side 4th 101 to pontiac	4			mayyyyyybe 5 par	1	0	0	0.250	0.000	0.000
bf17	n side 3rd 101 to pontiac	12	4		4 striped w side 15 unstriped par room f	4	6	14	0.250	0.375	0.875
bf18	s side 3rd 101 to pontiac	7			7 unstriped par	4	4	6	0.571	0.571	0.857
bf35	w side 101 3rd to 2nd		6		6 striped par	5	5	6	0.833	0.833	1.000
bf36	w side 101 2nd to 1st		2		2 striped	2	2	2	1.000	1.000	1.000
bf38	s of yrrd on 101	2			maybe parallel w side but its tight	0	0	0	0.000	0.000	0.000
bf39	e side of 101 yrrd to prospect	6			6 unstriped par maybe room for diag	3	5	5	0.500	0.833	0.833
bf28	w side prospect 101 to 2nd	1	4		4 diag striped	5	4	3	1.000	0.800	0.600
bf29	e side prospect 101 to 2nd	3			3 unstriped par	0	0	0	0.000	0.000	0.000
bf27	w side prospect n of 2nd	6			6 diag unstriped	6	5	5	1.000	0.833	0.833
bf25	n side 2nd 101 to prospect	6			3 par or 6 diag unstriped mix	3	3	3	0.500	0.500	0.500
bf26	s side 2nd 101 to prospect			13	13 striped diag	13	13	11	1.000	1.000	0.846
bf40	e side 101 prospect to 2nd	6			1 9 unstriped par 1 ada	5	7	6	0.714	1.000	0.857
bf41	e side 101 n 3rd			5	4 striped par	5	5	5	1.000	1.000	1.000
bf42	101 e next to blue whale		4		4 striped par	4	1	3	1.000	0.250	0.750
bf43	101 e yatel		2		field check	2	0	2	1.000	0.000	1.000
bf44	101 e south of 7th		2		1 field check	2	0	1	0.667	0.000	0.333

feature description	unstriped_est	striped_unreg	ada	field_notes	count_sat_aft	count_sat_eve	count_sun_aft	pct_sat_aft	pct_sat_eve	pct_sun_eve
priv23 ona lot			14	1 14 stalls, signed, not well striped 1 ada	7	13	11	0.467	0.867	0.733
priv27 yachats underground			3	1 3 stalls 1 ada	4	3	4	1.000	0.750	1.000
priv32 rock shop			7		7	2	3	1.000	0.286	0.429
priv24 post office			14	1 11 unsigned 1 ada 3 employee	8	11	9	0.533	0.733	0.600
priv34 fire station?			5	5 perp	0	0	1	0.000	0.000	0.200
priv33 c & k 2nd			4		1	1	1	0.250	0.250	0.250
priv20 c & k market lot			35	1 4 perp on 2nd, 35 in lot 1 ada	31	23	32	0.861	0.639	0.889
priv21 seanote			18	1 18 stalls 1 ada	8	14	12	0.421	0.737	0.632
priv17 mystic antiques/virgin			4		3	0	4	0.750	0.000	1.000
priv03 dublin house			28	2 28 stalls 2 ada	15	20	13	0.500	0.667	0.433
priv02 res lot s of dollar gen	16			unpaved maybe 16 stalls	1	4	4	0.063	0.250	0.250
priv01 dollar gen			29	2 29 stalls 2 ada	14	9	15	0.452	0.290	0.484
priv19 green salmon lot	6			no stripes, room for 6 w seating 9 without	8	0	7	1.333	0.000	1.167
priv04 Sweet homes lot	12			unstriped unpaved maybe 12	2	0	1	0.167	0.000	0.083
priv09 yachats community pres church w			30		1	1	24	0.033	0.033	0.800
priv10 yachats community pres church n			2	5	1	2	4	0.143	0.286	0.571
priv11 yachats community pres church se			25	2 5 ada 2 reg front 30 w side 25 reg 2 ada e side	6	6	22	0.222	0.222	0.815
priv05 Yachats Baptist			19	1 Faded striping, almost invisible	4	0	4	0.200	0.000	0.200
priv06 Blue Whale W	10			unstriped unpaved maybe 8	2	0	4	0.200	0.000	0.400
priv35 lions club	14			unstriped maybe 14	0	0	3	0.000	0.000	0.214
priv31 bread and roses	6			6 gravel - closed market	5	2	0	0.833	0.333	0.000
priv30 lions club thrift	4			4 gravel - closed market	2	3	0	0.500	0.750	0.000
priv29 breadworks-record store	6			unpaved 8ish - closed market	5	3	0	0.833	0.500	0.000
priv36 563 bldg 3rd	5			4 or 5	2	4	2	0.400	0.800	0.400
priv26 behind ck	5			unpaved reserved 5 maybe	1	0	4	0.200	0.000	0.800
priv22 ona-luna sea lot			7		6	5	4	0.857	0.714	0.571
priv37 101 101	12			unmaintained lot room for 12, full of work vehicles	10	6	2	0.833	0.500	0.167
priv25 drift inn lot			10	1 8 reg 1 ada	8	10	8	0.727	0.909	0.727
priv38 ocean cove inn			11	11 fading striping	1	6	3	0.091	0.545	0.273
priv28 drift inn upper gravel lot	9			8 perp unstriped	6	9	9	0.667	1.000	1.000
priv39 142 101 (rainspot?)	4			unstriped 4n	1	3	2	0.250	0.750	0.500
priv18 y video country store-coastal			7	1 7 striped 1 ada	2	0	2	0.250	0.000	0.250
priv16 y brewing			4	1	0	1	0	0.000	0.200	0.000
priv15 emerald coast realty			5		2	0	2	0.400	0.000	0.400
priv14 pi connect			2	2 employee signed	2	0	0	1.000	0.000	0.000
priv13 y cannabis	12			gravel 10ish	0	1	2	0.000	0.083	0.167
priv12 peephole-oceanography			7	1 7 reg 1 ada	4	0	4	0.500	0.000	0.500
priv08 blue whale e			12	1 12 reg 1 ada	9	0	11	0.692	0.000	0.846
priv07 yatel			8	8 poorly striped	1	6	2	0.125	0.750	0.250



