1. 2:00 P.M. Agenda

   Documents:

   2023-06-14 City Council Regular Meeting Agenda.pdf

2. Revised Meeting Material

   2023-05-Fund-Balances-And-Contract-Exp

   2023-05-Financial-Report-Council

   Documents:

   City Manager City Council Report June 2023.Pdf
   2023 May Yachats Public Works Report.pdf
   2023 May Yachats Water Report.pdf
   2023-05-04 Council WS-Reg Meeting Summary.pdf
   2023-05-18 Council Regular Meeting Summary.pdf
   2023-05-23 Council Special Meeting Summary.pdf
   2023-05-01 EP Meeting Summary.pdf
   2023-05-16 Planning Summary .Pdf
   2023-05-09 Meeting Summary Public Works.pdf
   2023-05-16 Planning Commission Summary .Pdf
   2023-210 RES Urban Renewal Agency Budget Officer Appointment.pdf
   Form-Or-Ur-1 BC App - For Res 2023-211.Pdf
   2023-211 RES URA Resolution.pdf
   2023-212 RES State Revenue Sharing Resolution.pdf
   2023-213 RES CIP Plan.pdf
   2023-214 RES Adopt FY 2023-24 City Budget.pdf
   2023-215 RES Imposing .Pdf
   City Of Yachats Cover Letter 2023.Pdf
   Yachats Rate Schedule 2023-24.Pdf
   2022 Rate Model- Yachats.pdf
   2023-216 RES Dahl Disposal.pdf

3. Parking Material Added

   Documents:

   PARKING STUDY.pdf
   Parking Study Final Report.pdf
   Yachats Parking Plan Recommendations.pdf

3.I. YMC Title 9 Changes Document

   Documents:

   Revised Amendments - Fences, Walls, Hedges.pdf

CITY OF YACHATS
CITY COUNCIL REGULAR MEETING & PUBLIC HEARING
June 14**, 2023, at 2:00 pm**
To Be Held In-Person & Via Zoom

Join Zoom Meeting
https://us02web.zoom.us/j/85491137956

Meeting ID: 854 9113 7956
One tap mobile
+13462487799,,85491137956# US (Houston)
+16694449171,,85491137956# US

Regular Council Meeting

I. Announcements, Proclamations, and Correspondence
II. Public Comment - limited to items not on the agenda (5-minute limitation per person)
III. Consent Agenda
  a. City Manager Report
  b. Public Works Report
  c. Commission/Committee Meeting Summary's
  d. Financial Reports – May 2023
IV. New Business
  a. Approve 2023-24 Budget
    1. RES 2023-210 Urban Renewal Agency
    2. RES 2023-211 URA
    3. RES 2023-212 State Revenue Sharing
    4. RES 2023-213 CIP Plan
    5. RES 2023-214 Adopt FY2023-24
    6. RES 2023-215 Imposing Tax
  b. Dahl Rate Increase/Presentation (Possible adoption RES 2023-216)
  c. Planning Commission Parking Study Report
V. Ongoing Business
  a. Planning Commission Hedges, Walls, and Fences: Discussion and Schedule Public Hearings
VI. Other Business
  a. From the Mayor
  b. From Council
  c. From Staff

The Yachats City Council meetings are open to the public and interested citizens are invited to attend via Zoom. These are open meetings under Oregon law, but a work session is not a community forum; audience participation is at the discretion of the Council. Meetings are audio-recorded. The meeting are accessible to persons with disabilities. For accommodations, please call (541) 547-3565, or Oregon Relay 1-800-735-2900 TDD) two days in advance. City of Yachats does not discriminate on the basis of race, color, religion, creed, gender, national origin, age, disability, marital or veteran status, sexual orientation, or any other legally protected status. 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 June 7, 2023 By: Kimmie Jackson Deputy City Recorder*

City Manager's City Council Report
6/14/2023

SWOT Analysis

Strengths:

- Engaged personnel in City Hall and Public Works
- Outstanding volunteers, highly engaged citizens
- Excellent Chamber of Commerce driving engaged business community
- Important YYFAP programs
- Excellent Water/Wastewater/Public Works that is well funded
- Impressive grant writing and grant award success

Weaknesses:

- City Hall staff has not been sufficiently trained
- Volunteer groups feel that they have not always received support from City Hall
- Project approval process has been slow and possibly fail to consider the city's General Plan
- Communication across the entire City's system has not been clear
- Lack of staffing appears to have caused citizens and groups to not receive the attention they deserve

Opportunities:

- Fully leverage the commissions by encouraging increased coordination
- Better define targets and goals of each commission so that there isn't overlap
- Create a more comprehensive General Plan that takes into account a rapidly changing world
- Streamline plan acceptance and implementation that is aligned with the General Plan
- Rapidly get training for City Hall staff and review current job alignment/staffing so that it is efficient
- Purchase better backup for IT systems

Threats:

- City Hall is understaffed
- City Hall morale was very low, (it's getting better), with high frustration and a sense of hopelessness
- City Hall staff lacks training which is adding to extreme frustration
- Processes have been abandoned or are seriously broken down
- Inadequacies in City Hall skill sets are hampering staff's ability to respond to complaints and concerns
- There is a large back log of problems including billing questions and code enforcement issues
- The overall system is dysfunctional
- IT issues are currently creating added challenges

Projects Update

ODOE Grant - Coordinate w/ Charles Kelley and Heather Flint Chatto (start date is now out to August 2023)
- recommend starting community engagement process (determine funding) before then. Need to respond back to them. ***This is a potentially transformative project and needs to be done with great care. It will ripple through the community in numerous ways. The General Plan needs to be updated.***
Library - Coordinate w/David Rivinius - **Project Management will fall primarily on the city. Need to meet to review process, project meetings, status of Permit Set. We will conduct weekly review meetings to ensure milestones are hit.**
Skatepark - Website Edits for Fundraising. Support Meredith Howell re: Project Development. Determine if November is right fit for construction start date. **We need to ensure there is sufficient funding for this.**

Security
- Installation of Iconopro Security Lock – today. Issues with sufficient power supply. **Will not be operational until end of week.**
- Getting quote from OCI to move counters forward to create lobby, and controlled access to staff area, requesting 2nd proposal to support relocation of city hall - should be coming in the next week or so - met with Karen Davis last week.
- First phase of FOB locks in place (not wifi'd yet), need to complete installation of MESH which provides wifi to outdoor area and Commons which then completes software support of creating/maintaining FOB access.
- Change exterior keys all to Medeco once FOBs are in place (Pacific Coast Locksmith - now has Medeco keys on hand).

Commons
- Awaiting report from Tim Gross (expected this week) which will outline the scope of the work to be done to bring the Commons into compliance and support the next level of conversation regarding programming; community engagement for future use ie. reorganization, expansion, resilience
-Tim is on site tomorrow to test the generator. Is bringing contractor with him. Will discuss whats involved with expanding functionality of generator and relocation. **In my view, the Commons is critical to Yachats as a central hub. How does it fit with the General Plan? How does it fit with Resiliency? Are we treating this as a one-off when it should play an important role to our overall vision?**

Little Log Church
- Move contents to storage unit up in Waldport (Friday)

- Coordinate inspection by contractors - next week - determine phasing and RFP, next steps. **There is credible concern that the building has extensive damage. We have to ensure that this doesn't turn into a money pit.**

Civic+ Implementation

- Website Update (implementation change started w/Dayna) - includes creation of a separate 'Department Center' ie. Community Development)
- Addition of Springbrook Interface - for Miscellaneous Bill Payments - either continue with reduced CivicRec portion OR continue w/Greg Scott to develop module. **We will have meetings with both groups so that they can provide an overview of what their respective systems do and what may be lacking. The entire team will review the systems.**
- Interface is in place, next step is to coordinate alignment with Licensing, Bookings etc.
- Set up Bill Pay Kiosk (after counter relocation or before?)

Miscellaneous

-Defibrillators are being installed soon. The locations will probably be the Commons, City Hall, and Water/Wastewater plants.
-Pocket Parks are happening!

***Longer Term*:**
Commons

- Coordinate removal of diesel tank from South Elevation of the Commons - we may want to wait now for the end of the summer to do this. **This can be a can of worms. If there is any contamination found, we may have a long process of measuring and possibly removal of contamination.**
- Add storage (best to locate several storage units together, relocate the generator) - same wait for close of summer

Again, how does any of this fit within the General Plan?

Public Works

- Coordinate site visit, bids for garage door installation

- Lighting update

-Street improvements begin, backwash system starting, no high risk issues.

Date: June 5, 2023

To: Rick Sant, City Manager

From: Public Works Department

Re: May 2023 Public Works Report

Rainfall at Yachats Public Works:

	Inches			
	2023	**2022**	**2021**	**2020**
May	0.42	7.60	1.88	5.48
Rain year to date:	33.44	30.85	27.52	34.71

Total water produced: **4,159,700 gallons**

Total water accounted for: **4,062,701 gallons** Water loss efficiency: **98 %**

Total wastewater treated: **3,863,000 gallons**

The following is a list of what was done by Public Works staff in May 2023.

Streets:

- Potholes filled on King St, E.2nd St., W.3rd St.and Horizon Hill.
- Picked up three loads of rock.
- Curb cleaning.

Storm Drainage:

- Reviewed culvert permits.

Water Treatment Plant:

- Water systems operations.
- Plant Maintc.
- Cleaned Reedy Creek screen.
- Samples to Newport.

Distribution Sys:

- Meter reading and rereads.
- Meter maintc.
- Water service repair.
- Water service installation on Bayview.
- Chief Albert water line location and repair.
- Water leak repaired on Joni's Way and Horizon Hill.
- Meter boxes set on Horizon Hill.
- Work on Aqua Vista water service.

Wastewater Treatment Plant:

- Wastewater systems operations.
- Plant maintc. & clean-up.
- Biosolids operations.
- One load of cake to Heard Farms.
- Working on Biosolids Management Plan and preparation for DEQ site visit.

Collection Sys:

- Lift station inspections.
- Degrease lift stations.
- Pontiac Lift Station #2 pump taken to Albany for repair.

Public Works:

- Shop maintc. and clean up.
- Fleet maintc. & repair.
- Equipment maintc. and repair.
- Multiple locates.
- Brush box handling.
- PW administration.
- Piles picked up for Trails crew.
- Garbage removal at the Commons.
- PW yard clean-up.

	7.2022	8.2022	9.2022	10.2022	11.2022	12.2022	1.2023	2.2023	3.2023	4.2023	5.2023
Gallons of Water Produced											
Water Plant	4,981,200	5,983,000	5,468,700	4,517,000	4,198,200	3,829,500	4,462,900	3,488,800	3,961,800	4,714,300	4,159,700
Total	**4,981,200**	**5,983,000**	**5,468,700**	**4,517,000**	**4,198,200**	**3,829,500**	**4,462,900**	**3,488,800**	**3,961,800**	**4,714,300**	**4,159,700**
Gallons of Accounted for Water											
Reservoir Level Feet	31.5	26.5	28.2	27.8	29.7	29	24.3	30	29.5	29.5	29.5
Reservoir +/- Gallons 41,666 per Foot	579,157	208,330	70,832	16,666	83,332	29,166	195,830	237,496	20,833	0	0
Waterline Flushing Gallons	610,000	0	0	0	0	0	0	0	0	0	0
Gallons Sold	3,502,419	5,267,797	4,206,601	4,327,576	2,554,239	3,103,279	3,671,984	3,030,641	3,344,150		4,062,701
Total Water Accouinted for	**4,691,576**	**5,059,467**	**4,277,433**	**4,310,910**	**2,637,571**	**3,132,445**	**3,867,814**	**3,268,137**	**3,364,983**		**4,062,701**
Final Water Report											
Water Loss Efficiency	94%	85%	78%	95%	63%	81%	87%	93%	85%		98%
Unaccounted Gallons per Month	289,624	923,533	1,191,267	206,090	1,560,629	697,045	595,086	220,663	596,817		1
Unaccounted Gallons per Minute	6.7	21.3	27.6	4.7	36	16	13	5.1	13		2.2

CITY OF YACHATS
CITY COUNCIL WORK SESSION & REGULAR MEETING
May 4, 2023
Meeting Summary

Audience/Guests: 28

Mayor Craig Berdie called this meeting to order this May 4, 2023, at 2:00pm via Zoom and in-person meeting. Members present: Mary Ellen O'Shaughnessy, Council President (zoom), Catherine Whitten-Carey, Ann Stott (zoom) and Greg Scott. A Quorum was present. Staff: Kimmie Jackson Deputy City Recorder.

WORK SESSION

1. (0:00:50) Interim City Manager Discussion regarding the initial meeting with possible Interim City Manager Eileen Stein. After discussion, the Council decided to have the Mayor proceed in an initial interview and will secure a date for this interview with Council. The Councilors will forward a couple of questions to Councilor Carey to combine for flow of questions. Also discussed salary could go as high as $120,000.

REGULAR MEETING

1. (0:22:27) Correspondence: The summary of people's risk responses are attached to the online packet.

2. (0:23:40) Public Comment: None

3. (0:23:58) City Council / Planning Meeting dates are confirmed and the meetings are for Information only, no voting.

4. (0:24:22) Drought and Fire Risk Analysis - The dates for the Lincoln County events are the Virtual Wildfire Tabletop on May 3rd, 1p-3p and the County Wildfire Tabletop Cooperator Supporting Agencies May 23 from 1p-4p 23rd located at Samaritan Center for Health Education Hall A/B, 740 SW 9th Newport OR 97365.

5. (0:28:53) Grant process and shovel ready project planning – Discussion around making sure documents have firm numbers in place, and plan to speak more about this process at the Budget Meeting on May 5th. There is a concern that the Ford Foundation "Shovel Ready" vendor may be in conflict with the Library grant request. The suggestion was made for a Councilor to contact other cities to see what they are doing to make sure the process is in line with receiving grants. Ordinance 370 follows the CIP Process that was adopted last year. We can always expense the engineering costs and not charge to capital improvement. Otherwise, we have to revisit the ordinance if we want to only pay for engineering with no

schedule to proceed Doing discovery is a good idea but will cost the operational funds and not capital funds.

6. (0:38:17) Water sustainability meeting with SWLCWPUD - The Mayor attended the board meeting yesterday, there are two entities in this district, one only exists to cover Bonds, the other is the PUD. The mayor previously met with the Chair. The SWLCWPUD is now officially aware that the City would like to become a customer, in addition to the emergency connection. The board would like to get some technical information before moving ahead: the flows we would expect, demand levels, time of year and our historical raw water storage sustainability. At this time the Council is requesting from the City Manager, McClung's time to do some data gathering and to meet with the SWLCWPUD technical lead to discuss what the this would take, it would be a general analysis. SWLCWPUD is currently working under McClung's water certification, and he works there one day a week on Fridays. Other concerns are contract structure, time and conditions at the end of the contract, cost of engineering, who would pay for this, capital costs, and how they would be split. SWLCWPUD has an attorney that would be representing them and would like to know who will be representing the City.

7. (0:57:36) The Resiliency Study and Commons Engineering Report are on hold until the City Manager can present.

8. (0:59:07) Recruiter Proposals for a Permanent City Manager – The Council discussed all three proposals and took public comment. After a couple of failed motions, the Council continued discussion until there was a consensus.

   A motion was made to proceed with Jensen Strategies pending negotiations on the price and shortening some of the steps and when to get started towards hiring a permanent City Manager:

   Aye: O'Shaughnessey, Carey, Berdie
   Nay: Scott and Stott

9. (1:30:52) Letter from Pioneer asking each Councilor to write a letter in support of Pioneer Connects application for funding under the USDA's Community Connect Grant Program to extend its fiver network south of Yachats.

10. (1:31:42) Lincoln County Homelessness Advisory Board, next Wednesday is the monthly meeting and Councilor O'Shaughnessey to attend by zoom. The board members need to be reappointed now that the agreement has been signed. This item will be on next month's agenda for a vote.

Mayor Berdie adjourned the meeting at 11:36am
Prepared by Kimmie Jackson on May 8, 2023

CITY OF YACHATS
CITY COUNCIL REGULAR MEETING
May 18, 2023
In-Person & Zoom Meeting Summary

Guests: 31

Mayor Craig Berdie called the meeting to order on this May 18, 2023, at 2:00pm via Zoom and in person meeting. Members present: Mary Ellen O'Shaughnessy, Council President, Greg Scott, Ann Stott, and Catherine Whitten-Carey. A Quorum was present. Absent: Heide Lambert, City Manager. Staff: Kimmie Jackson, Recorder and CIP Coordinator Hamilton.

1. (00:00:30) Announcements/Correspondence- regarding a vacation rental on 7th Street and the transients using that area as a restroom; inquiries regarding incorrect water bills that the City needs to rectify and water leaks that have not been responded to.

2. (00:05:20) Public Comment: The Social Justice group announced their event at the Commons on July 22-23, 2023, and asked the City to post their flyer. They have raised $6,000 so far, registration is $90 and includes the conference, food, book and concert. The concert alone is $25.

3. (0:16:12) FY2023-24 Budget status & overview– reviewed the remaining meetings, June 1st for the public hearing and vote.

4. (0:20:09) Council Financial Report Format – 1. A report is being requested on items such as the employee/vendor list of earnings in a year, by quarter. Council President O'Shaughnessey and Councilor Cary will put together criteria for the report that can be generated by accounting and bring back to council. 2. Community Support & Beautification, and the need to put together a process, possibly quarterly, to apply for grant money from the City. Councilor Stott volunteered to put together a process to bring to Council.

5. (0:37:36) Water Sustainability Status & Action Items - Data and Property: McClung is starting to work around the guidelines; the property near the water plant is still available and will need a geo study done; it can be used for water storage and/or equipment's storage.

6. (0:40:06) Resiliency Study Status – The City has received $100,000 planning grant as a result of the City's application; the costs for the application is covered by the study the rest is unclear how it will be spent as it relates to the master plan. This now qualifies the City for a Million-dollar grant application next year for construction.

7. (0:45:34) Commons Engineering Report is still outstanding and should have the report back by the end of the month; the Diesel Tank, still waiting on the tests results and deciding whether or not to remove or fill it with sand. CIP Coordinator will follow-up.

8. (0:47:38) IGA for 101 Delineators – Has been signed by the elected officials; will get an update from Rick McClung, Water Lead and the City Manager, to include the ADA compliance.

9. (0:55:52) Skate Park Update – have the preliminary designs; This group is looking for housing for December/January for the workers of the skate park; and still raising funds for the project. Council Scott mentioned that there should be a soil sample on that area and stated that there was an issue, and the CIP Coordinator will follow up on that.

10. (1:00:15) 2nd Street Schedule, Notices and Traffic Flow – Public Works will advise when the public will be noticed. The contract has been awarded and signed by the City Manager.

11. (1:01:53) Wetlands Inventory Status – DSL is waiting on a report from the consultants; Pacific Habitat did send to Department of State Lands. The Planner has a call with DSL today, to discuss status, as it's been six months and are still waiting.

12. (1:11:43) Ocean View Drive Owner Contact Status – One property is currently in escrow and the other, we will still be waiting on a return receipt from the owner who has not responded to the last couple correspondence sent. The city is responsible for hiring an outside agency to help locate the owners to address this issue.

13. (1:16:25) Current CIP Status: Library, LLCM, Wetlands Bench, Pocket Parks – None to report, but would like to see more progress.

14. (1:17:12) Status Interim City Manager / Office Continuity – possible interview on a local candidate, too soon to announce the name. Suggested times to hold interviews are Tuesday at 10am, Wednesday at 2:30pm and Thursday 1:00pm.

15. (1:31:54) Revised Jensen Strategies City Manager Recruitment Proposal – Motion made to approve the proposal:
    Aye: Carey, Stott, O'Shaughnessey, Berdie
    Nay: Scott, has reservation

16. (1:43:30) Consent Agenda – Moved to approve, and all are in favor and passed unanimously.

17. (1:43:52) Mayor – Expense reports from the Trails not being reimbursed for $99.00; proposing moving the council meetings to one time per month starting July, Council is in favor;

18. (1:49:26) Motion was brought forth to provide the Social Justice group $5,000, the vote was called and all are in favor and passed unanimously.

19. (1:50:25) Comments were made by the council regarding the outgoing City Manager still hiring. The City Manager agreed that they are only temporary hires.

20. (1:54:07) Councilor Carey submitted reimbursement for food for two budget meetings and was denied. After a short discussion, the commissioner will resubmit the payment.

Mayor Berdie adjourned the meeting at 4:00pm
Prepared by Kimmie Jackson on May 23, 2023

CITY OF YACHATS
CITY COUNCIL
May 23, 2023
Meeting Summary

Audience/Guests: 23

Mayor Craig Berdie called the meeting to order on this May 23, 2023, at 10:00am via Zoom and in person meeting. Members present: Mary Ellen O'Shaughnessy, Council President, Greg Scott, Ann Stott, and Catherine Whitten-Carey. A Quorum was present. Staff: Kimmie Jackson, Recorder, Katherine Guenther, Planner.

SPECIAL MEETING

1. Rules are read into the record and that the only business to be discussed is the Interim City Manager Interview – Rick Sant.

2. Point of order was called by Dawn Keller, resident on Horizon Hill - asked for clarification as to why the meeting was called and asked to have Council cancel this meeting and indicated that she did not receive proper notice and believes it is an illegal meeting. The Mayor and Councilors noted that the meeting was posted online, at the Post Office, and at City Hall 24 hours in advance and thus met legal requirements. Councilors added that the email notification system is only a courtesy that points the recipient to the official notification. It is not in itself intended to be the notification.