CITY OF YACHATS
PLANNING COMMISSION WORK SESSION
December 13, 2022
Zoom Meeting Summary

Public Guests: 12

1. (0:09) Call meeting to order at 10:05AM: Attendance: John Theilacker, Co-Chair Jacqueline Danos, Julie Bailey, Lance Bloch, Loren Dickinson, and Tod Davies, Absent: Christine Orchard. STAFF: Kimmie Jackson, Deputy City Recorder and Katherine Guenther, Assistant City Manager & Planner and Jyl Fueling, Code Enforcement.
2. (1:25) Jyl Fueling, Code Enforcement Officer, stated she will be working 9:00am-3:00pm, 10 to 15 hours / three days a week, and to contact by email codeenforcement@yachatsmail.org or Request Tracker on the city website www.yachatsoregon.org.
3. (8:50) Title 9 Definitions Review: Discussion started with proposed changes to definitions and related revisions to the Height of Building and how it is calculated. The proposed wording to be, Height of Building means the average maximum vertical height of a building or structure from average finished grade to the highest point of a building or structure. Discussion continued and agreed on the revision and will also revise the graphics for the definition.
4. (48:05) Parking Space, Off Street: Discussed the dimensions of the parking spaces, the design of the parking lot may be an issue and would like to remove the first sentence of the 18 feet long and 9 feet wide and should state off street parking "minimum is 18 feet by 9 feet and will not be using "Compact Car" verbiage. Accessible parking space is not currently defined but need to make reference to governing federal laws and American Disabilities Act Guidelines (ADAG). Keep the first reference sentence and delete the rest of the paragraph and add local state or federal law, whichever is more restrictive.
5. (59:49) Porch: Discussion continued whether to combine Porch and Deck definitions and resolved to keep the definition separate.



1 6. (1:27:00) Yards: “Court” is not defined. A yard is unencumbered. Discussed
2 adding projections into yards definitions. Commission favors the Lincoln
3 County Code wording and sample definition would be:

4 “Means a yard extending across the full length of a corner lot, the depth of
5 which is the minimum horizontal distance between the lot line abutting the
6 street and a line parallel thereto at the nearest point of the foundation of the
7 main building. The minimum depth for a street side yard is the same as that
8 required for the front yard of a corner lot.”
9

10 “Means a yard on a corner lot that is adjacent to a street between the front
11 yard and the rear lot line measured horizontally and at right angles from the
12 side lot line to the nearest point of a building.” (Lincoln County).
13

14 7. (11:43) Yard Street Side: The Commission discussed and are in consensus
15 that they favor the Lincoln County definition. The City Code would match the
16 County Code.
17

18 8. (1:50:55) The Parking Study is attached to the online packet and the
19 commission to review the recommendations on pages 18-29 and prioritize,
20 work with Public Works & Streets Commission on how to move forward and
21 implement what Planning wants to put forth, to include the final report with
22 the Comprehensive Plan. Stormwater will be up for discussion and will be on
23 an upcoming agenda. The commission is considering quarterly joins session
24 between Planning Commission and Public Works & Streets Commission to
25 prepare for the Budget Committee.
26