3. Mr. Sant spoke about his experience and resume is attached on the online packet. The Council and perspective interim city manager asked and answered questions around collaboration, working with staff, council, commissions and the residents. The salary mentioned would be about $90,000 and the candidate indicated that it was an acceptable salary range for the short term.

At 10:55am the Mayor called the meeting to be in recess to verify with the City attorney that the council can go into Executive Session at 12:00pm then to resume the special meeting. He agreed that it could, but no decisions can be made.

The Executive Session was in session from 12:00pm to 12:30pm per ORS 192.660(2)(a).

At 12:35pm reconvened the Special Council meeting to discuss the Interim City Manager status.

The Motion was made to offer the interim pro-tem city manager position to Mr. Sant:
Aye: O'Shaughnessey, Scott, Carey, Stott and Berdie.

After discussion regarding salary, a motion was made to offer no more than $95,000 and elected the Mayor and Council President to negotiate the terms of the contract and offer Mr. Sant the position.

Aye: O'Shaughnessey, Scott, Carey and Berdie
Nay: Stott

Mayor Berdie adjourned the meeting at 12:44pm

Prepared by Kimmie Jackson on March 24, 2023.

CITY OF YACHATS
EMERGENCY PLANNING COMMITTEE
May 1, 2023
Zoom Meeting Summary

Audience/Guest: 6

1. Alex Cox called the meeting to order at 2:00 pm and in attendance is Don Groth, James Sanders, and Drew Roslund. Absent: Linn West, Chair, Jill Asch. Staff: Kimmie Jackson, Recorder.

2. (0:00:49) No correspondence

3. (0:01:04) No citizens' concerns

4. (0:03:50) Conex #3 Report - The list of supplies is sufficient, and the cost of the supplies are changing. The Chair will submit a memo of direction/request and the supply list to the Public Works & Streets Commission, asking for approval to move forward.

   The purchase of a Conex is still needed and will forward a memo to the Public Works & Streets Commission requesting the purchase of a 1-trip container in the amount of $4,100. There is still 20,000 in the budget and the $6,500 from Mr. Roslund of the Overleaf Lodge/Fireside Motel.

   The Fire Department has electricity that will supply the Conex; the City will need an MOU that should state the City will pay a set fee towards the cost of electricity in the amount of $60.00 per month. The Chair will forward a memo to the Public Works & Streets Commission requesting to move forward.

5. (0:21:11) 2023 Tabletop Exercise – Lincoln County Emergency Management is having a Wildfire Tabletop Exercise on May 3rd via Zoom and May 23rd In-Person 1 to 4p. Information can be found at their website.

6. (0:27:53) Mary Beth Selby Resigned and forwarded a list of items that should be carried on by the members.

7. (0:31:08) The Commission discussed the request to create an elected official's emergency prep/disaster response guide for Council and City Staff. The consensus is to refer back to Public Works & Streets that this Committee will not participate in this request as it is the responsibility of the Council and staff to read and determine what part applies or familiarize themselves with the entire document. The Chair will submit a memo stating such. The City has removed staff

from participating/attending the meetings and with the resignation of three members, it has been a struggle to take on any tasks at this time.

This Committee received three additional goals from the City Council – 1. Determine the desires of residents in City support in time of disaster. 2. Evaluate locations available to sustain support for residents in disaster. 3. Continue to educate the public through newsletters and tabletop discussions and their responsibilities in case of a disaster.

8. (0:51:53) The Chair will write memos regarding the committee's position on each of the three goal items. Will also let the CIP Coordinator know to send a written report and not needed to attend the meeting but is welcome.

9. The Emergency Preparedness Fair is still scheduled for August and will be submitted for the newsletter.

Mr. Cox adjourned the meeting at 3:05pm.

Transcribed by Kimmie Jackson May 2, 2023

CITY OF YACHATS
PLANNING COMMISSION HEARING & REGULAR MEETING
Meeting Summary
May 16, 2023

1. Chair John Theilacker called the meeting to order at 2:06pm. In attendance is Lance Bloch, Jacqueline Danos, Marc Sakamoto, Loren Dickinson, Tod Davies, and Staff: Katherine Guenther, Planner.

2. (0:09:27) No announcements or correspondence.

3. (0:09:42) No citizens' concerns.

4. (0:10:15) Public Hearing – Henkens Variance Case File #1-VAR-PC-23 requesting a variance to reduce the R-4 District's required front yard setback from 20 feet to 10 feet in order to construct an accessory structure. The hearing rules are read into the record. The City Planner gave the Staff Report. In addition, Chair Theilacker identified Section 9.52.030 General provisions regarding accessory uses, specifically prohibiting accessory structures in a front yard, as also being applicable, and requiring the issuance of a second variance.

<u>Public Testimony</u>

5. Received a letter not in favor of the variance dated April 11, 2023, by Bonnie Marienau.

(0:51:04) Mr. Henkens Jr. presented his application to build a small structure for exercise equipment, since the house footprint was too small to accommodate his desired gym. The lot is unusual due to the property shape and setbacks. Mr. Henkens is asking for Variance approval.

(1:07:45) Heidi Marie Rich, at 525 Yachats Ocean Road PO Box 1015 – is not in favor of the variance.

(1:11:40) John Marienau, 540 Ocean Road – is not in favor of the variance.

(1:19:27) Testimony portion of the meeting is closed and the Commission is in deliberations. Commissioner Davies felt visibility at the intersection of Hwy 101 and Yachats Ocean Road was a major concern and agreed with the neighbors who testified with the same concerns. Several of the other Commissioners felt that the applicant's hardship was self-imposed and did not meet the circumstances for granting a variance. Discussion continued until the Commission reached a consensus.

(1:37:15) The motion was stated to deny the Variance requests based on the applicant's failure to prove that his requests satisfied Section 9.80.020 of YMC, particularly subsections A, B & D.

Aye: Bloch, Danos, Sakamoto, Dickinson, Davies and Theilacker
Nay: None

Chair Theilacker will sign the Findings & Conclusions.

6. (1:39:31) Public Hearing is closed.
7.
8. (1:39:47) Open regular meeting, no old business to discuss.

9. (1:39:51) Parking Meeting Discussion – discussed the presentation the Planning Commission wants to make to Council at their June Meeting. Will need to summarize the plan, walk through the matrix and the implementation recommendations with the assistance of Public Works Streets. Commissioner Dickinson has met with Chair West of Public Works & Streets.

10. (2:05:40) Proposed Municipal Masterplan CIP – moved this item to the June meeting.

11. (2:06:24) Local Wetlands Inventory - no update on its completion status from City Planner at this point, but the City is starting to be billed by the consultant.

12. (2:08:02) Planners Report, not much to report this month. The 9th Street property at Hwy 101 was just sold and the new owners just purchased the adjacent lot and plan to combine the lots. They would like to build a four-unit ADU and townhouse project with the combined lots.

13. (2:16:42) Other Business – Commissioner Bloch expressed concern that too much time was slipping between the Commission's completion of work products and their presentation to City Council for approval. He hoped that the Commission would move fairly quickly in presenting the Housing Implementation Plan, once completed by the consultant, to the City Council for action.

Chairman Theilacker adjourned the Regular Commission meeting at 4:25pm.

Prepared by Kimmie Jackson May 24, 2023

City of Yachats
Public Works and Streets Commission
Meeting Summary
May 9, 2023

1. Co-Chair Groth called the meeting to order at 2:00 pm. Present: Kevin Erdahl, Alex Cox, Linn West, Bob Bennett, Don Groth and Don Phipps. Staff: Kimmie Jackson, Deputy City Recorder, David Buckwald, Wastewater Lead, Rick McClung, Water Lead, Holly Hamilton, CIP Coordinator and Councilor Scott.

   The item added to the agenda is Hwy 101, reducing the speed limit and crosswalks under Ongoing Business.

2. (0:01:46) Received a $2,500 grant from Lincoln County Emergency Management and forwarded the documents to the City Manager for signature.

3. (0:02:39) Citizens' Concerns - Received correspondence regarding the unfair utility billing by adding extra weeks on to the water bill which in turns increases the bill and is unfair to the residents that don't use more than 2 units of water a 30-day billing cycle. The correspondence is attached to the online packet.

4. (0:08:33) Public Works Report is attached to the online packet.

5. (0:15:13) Finance Report – Finance report is attached to the online packet. Will add the LID Report to the packet simi-annual moving forward.

6. (0:41:32) Fire Department – meeting was May 8th, reviewed the MOU for the Conex; have received the Cascadia report regarding potential sites for the Conex's. There is a $6,500 contribution from Overleaf/Fireside, $2,500 grant from Lincoln County, along with the previous $2,500 grant from last year that has not been spent yet. Have requested the Chair to take the proposal to authorize the spending for the Conex and supplies to the Council. This Committee needs to know what the process is moving forward. In order to access the grant, the City Manager needs to sign the document that was emailed already and it's due May 10. The Planner was aware due to being the previous interim City Manager.

7. (0:54:57) Hwy 101 Delineators contract has been signed and E 2nd Street Bid has been accepted, but unaware of when the work will start, once it starts it will need to be completed within 45 days. The CIP application is for the sidewalks and 804 Trail, Phase II is going South and Phase III is going North, but the grants are not available until a year from January.

DRAFT

8. (1:00:20) Public Works & Streets/Council Goals regarding Ordinance 209 and the major changes that it needs. After discussion, will put it off until the next City Manager. Specifically, to the Parks & Commons, Public Works Commission should take on revising the ordinance and revisit the goals as well. As far as the goals that were given to Emergency Preparedness are concerned, they were unclear of the direction. Would like the Council to be more aware of the emergency plan from 2019. Commissioner Bennett will forward the cliff-notes to emergency preparedness and the CIP Coordinator. The document has been used once already.

9. (1:20:00) Review of the CIP List – Wastewater and Water CIP list was distributed and will attach to the online packet.

10. (1:34:01) Crosswalks, rapid light and speed limits – After the commission discussed the possible changes to add crosswalks, lower the speed limit , and to install additional rapid lights all on Hwy 101. The City can conduct their own investigation or have ODOT. Will continue discussion and add to the meeting in June.

No further business to discuss, meeting adjourned by West at 3:58pm.

Prepared by Kimmie Jackson Deputy Recorder on May 11, 2023.

DRAFT

CITY OF YACHATS
PLANNING COMMISSION HEARING & REGULAR MEETING
Meeting Summary
May 16, 2023

1. Chair John Theilacker called the meeting to order at 2:06pm. In attendance is Lance Bloch, Jacqueline Danos, Marc Sakamoto, Loren Dickinson, Tod Davies, and Staff: Katherine Guenther, Planner.

2. (0:09:27) No announcements or correspondence.

3. (0:09:42) No citizens' concerns.

4. (0:10:15) Public Hearing – Henkens Variance Case File #1-VAR-PC-23 requesting a variance to reduce the R-4 District's required front yard setback from 20 feet to 10 feet in order to construct an accessory structure. The hearing rules are read into the record. The City Planner gave the Staff Report. In addition, Chair Theilacker identified Section 9.52.030 General provisions regarding accessory uses, specifically prohibiting accessory structures in a front yard, as also being applicable, and requiring the issuance of a second variance.

<u>Public Testimony</u>

5. Received a letter not in favor of the variance dated April 11, 2023, by Bonnie Marienau.

(0:51:04) Mr. Henkens Jr. presented his application to build a small structure for exercise equipment, since the house footprint was too small to accommodate his desired gym. The lot is unusual due to the property shape and setbacks. Mr. Henkens is asking for Variance approval.

(1:07:45) Heidi Marie Rich, at 525 Yachats Ocean Road PO Box 1015 – is not in favor of the variance.

(1:11:40) John Marienau, 540 Ocean Road – is not in favor of the variance.

(1:19:27) Testimony portion of the meeting is closed and the Commission is in deliberations. Commissioner Davies felt visibility at the intersection of Hwy 101 and Yachats Ocean Road was a major concern and agreed with the neighbors who testified with the same concerns. Several of the other Commissioners felt that the applicant's hardship was self-imposed and did not meet the circumstances for granting a variance. Discussion continued until the Commission reached a consensus.

(1:37:15) The motion was stated to deny the Variance requests based on the applicant's failure to prove that his requests satisfied Section 9.80.020 of YMC, particularly subsections A, B & D.

Aye: Bloch, Danos, Sakamoto, Dickinson, Davies and Theilacker
Nay: None

Chair Theilacker will sign the Findings & Conclusions.

6. (1:39:31) Public Hearing is closed.
7.
8. (1:39:47) Open regular meeting, no old business to discuss.

9. (1:39:51) Parking Meeting Discussion – discussed the presentation the Planning Commission wants to make to Council at their June Meeting. Will need to summarize the plan, walk through the matrix and the implementation recommendations with the assistance of Public Works Streets. Commissioner Dickinson has met with Chair West of Public Works & Streets.

10. (2:05:40) Proposed Municipal Masterplan CIP – moved this item to the June meeting.

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13. (2:16:42) Other Business – Commissioner Bloch expressed concern that too much time was slipping between the Commission's completion of work products and their presentation to City Council for approval. He hoped that the Commission would move fairly quickly in presenting the Housing Implementation Plan, once completed by the consultant, to the City Council for action.

Chairman Theilacker adjourned the Regular Commission meeting at 4:25pm.

Prepared by Kimmie Jackson May 24, 2023

CITY OF YACHATS
RESOLUTION NO. 2023-210
A RESOLUTION APPOINTING THE CITY MANAGER/URBAN RENEWAL AGENCY SECRETARY AS THE URBAN RENEWAL AGENCY BUDGET OFFICER PER ORS 294 AND 457

The City of Yachats Resolves as follows:

WHEREAS, The City of Yachats follows the Oregon Local Budget Laws ORS 294 in preparing its budget. ORS 294.331 requires the governing body to designate one person to act as the Budget Officer. ORS 457 specifies the requirements for the Urban Renewal Agency.

WHEREAS, the governing body is responsible for designating the person to act as Budget Officer. The Budget Officer shall act under the direction of the executive officer of the municipal corporations, or where no executive officer exists, under the direction of governing body.

WHEREAS, The Budget Officer shall prepare or supervise the preparation of the Urban Renewal Agency budget document. The Budget Officer shall prepare or supervise publishing all the notices required by Local Budget Law.

Now, therefore, be it resolved by the CITY OF YACHATS Urban Renewal Agency Board designates the City Manager/Urban Renewal Agency Secretary as the Urban Renewal Agency Budget Officer.

This Resolution was Adopted by the CITY OF YACHATS Urban Renewal Agency Board this 14th day of June and takes effect upon signing by the Urban Renewal Agency Members.

_____
Rick Sant, Urban Renewal Secretary

Attest by:

_____
Craig Berdie, Mayor

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FORM OR-UR-1

NOTICE OF BUDGET HEARING

Oregon Department of Revenue

A public meeting of the Yachats Urban Renewal Age (Governing body) will be held on June 1, 2023 (Date) at 10:00 ☒ a.m. ☐ p.m. at _____

441 Hiway 101 N, Yachats, OR (Location), Oregon. The purpose of this meeting is to discuss the budget for the fiscal year beginning July 1, 2023 as approved by the Yachats Urban Renewal Agency (Municipal corporation) Budget Committee. A summary of the budget is presented below. A copy of the budget may be inspected or obtained at 501 Hiway 101 N Yachats, OR (Street address), between the hours of 9:00 a.m., and 4:00 p.m., or online at www.YachatsOregon.org

This budget is for an ☒ annual; ☐ biennial budget period. This budget was prepared on a basis of accounting that is: ☒ the same as; ☐ different than the preceding year. If different, the major changes and their effect on the budget are:

Contact	Telephone number	E-mail
Heide Lambert, City Manager	(541) 547-3565	citymanager@yachatsmail.org

FINANCIAL SUMMARY—RESOURCES

TOTAL OF ALL FUNDS	Actual Amounts 2021–2022	Adopted Budget This Year: 2022–2023	Approved Budget Next Year: 2023–2024
1. Beginning Fund Balance/Net Working Capital	421,085	283,209	449,396
2. Federal, State & all Other Grants			
3. Revenue from Bonds & Other Debt			
4. Interfund Transfers			
5. All Other Resources Except Division of Tax & Special Levy	4,182	3,800	10,000
6. Revenue from Division of Tax	462,658	474,715	535,881
7. Revenue from Special Levy			
8. **Total Resources**—add lines 1 through 7	887,925	761,724	995,277

FINANCIAL SUMMARY—REQUIREMENTS BY OBJECT CLASSIFICATION

9. Personnel Services			
10. Materials and Services	1,750	3,000	3,000
11. Capital Outlay			
12. Debt Service			
13. Interfund Transfers	596,000	331,000	536,000
14. Contingencies			
15. Special Payments			
16. Unappropriated Ending Fund Balance and Reserved for Future Expenditure	290,175	427,724	456,277
17. **Total Requirements**—add lines 9 through 16	887,925	761,724	995,277

FINANCIAL SUMMARY—REQUIREMENTS AND FULL-TIME EQUIVALENT EMPLOYEES (FTE) BY ORGANIZATIONAL UNIT OR PROGRAM*

Name of Organizational Unit or Program / FTE for Unit or Program			
Name			
FTE			
Name			
FTE			
Name			
FTE			
Name			
FTE			

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Name			
FTE			
Name			
FTE			
Name			
FTE			
Not Allocated to Organizational Unit or Program	887,925	761,724	995,277
FTE			
Total Requirements	887,925	761,724	995,277
Total FTE			

STATEMENT OF CHANGES IN ACTIVITIES AND SOURCES OF FINANCING*

STATEMENT OF INDEBTEDNESS

Long Term Debt	Estimated Debt Outstanding on July 1	Estimated Debt Authorized, but not Incurred on July 1
General Obligation Bonds		
Other Bonds		
Other Borrowings		
Total		

*If more space is needed to complete any section of this form, use the space below or add sheets.

CITY OF YACHATS
RESOLUTION NO. 2023-211
A RESOLUTION ADOPTING THE 2023-24
CITY OF YACHATS URBAN RENEWAL AGENCY BUDGET

BE IT RESOLVED the Board of Directors of the Yachats Urban Renewal Agency hereby adopts the budget for fiscal year 2023-24 in the total of $995,277.00, now on file at City Hall for City of Yachats.

Making Appropriations

BE IT RESOLVED that the amounts for the fiscal year beginning July 1, 2023, and for the purposes shown below are hereby appropriated:

General Fund

Materials & Services	$ 3,000.00
Interfund Transfers	$ 536,00.00
Unappropriated End Bal & Rsv.	$ 456,277.00
FUND TOTAL	$ 995,277.00

Declaration of Tax Increment

BE IT RESOLVED that the Board of Directors of the Yachats Urban Renewal Agency hereby resolves to certify to the Lincoln County Assessor a request for the Yachats Urban Renewal District Plan Area for the maximum amount of revenue that may be raised, by dividing the taxes under Section 1c, Article IX, of the Oregon Constitution and ORS Chapter 457.

PASSED AND ADOPTED by the Yachats Urban Renewal Agency on June 14, 2023.

APPROVED by the Chair of the Agency on June 14, 2023.

CITY OF YACHATS

By: _____
Craig Berdie, Mayor

ATTESTED BY:

_____
Mary Ellen O'Shaughnessey,
Council President

CITY OF YACHATS
RESOLUTION NO. 2023-212
A RESOLUTION DECLARING THE CITY OF YACHATS ELECTION TO RECEIVE STATE REVENUES

The City of Yachats resolves as follows:

Section 1. Pursuant to ORS 221.770, the city hereby elects to receive state revenues for fiscal year 2023-2024.

Passed by the Yachats City Council on the 14th day of June, 2023.

Approved by the Mayor this 14th day of June 2023.

CITY OF YACHATS

By: _____
Craig Berdie, Mayor

ATTESTED TO BY:

_____
Heide Lambert, City Manager

I certify that a public hearing before the Budget Committee was held on May 5, 2023, and a public hearing before the City Council was held on June 1, 2023, giving citizens an opportunity to comment on use of State Revenue Sharing.

_____
Acting Interim City Manager

CITY OF YACHATS
RESOLUTION NO. 2023-213
A RESOLUTION ADOPTING THE CAPITAL IMPROVEMENT PLAN FOR FY2023-24

WHEREAS, the Yachats City Council appointed members to serve on a Capital Improvement Plan (CIP) Committee (also known as the Finance Committee), and

WHEREAS, the CIP plan in the FY2023-24 City Budget represents capital improvement planning based on the current circumstances and priorities of the City, and

WHEREAS, the Budget Committee held a public hearing on the recommended plan on May 12th and June 1, 2023, and

WHEREAS, the City Council held a public hearing on the recommended plan on June 14, 2023,

NOW THEREFORE, the City of Yachats resolves that the FY2023-24 Capital Improvement Plan in the City budget is hereby adopted.

Passed and adopted June 14, 2023. This Resolution is effective upon adoption.

CITY OF YACHATS

By: _____
Craig Berdie, Mayor

ATTESTED TO BY:

_____
Acting Interim City Manager

CITY OF YACHATS
RESOLUTION NO. 2023-214
A RESOLUTION ADOPT FY 2023-24 BUDGET

BE IT RESOLVED that the City Council of the City of Yachats hereby ADOPTS THE BUDGET FOR THE FISCAL YEAR 2023-24 IN THE AMOUNT OF $15,974,264.00 AS SHOWN IN THE TABLE BELOW. This budget is now on file at 501 N Hwy 101, Yachats Oregon 97498. The budget is also available for viewing on the City's website at www.yachatsoregon.org.