27 Theilacker adjourned the Work Session at 12:05pm.
28

29 Prepared by Kimmie Jackson December 13, 2022



CITY OF YACHATS
PLANNING COMMISSION REGULAR MEETING
December 20, 2022
Zoom Meeting Summary

Public Guests: 8

1. (01:15) Call meeting to order at 3:00pm: Attendance: Lance Bloch, Chair, John Theilacker, Co-Chair, Jacqueline Danos, Julie Bailey, Loren Dickinson, and Tod Davies. Absent: Christine Orchard. STAFF: Katherine Guenther, Assistant City Manager & Planner
2. (02:38) Announcements and Correspondence: None
3. (02:53) Citizens Comments/Concerns: None
4. (03:49) Written Reports are attached to the online packet for review. Today December 20th is the last day for the City to receive written response for Mr. Roslund regarding the Park Model Homes and none were received. The Sunset Terrace on Hwy 101 N has building activity now that it is under new ownership. The two lots on 9th St & Hwy 101 N., there are no official plans on one of the lots, just lot clearing and the other is still waiting on the manufactured home to be delivered it has been on back order. The Commission discussed King Street removal of trees on the wright of way by a homeowner and did seek approval from the City. The Commission discussed putting an article in the newsletter addressing landowners checking with the city before removing any trees that might be in the right of way before cutting trees down.
5. (0:13:52) Meeting Summary's are attached to the packet for November 8th, November 15th, and December 13th.

ONGOING BUSINES

6. (0:16:20) Housing Needs Assessment update: Final report is attached to the packet. The CC&Rs are going to be added as a layer to the GIS Maps. The Housing Advisory Committee announced they have added Drew Roslund, Bob Barrett, and Lane Morrell to join the meetings for their input. It was also stated that the study include information such as there are 468 people that commute into the city for work out of 500 jobs, and 148 commute out of Yachats to work.



1 7. (0:26:15) Parking Review: The report is included in the packet for review.
2 The Commission will review report at a later date and go through the
3 recommendations and then present to City Council. The Planning
4 Commission will review and come up with their own recommendations,
5 priorities, and any additional comments to emailed to the Recorder and
6 Planner for the Work Session on January 3rd, 2023.
7

8 8. (00:39:20) Local Wetlands Inventory Update: The proposal from Pacific
9 Habitat Services was received, and the City has authorized the consultant to
10 proceed with the completion efforts and sign the agreements. The discussion
11 was presented to the City Manager to advise how the \$10,000 will be paid
12 from since Planning does not have its own budget.
13

14 9. (42:15) Fences, Hedges & Walls: City Council remanded the code back to
15 the Planning Commission for changes mostly to do with Hedges and their
16 questions evolved around regulating the height. The hedges grow, change
17 shape and the need to be precise on how they are defining the visibility and
18 who has the right to complain about the visibility. The Commission will come
19 up with clarifying language for the January 3rd Work Session Meeting.
20

21 10.(0:57:55) Title 9 Definitions (possible vote): The Commission discussed the
22 height of buildings and proposed a new section 9.52.171 Height of Buildings.
23 Commissioners Dickinson and Theilacker will work on verbiage and bring
24 back to the January Work Session Meeting for further discussion. The
25 average finish grade definition is being reworded for further clarification.
26

27 (1:15:30) Commissioner Danos made a Motion to approve within the
28 Planning Commission to accept the Title 9 new code changes, definitions for
29 building height, and that the commission can move forward to the next
30 phase. Commissioner Bailey 2nd the motion:
31

32 Aye: Dickinson, Bailey, Danos, Theilacker, Davies, and Bloch

33 Nay: None
34

35 Bloch and Theilacker will review the changes and search the code to make
36 sure the changes do not affect other codes and if they do, bring back for
37 discussion January 3rd Work Session Meeting.
38
39



1 NEW BUSINESS

2 11.(1:16:57) Commission reappointments: Lance Bloch, Jacqueline Danos and
3 Christine Orchard: Ms. Orchard will not be continuing on the Commission:

4
5 A Motion was approved to reappointment Commissioner Lance Bloch and
6 Jacqueline Danos to the Planning Commission:

7
8 Aye: Bailey, Dickinson, Davies, Danos, Theilacker, and Bloch

9 Nay: None

10
11 (1:19:50) To constitute a quorum is 4 members are required to be present. If
12 there is a split vote the measure would not pass.

13
14 (1:23:08) Other business: Danos stated the wetland and parking, steps to get
15 those to incorporate into the comp plan. The reports can be added as
16 appendices and incorporated into the code by reference.