Total Revenue **$15,974,264.00**

Personnel Services	$1,460,580
Materials and Services before Contingency	$1,352,050
Grants, Gifts, Allocations &Donations	$2,818,052
Debt Services	$625,305
Interfund Transfers	$1,401,000
All other except current year property tax	$133,000
Unappropriated and RFFE	$8,184,280
Total Requirements	**$15,974,264.00**

BE IT RESOLVED that the City Council of the City of Yachats hereby appropriates the amounts in the table below for the fiscal year 2023-24, for the following purposes:

General Fund

Personnel Services	$551,460
Materials and Services before Contingency	$780,150
Transfers	$848,000
Contingency	$78,000

General Reserves

Personnel Services	$16,320
Capital Outlay	$1,046,652

CITY OF YACHATS
RESOLUTION NO. 2023-214
A RESOLUTION ADOPT FY 2023-24 BUDGET

Debt Services Funds

Debt Service	$625,305
Transfers	$60,000

Enterprise Funds

Personnel Services	$892,000
Materials and Services before Contingency	$571,900
Transfers	$493,000
Contingencies	$55,000
Capital Outlay	$1,771,400
Unappropriated and RFFE	$2,510,267

PASSED AND ADOPTED by the City of Yachats City Council on June 14, 2023.

CITY OF YACHATS

By: _____
Craig Berdie, Mayor

ATTESTED BY:

_____
Rick Sant, Interim City Manager

CITY OF YACHATS
RESOLUTION NO. 2023-215
A RESOLUTION IMPOSING TAXES AND CATEGORIZING THE TAX

BE IT RESOLVED that the following and valorem property taxes are hereby imposed upon the assessed value of all taxable property within the taxing district for the tax year 2023-24:

1. At the rate of $.1717 per $1,000 of assessed value for the permanent rate tax; and
2. In the amount of $43,900.00 for debt service on the general obligation bond.

BE IT RESOLVED that the taxes imposed are hereby categorized for purposes of Article XI section 11b as:

Subject to the General Government Limitations
Permanent Rate Tax $.1717/per $1,000
Excluded form Limitations
General Bond Debt Service $43,900.00

PASSED AND ADOPTED by the City of Yachats City Council on June 14, 2023.

CITY OF YACHATS

By: _____
Craig Berdie, Mayor

ATTESTED TO BY:

_____
Rick Sant, Interim City Manager

April 28, 2023

City Of Yachats
Attn: Heide Lambert, City Manager
441 Hwy 101 N.
Yachats, OR 97498

2023 Rate Review Report

Enclosed please find our Annual Report of Operations as required in Section 5.10.140 (d) of the City of Yachats Code.

As required in this section, we have included an annual report of results of operations prepared by our CPA for the year ended 12/31/2022 (Exhibit A). We have also included a schedule of all additional allowable expenses that we anticipate for the current year and calculation of the Operating ratio for last year and the current year (Exhibit B).

Because this is an odd numbered year, we are not proposing to do a CPI-based adjustment. We are proposing to adjust the rates by 9.18% this year, as our Operating Ratio is projected to be outside the allowable range of 85% to 91%. This adjustment should bring us back to the target Operating Ratio of 88% called for in our contract. We have included a proposed rate schedule as Exhibit C.

We have included the schedule from our company Certified Public Accountant of the revenue and expenses subject to rate regulation in this packet. It is produced along with an entire company Reviewed Financial Statement. We have provided the entire Reviewed Financial Statement to the City Manager to allow verification of the data provided while maintaining the proprietary nature of the information included in the entire Statement.

We are also pleased to propose the addition of food waste to our compostables program. Now, a lot more items that used to be trash can be recovered. Our customers have asked for this service, and we were happy we could deliver for them.

As always, if you have any questions or concerns, we are happy to discuss this submittal at your convenience. In addition, if any issues are to be discussed at a council meeting please inform us so that we can plan to attend.

Respectfully,

Joseph Cook

General Manager

2023 - 2024 Residential/Commerical Rate Sheet

Rate Adjustment Percentage:
9.18%

	New Rate	Old Rate	Difference
Residential Rates	Yachats	Yachats	Yachats
35 gal once a week curb refuse, recycling and yard debris service	$39.05	$35.75	$3.30
35 gal every other week curb refuse, recycling and yard debris service	$33.20	$30.40	$2.80
35 gal once a month curb refuse, recycling and yard debris service	$29.95	$27.45	$2.50
35 gal on call curb refuse, recycling and yard debris service	$29.95	$27.45	$2.50
65 gal once a week curb refuse, recycling and yard debris service	$65.40	$59.90	$5.50
65 gal every other week curb refuse, recycling and yard debris service	$45.75	$41.90	$3.85
65 gal once a month curb refuse, recycling and yard debris service	$32.45	$29.70	$2.75
65 gal on call curb refuse, recycling and yard debris service	$32.45	$29.70	$2.75
95 gal once a week curb refuse, recycling and yard debris service	$94.55	$86.60	$7.95
95 gal every other week curb refuse, recycling and yard debris service	$66.20	$60.65	$5.55
95 gal once a month curb refuse, recycling and yard debris service	$56.55	$51.80	$4.75
95 gal on call curb refuse, recycling and yard debris service	$47.25	$43.30	$3.95
Additional recycling cart serviced every other week	$15.60	$14.30	$1.30
Additional fee for refuse service curb enclosure	$9.85	$9.00	$0.85
Additional fee for refuse service driveway (Walk in) per 100 ft	$18.00	$16.50	$1.50
Additional fee for refuse service driveway (Drive in) per 100 yards	$11.95	$10.95	$1.00
Additional fee for recycling service / YD curb enclosure	$9.85	$9.00	$0.85
Additional fee for recycling service /YD driveway (Walk in) per 100 feet	$18.00	$16.50	$1.50
Additional fee for recycling service / YD driveway (Drive in) per 100 yards	$11.95	$10.95	$1.00
Lid up	$4.15	$3.80	$0.35
Extras at the curb (each 35 gallons)	$8.45	$7.75	$0.70
Extras at enclosures and driveway (each 35 gallons)	$9.10	$8.35	$0.75

2023 - 2024 Residential/Commerical Rate Sheet

Rate Adjustment Percentage:
9.18%

	New Rate	Old Rate	Difference
35 gal bear cart once a week curbside refuse	$57.25	$52.45	$4.80
35 gal bear cart once a month	$48.20	$44.15	$4.05
35 gal bear cart on call	$48.20	$44.15	$4.05
65 gal bear cart once a week curbside refuse	$84.85	$77.70	$7.15
65 gal bear cart once a month	$51.85	$47.50	$4.35
65 gal bear cart on call	$51.85	$47.50	$4.35
95 gal bear cart once a week curbside refuse	$115.20	$105.50	$9.70
	New Rate	Old Rate	Difference
Cart change out	$21.15	$19.35	$1.80
On call/Min W/NO PU for the month	$14.10	$12.90	$1.20
Reconnect fee	$39.35	$36.05	$3.30
Off route call back fee	$29.95	$27.45	$2.50
Commercial Rates			
200 gal once a week refuse and recycling service	$175.85	161.05	$14.80
200 gal once a month/temp cont. refuse and recycling service	$88.95	$81.45	$7.50
200 gal extra P/U refuse and recycling service	$53.85	$49.30	$4.55
200 gal every other week refuse and recycling service	$142.75	$130.75	$12.00
300 gal once a week refuse and recycling service	$239.10	$219.00	$20.10
300 gal once a month/temp cont. refuse and recycling service	$103.80	$95.05	$8.75
300 gal extra P/U refuse and recycling service	$68.55	$62.80	$5.75
300 gal every other week refuse and recycling service	$172.35	$157.85	$14.50
Rent perm. Container dumped once a week container count customer	$20.95	$19.20	$1.75
Placement all Cont.	$56.30	$51.55	$4.75
Temp. container rent per day no weekly service (the first 4 days are included)	$4.95/day	$4.95/day	$0.30

2023 - 2024 Residential/Commerical Rate Sheet

Rate Adjustment Percentage:
9.18%

	New Rate	Old Rate	Difference
Drop Box			
Minimum charge per box - Solid Waste	$633.65	$580.35	$53.30
Minimum charge per wood debris box	$485.25	$444.45	$40.80
Compactor service additional per pull - Solid Waste Rate	$59.95	$54.90	$5.05
Plus Disposal			
Solid Waste rate per ton	$143.85	$131.75	$12.10
Solid Waste rate per pound	$0.07	$0.07	$0.01
Woody Debris drop box per ton	$131.90	$120.80	$11.10
Woody Debris drop box per pound	$0.07	$0.06	$0.01
Drop Box Misc.			
Drop Box delivery fee	$189.85	$173.90	$15.95
plus per mile charge (one way)	$0.00	$0.00	$0.00
Drop Box rent after 7 days, weekends included	$11.30	$10.35	$0.95
Drop Box per hour	$154.65	$141.65	$13.00
You Call, We Haul			
Deposit	$65.95	$60.40	$5.55
One employee with a pick up	$84.50/hour	$77.40/hour	$7.10
Extra employee per hour	$41.65/hour	$38.15/hour	$3.50
Deposit (extra employee per hour)	$60.15	$55.10	$5.05
Minimum of two employees to enter a house	$120.35/hour	$110.25/hour	$10.10
Deposit (two employees to enter a house)	$60.15/each	$55.10/each	$5.05
Disposal - minimum $29.50 (certain items incur add' charges at disposal site) per ton	$158.30	$145.00	$13.30
Disposal - minimum $29.50 (certain items incur add' charges at disposal site) per pound	$0.08	$0.07	$0.01

Dahl Disposal Service - Results and Projections 2023

		DAHL DISPOSAL SERVICE TOTAL		YACHATS		
		2022		2022		2023-24
		ACTUAL	ALLOCATION FACTOR	ACTUAL	CHANGE	PROJECTED
				Rate Adj. %		9.18%
	Revenues					
1001	Collection Operations	$ 5,414,830	Actual	$ 543,172	$ 26,787	$ 569,959
	Revenue from Rate Adjustment					**$ 52,298**
1002	misc	$ -	Actual	$ -	$ -	$ -
	Total Revenues	**$ 5,414,830**		**$ 543,172**	**$ 79,085**	**$ 622,257**
	Labor Expense					
100	Operational Personnel	$ 1,097,067	Route Time	$ 117,271	$ 18,623	$ 135,894
101	Health Insurance	$ -	Route Time	$ -	$ -	$ -
	Total Labor	**$ 1,097,067**		**$ 117,271**		**$ 135,894**
	Operation Expense					
201	Bad Debt	$ 8,101	Route Time	$ 866	$ 1,700	$ 2,565
202	Business Taxes/PUC	$ 59,900	Route Time	$ 6,403	$ 11	$ 6,414
203	Closure	$ 15,030	Closure	$ -	$ -	$ -
204	Depreciation	$ 320,982	Route Time	$ 34,311	$ (2,991)	$ 31,320
	Amortization	$ -	Route Time	$ -	$ -	$ -
205	Disposal Charges					
	- MSW	$ 878,569	Weights	$ 87,700	$ 5,105	$ 92,805
	- Recycling	$ 198,633	Weights	$ 19,828	$ 2,687	$ 22,515
	- Green Waste	$ 168,832	Weights	$ 16,853	$ (2,533)	$ 14,320
206	Franchise Fees	$ 197,979	Actual	$ 17,429	$ 989	$ 18,419
207	Fuel	$ 281,314	Route Time	$ 30,071	$ (3,023)	$ 27,048
208	Insurance Expense	$ 80,799	Route Time	$ 8,637	$ 3,656	$ 12,293
209	Interest	$ 13,349	Route Time	$ 1,427	$ 1,139	$ 2,565
210	Management & Admin fees	$ 653,082	Calculated	$ 69,811	$ 4,860	$ 74,671
211	Operational Lease/Rent	$ 205,603	Route Time	$ 21,978	$ (10,673)	$ 11,305
212	Yard Debris	$ -	Weights	$ -	$ -	$ -
213	Safety	$ 507	Route Time	$ 54	$ 331	$ 385
214	Other	$ 28,915	Route Time	$ 3,091	$ (1,006)	$ 2,085
215	Rent	$ 267,782	Route Time	$ 28,625	$ (5,535)	$ 23,089
216	Repairs & Maintenance	$ 275,425	Route Time	$ 29,442	$ 654	$ 30,096
217	SWD Surcharge	$ -	Route Time	$ -	$ -	$ -
218	Tools and Supplies	$ 42,936	Route Time	$ 4,590	$ 1,097	$ 5,687
225	**Total Operational**	**$ 3,697,738**		**$ 381,116**		**$ 377,582**
	Administrative Expense					
301	Advertising	$ 8,928	Customers	$ 832	$ (40)	$ 792
302	Business M & E	$ 20,256	Customers	$ 1,887	$ (1,015)	$ 872
303	Company Meetings	$ -	Customers	$ -	$ -	$ -
304	Community Ed & Sup.	$ 18,326	Customers	$ 1,707	$ (589)	$ 1,118
305	Donations	$ 6,902	Customers	$ 643	$ 195	$ 838
306	Dues & Subscriptions	$ 17,131	Customers	$ 1,596	$ (757)	$ 838
307	Ed & Travel	$ 24,319	Customers	$ 2,265	$ (30)	$ 2,235
308	Licenses and Fees (Visa)	$ 473	Customers	$ 44	$ 103	$ 147
309	Bank Charges	$ 79,015	Customers	$ 7,359	$ (700)	$ 6,659
310	Office Expense	$ 68,041	Customers	$ 6,337	$ 164	$ 6,501
311	Postage	$ 47,166	Customers	$ 4,393	$ (15)	$ 4,377
312	Printing	$ -	Customers	$ -	$ -	$ -
313	Professional Fees	$ 146,952	Customers	$ 13,687	$ (3,890)	$ 9,797
314	Other	$ -	Customers	$ -	$ 559	$ 559
315	Utilities	$ 20,152	Customers	$ 1,877	$ 126	$ 2,002
325	**Total Administrative**	**$ 457,661**		**$ 42,625**		**$ 36,736**
500	**Total Expenses**	**$ 5,252,466**		**$ 541,012**		**$ 550,211**
503	**Net Income**	**$ 162,364**		**$ 2,160**		**$ 72,046**
	ROR	**3.00%**		**0.40%**		**11.58%**

Dahl Disposal Service - Results and Projections 2023

		DAHL DISPOSAL SERVICE TOTAL		YACHATS		
		2022		2022		2023-24
		ACTUAL	ALLOCATION FACTOR	ACTUAL	CHANGE	PROJECTED

	ALLOCATION FACTORS	YACHATS	
	Revenue	10.03%	10.03%
	Route Time	10.69%	10.69%
	Weights	9.98%	9.98%
	Customer Counts	9.31%	9.31%
	Closure		

Calculate Operating Ratio

Total Expenses:			
Total Labor	$ 1,097,067	$ 117,271	$ 135,894
Total Operational	$ 3,670,432	$ 381,116	$ 377,582
Total Administrative	$ 457,661	$ 42,625	$ 36,736
Total	$ 5,225,160	$ 541,012	$ 550,211
Less Non Allowable Expenses:			
Interest & Professional Fees Related to Nic Dahl buyout	$ (52,473)	$ (5,263)	$ (2,407)
Less "Pass Through Expenses"	$ -	$ -	$ -
Allowable Expenses	$ 5,172,688	$ 535,749	$ 547,804
Revenue			
Revenue	$ 5,414,830	$ 543,172	$ 622,257
Less "Pass Through Expenses"	$ -	$ -	$ -
Revenue (net of Pass Through)	$ 5,414,830	$ 543,172	$ 622,257
Operating Ratio:			
Allowable Expenses divided by	$ 5,172,688	$ 535,749	$ 547,804
Revenue (net of Pass Through)	$ 5,414,830	$ 543,172	$ 622,257
Calculated Operating Ratio	**95.5%**	**98.6%**	**88.0%**
Operating Ratio Range	85 - 91%	85 - 91%	85 - 91%
OpR without adjustment			95.1%

Prepared by DLarmouth

CITY OF YACHATS
RESOLUTION NO. 2023-216
A RESOLUTION ADOPTING DISPOSAL RATES JULY 1, 2023-JUNE 30, 2024

WHEREAS, Dahl Disposal presented their annual report and data supporting their proposed rate increase to the City Council at the June 14, 2023 meeting, and

WHEREAS, the Yachats City Council reviewed Dahl Disposal's Annual Report of Operations as required in Section 5.10.140 (d) of the City of Yachats Code, and

WHEREAS, Dahl's Operating Ratio is projected to be within the allowable range of 85% to 91%, and

WHEREAS, Dahl is proposing two options for the 9.18% rate adjustment to return to the allowable range.

NOW THEREFORE, the City of Yachats resolves to approve the Annual Operations Report, marked 2023 Rater Model, including a 9.18% rate increase.

Passed and adopted June 14, 2023. This Resolution is effective upon adoption.

CITY OF YACHATS

By: _____
Craig Berdie, Mayor

ATTESTED TO BY:

_____
Rick Sant, Interim City Manager

PARKING STUDY 6/10/2023

PUBLIC WORKS & STREETS COMMISSION INVOLVEMENT

PW&SC has reviewed the Parking Study and its recommendations and is willing to accept it as a Project to implement with Planning.

Our approach will be first to create this as a CIP Project. Then we will, based on the specific direction the Council gives us.

1. Identify and review the various areas with Planning Representative with onsite conditions and determine the actual solutions and required implementation.
2. Identify how implementation or portions of are to be done: Outside hired contractor, PW Staff, or Commission physically doing the work.
3. Identify Costs.

There are several Commissioners that are interested in actual implementation of areas where we need to recognize the existing conditions. We need to find solutions that are less impactful to the environment, be flexible about change if the solution isn't working and be as cost efficient as possible.

Example: 4th street where we are testing the use of used fire hose to create the stripes (idea we copied from the Drift Inn).

Our (Planning & PW) need from Council is to identify what and where the priorities are and give us the latitude to determine the best solution and implement it without multiple reviews and approvals. Provide us with an approval to proceed once we identify the basic solutions and budget for the priorities you give us.

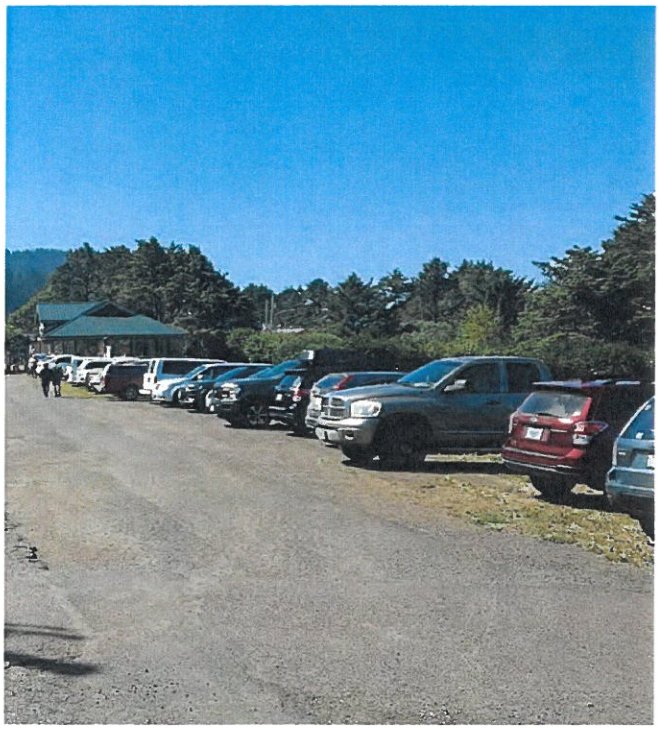
Public Works & Streets Commission Chair

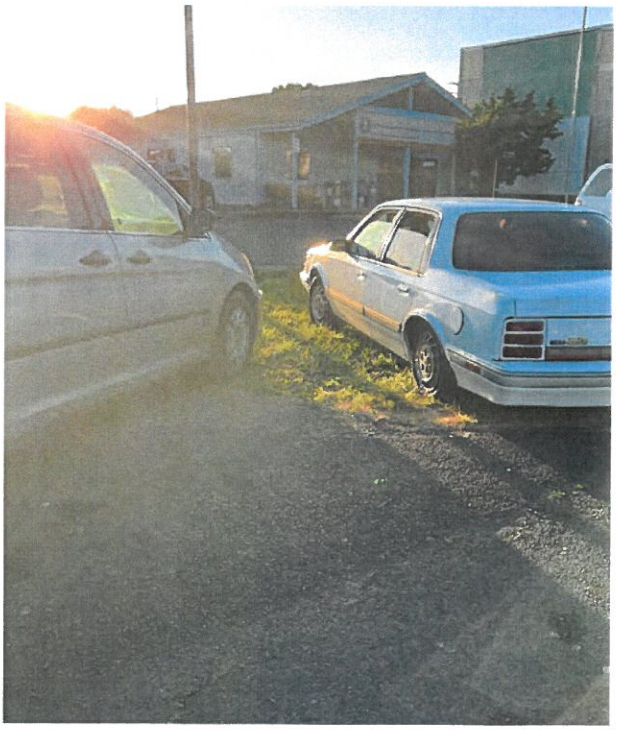
Linn West

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.