17
18 (1:30:25: Under New Business - Elect Officers is moved to the first meeting of
19 the calendar year January and then vote to move forward to Council.

20
21 Chair Bloch adjourned the Regular Commission meeting adjourned at 4:31pm.

22
23 Prepared by Kimmie Jackson December 20, 2022

**Suggested
2023 Planning Commission Goals
January Draft**

1. **Fences, Walls, and Hedges Amendment to Title 9, YMC** – Forwarded to City Council in January for reconsideration/adoption.
2. **Local Wetlands Inventory (LWI) Completion/Adoption** – Receipt of DSL approval and forwarded to City Council by April for consideration/adoption.
3. **City Center Parking Management Plan** – Recommendations for action, with support of the Public Works and Streets Commission, forwarded to City Council by May (*could include PC recommendations regarding soon-to-expire COVID-related parking waiver for commercial business outdoor seating*).
4. **Housing Implementation Plan (HIP)** – Completion of draft HIP; draft forwarded to City Council by ____ for consideration/adoption of:
 - a. Amendments to City Comprehensive Plan related to Housing goals, policies, actions;
 - b. Amendments to City Zoning Map and Title 9 of YMC enhancing opportunities for development of affordable and/or workforce housing; and
 - c. Non-regulatory tools and practices.
5. **Minor Amendments to Title 9, YMC** – New terms and definitions, and related zoning provisions, identified by Planning Commission as “immediate priority” forwarded to City Council by May for consideration/adoption.
6. **Geographic Information System (GIS) Mapping Capability** – Hardware, software, and City staff capability to generate GIS maps for City and surrounding area in place by July. (*City budget-related; numerous GIS data files for the City have already been completed by others.*)
7. **Comprehensive Plan Audit** – Report to City Council by June on needed updates to City Comprehensive Plan, including possible DLCD or other public funding opportunities for technical planning consultant assistance, depending on extent of identified revisions.
8. **Demolition and Grading Amendment to Title 9, YMC** – Consideration of amendments to Title 9 to address the demolition of structures and improve regulation of land disturbance for construction purposes. Recommendations provided to City Council no later than December.

2023 Planning Commission Goals – Jacqueline Danos

The work to bring the Yachats Municipal Code into better alignment with the Yachats Comprehensive Plan has moved forward well.

The final reports from the consultants working in the Yachats Parking Study and the Housing Needs Assessment were delivered. These reports are the first steps needed for the Planning Commission to develop policy recommendations based on the findings.

Another long project coming to fruition at the end of 2022 was the Wetlands Inventory. The remaining element is for the City Council to fund the needed completion. Once that has been completed the inventory can be integrated into the Yachats Comprehensive plan.

Moving into 2023 there are several areas that need completion or review:

1. Continue the work on aligning the Municipal Code with the Comprehensive Plan
2. Wetlands Inventory
3. Parking study recommendations
 - a. Develop actions such as striping existing parking spaces that can be forwarded to the Public Works & Streets Commission for discussion and implantation
 - b. Discuss and if found necessary develop code changes to be forwarded to City Council for approval
 - c. Work with the Public Works & Streets Commission to review and possibly revise the Circulation Plan to incorporate the recommendations made by StudioDavis.
4. Continue Phase 2 of the housing work - the Housing Implementation Plan (HIP)
 - a. Through June work with Cascadia Design to develop an implementation plan to be brought to City Council for approval
 - b. Update Goal J – Meet Housing Needs of the Yachats Comprehensive Plan
5. Update the Planning Commission information on the City's website
 - a. Yachats Comprehensive Plan:
 - Hazard Mitigation Update
 - Final Parking Management Report
 - Housing section update
 - Maps
 - b. Verify the Documents Folder for:
 - Parking Study documents and meetings
 - Housing documents & meetings

Thoughts on structure and project development:

1. Integration between the Planning Commission and the other commissions and committees.
 - a. Discuss the possibility of quarterly meetings.
 - b. Joint development of projects and submission of project application form
 - c. Monthly chair roundtable updates

2. How best to communicate with citizens
 - a. Citizen involvement is part of the responsibility of the Planning Commission. Both the Parking and Housing Studies were good examples of better citizen participation. How can the Planning Commission grow that participation?
 - City website use:
 - o Planning Commission documents folder to the best advantage
 - o Landing page
 - o Citizen input page
 - Facebook
 - Surveys and casual meetings

Budgetary implications:

1. GIS mapping software and education of staff
2. Consultant fees and grant writing for specific projects
3. Legal fees – in connection with ordinance and code review
4. Public engagement