ODOT TGM DLCD
TRANSPORTATION AND GROWTH MANAGEMENT
Better Ways To Better Places
Since 1993

Table of Contents

Overview & Project Goals **3**

Project Area & Planning Framework **4**

Project Area 4

Site Visit and Parking Inventory 4

Planning Framework 7

Public Involvement & Outreach **8**

Overview, Materials, and Key Questions 8

Stakeholder Meetings 8

Public Workshop 9

Parking Utilization Study **12**

Data Collection 12

Observations and Analysis 16

Findings and Recommendations **18**

Overview 18

1. Improve striping and signage for underutilized parking 20
2. Encourage healthy circulation patterns and consistently brand public parking 21
3. Reduce long-term parking within the busiest areas of downtown 22
4. Add striping to currently unmarked parallel stalls to increase utility and efficiency. 26
5. Identify potential resources for spillover/event parking and special uses 27
6. Support and encourage walkable development within downtown 28

Appendices **30**

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

	Stall Counts by Type			
Location	Striped	Unstriped*	ADA	Total
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 date 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.

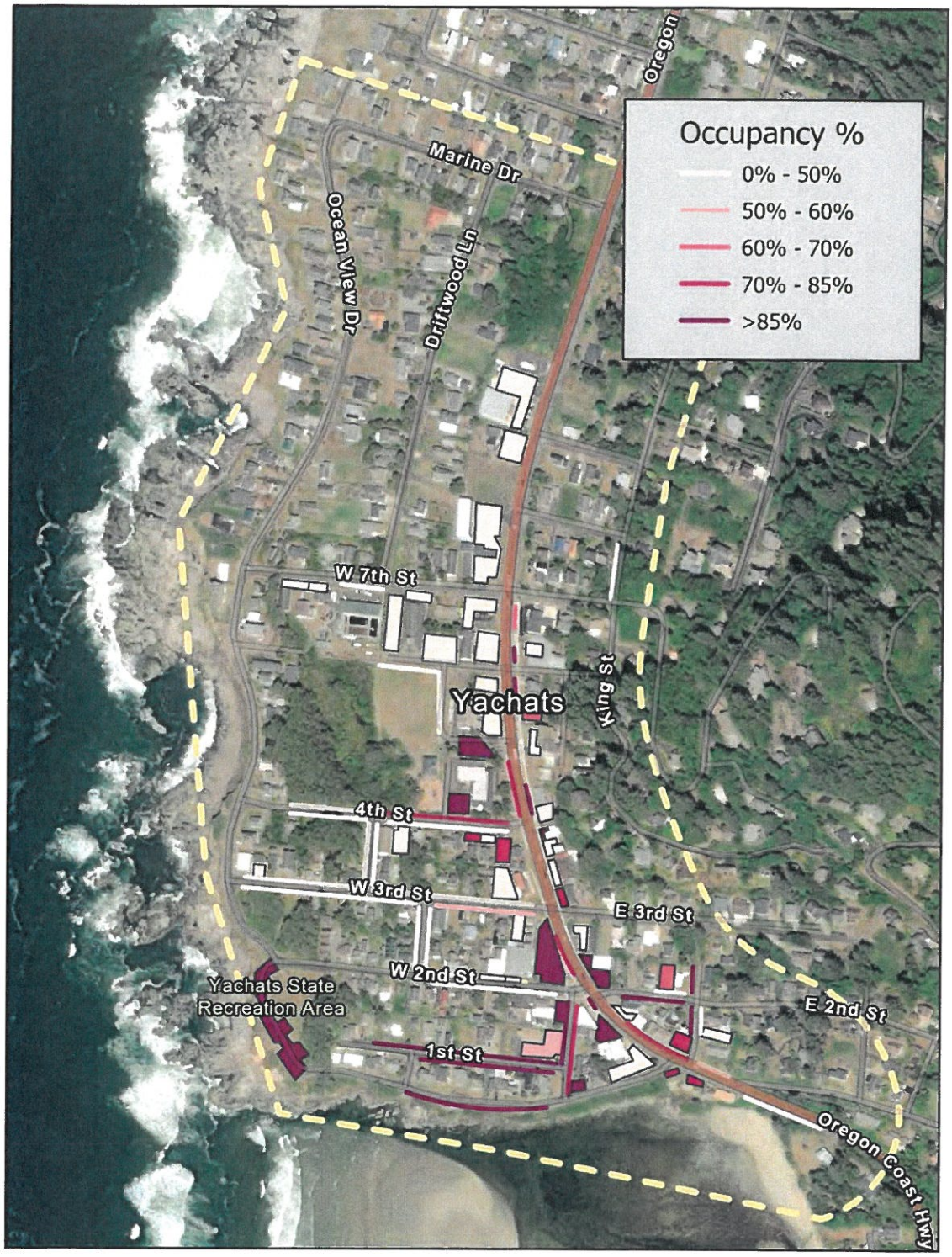


Figure 4: Parking demand during 12pm to 1pm hour on Saturday July 16, 2022

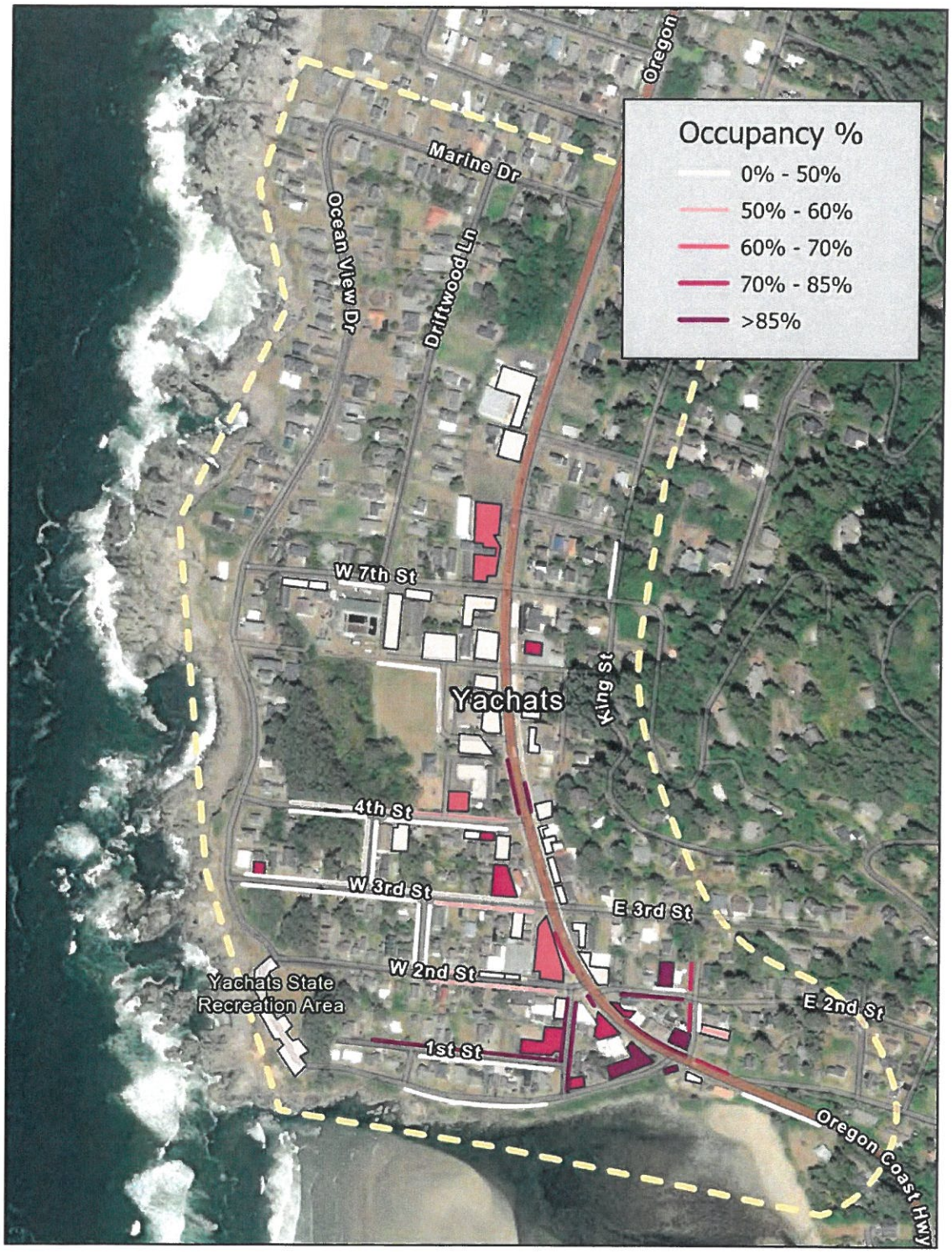


Figure 5: Parking demand during 5pm to 6pm hour on Saturday July 16, 2022

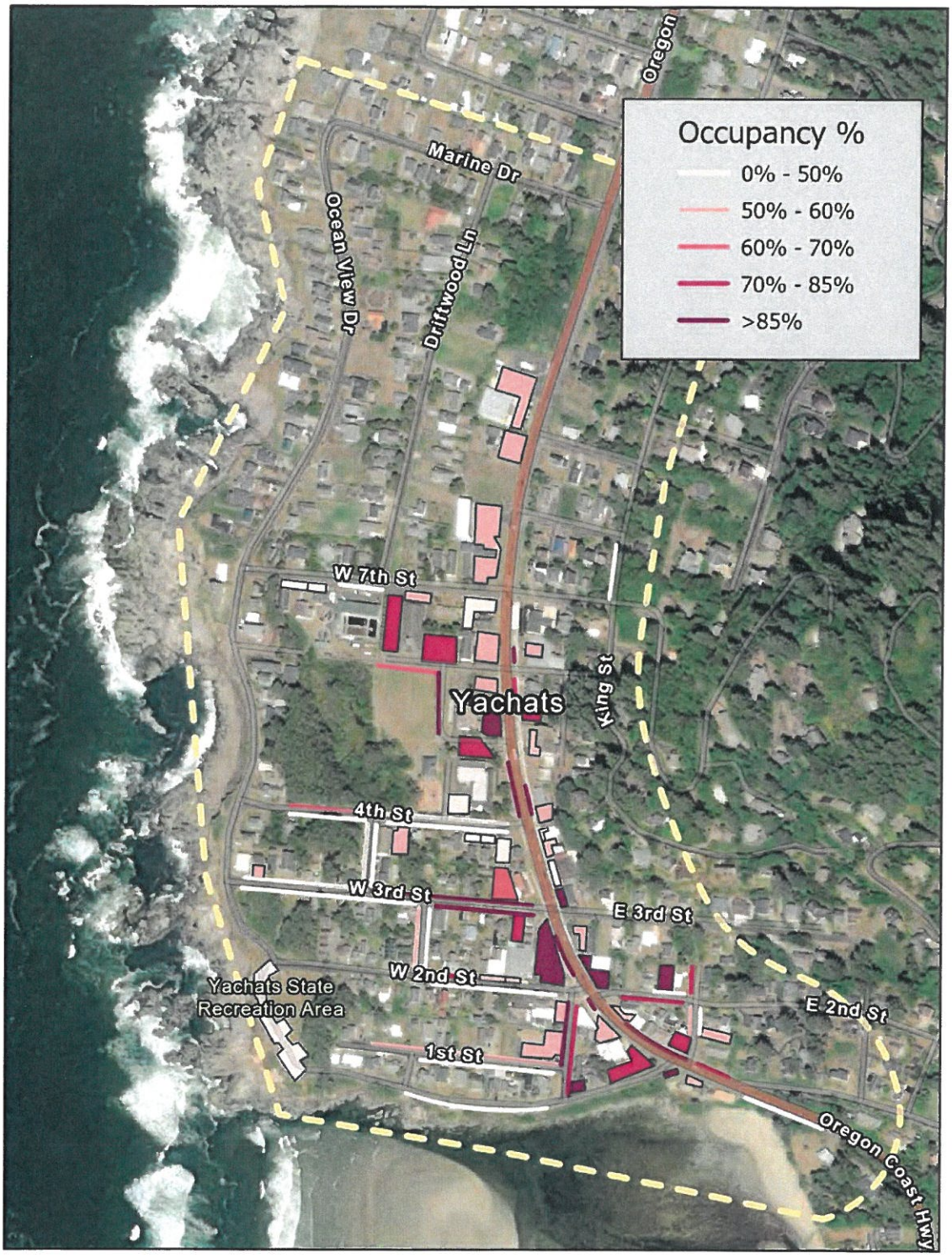


Figure 6: Parking demand during 11am to 12pm hour on Sunday July 17, 2022

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.

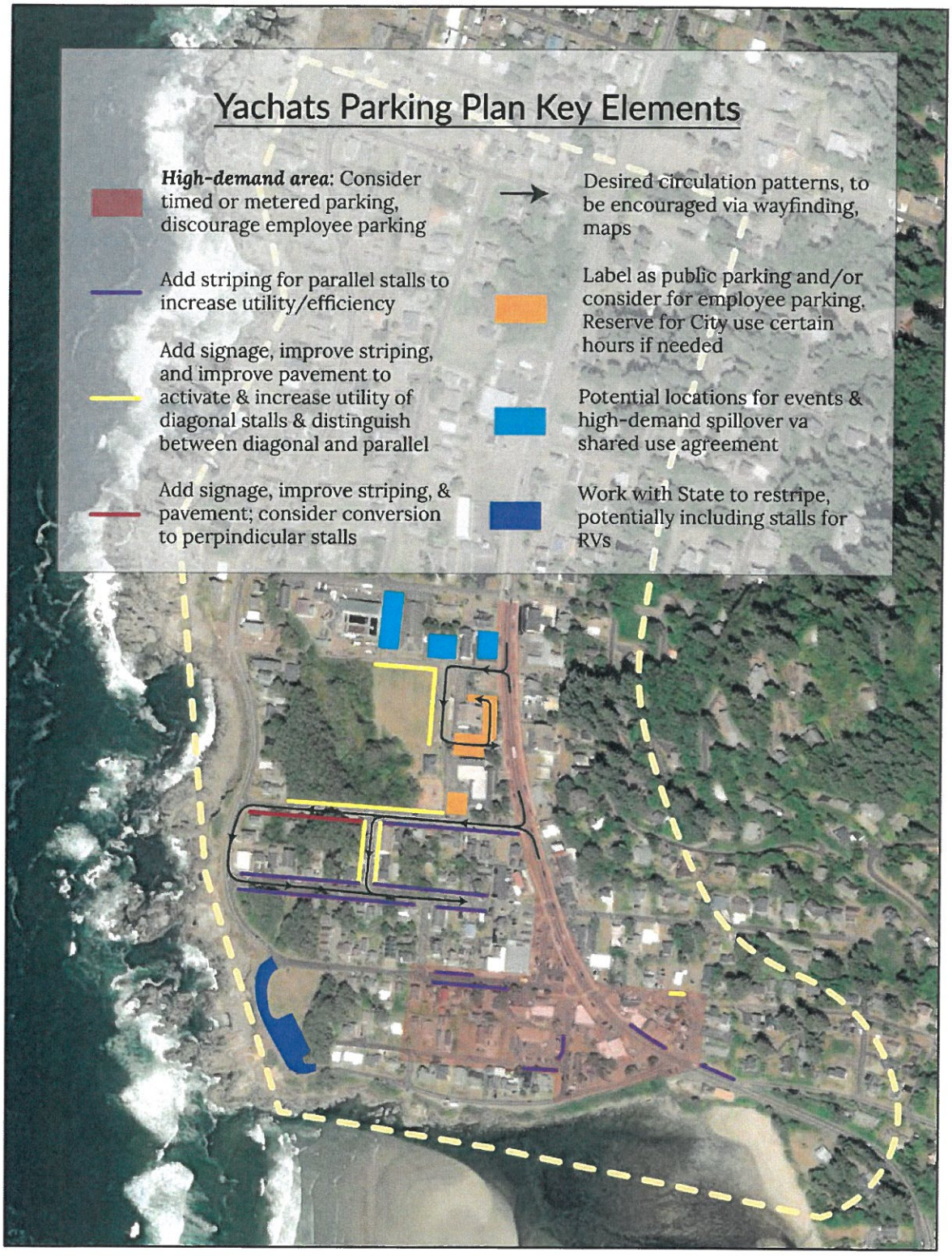


Figure 7: Key elements of Yachats Parking Plan

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 the 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.

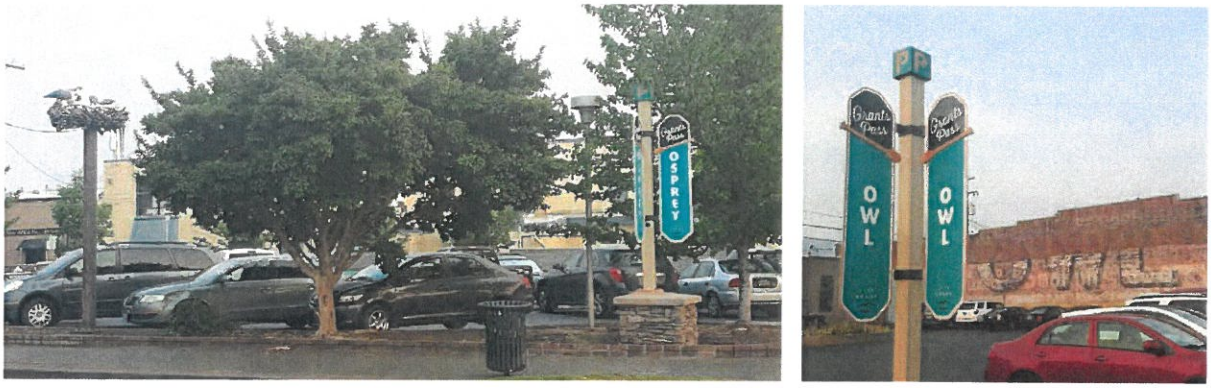


Figure 10: Signage and accompanying art/murals from Grants Pass, Oregon provide a best practice for parking lot branding

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 be 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 vistors 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

studiodavis

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 etraffic, 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 though 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.

studiodavis

Brian Davis <brian@studiodavispdx.com>

Parking in Yachats

1 message

Waverly Hayner <waverly@peak.org>
To: brian@studiodavispdx.com

Sat, Jul 16, 2022 at 1:03 AM

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.

studiodavis

Brian Davis <brian@studiodavispdx.com>

Parking Questionnaire (City of Yachats)

1 message

S Ro <srosenberg277@gmail.com> Sat, Jul 16, 2022 at 2:25 AM
To: brian@studiodavispdx.com

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?

studiodavis

Brian Davis <brian@studiodavispdx.com>

Planning Commission Parking Survey Response

1 message

Morgen Brodie <silvercrone47@gmail.com> Sat, Jul 16, 2022 at 1:38 PM
To: brian@studiodavispdx.com

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

studiodavis

Brian Davis <brian@studiodavispdx.com>

Yachats Parking Feedback

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

studiodavis

Brian Davis <brian@studiodavispdx.com>

Parking Survey

1 message

Kristin Christiansen <kristin.k.christiansen@gmail.com>
To: brian@studiodavispdx.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@studiodavispdx.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 - □□□□ □□□□□□□□ discussions as people arrive, hand out questionnaires, encourages comment on maps
6:15 - □□□□ □□□□□□□□□□□□ on project goals, parking management techniques, work to date, issues identified

6:45 - □□□□ □ & A
7:15 - □□□□ □□□□□□□□□□, collect questionnaires, encourage more feedback

studiodavis

Brian Davis <brian@studiodavispdx.com>

Yachats parking survey

1 message

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

studiodavis

Brian Davis <brian@studiodavispdx.com>

Parking in Yachats: my input

1 message

Burgundy Featherkile <burgundy@featherkile.com> Fri, Jul 15, 2022 at 10:27 PM
To: brian@studiodavispdx.com

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?

[redacted]

Downtown Yachats Parking Planning Project
Agenda & Questionnaire

6:00 - 6:15 Informal discussions as people arrive, hand out questionnaires, encourages 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@studiodrangsholt.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?
Crowded 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.

I know that some residents have problems w/ people parking in front of their entrance — paint the curbs — parking / no parking.

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 Lazy Dr Way w/ signage. Also great parking between City Halls & Commons!

South Side of Commons make parking more visible

[redacted]

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

If While you are investigating this — who ever designed & allowed the sidewalk 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, encourages 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@studiodavispdx.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 – 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?
1a. 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 ambiance, 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 unstripe	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	oceview 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			mayyyyybe 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 paralell 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 fordiag	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	7	2	3	1.000	0.286
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		4	3	0	4	0.750	0.000
priv03	dublin house			28	2 28 stalls 2 ada	15	20	13	0.500	0.667	1.000
priv02	res lot s of dollar gen		16		unpaved maybe 16 stalls	1	4	4	0.063	0.250	0.433
priv01	dollar gen			29	2 29 stalls 2 ada	14	9	15	0.452	0.290	0.250
priv19	green salmon lot		6		no stripes, room for 6 w seating 9 without	8	0	7	1.333	0.000	0.484
priv04	Sweet homes lot		12		unstriped unpaved maybe 12	2	0	1	0.167	0.000	1.167
priv09	yachats community pres church w			30		1	1	24	0.033	0.033	0.083
priv10	yachats community pres church n			2	5	1	2	4	0.143	0.286	0.800
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	0.571
priv05	Yachats Baptist			19	1 Faded striping, almost invisible	4	0	4	0.200	0.000	0.815
priv06	Blue Whale W		10		unstriped unpaved maybe 8	2	0	4	0.200	0.000	0.200
priv35	lions club		14		unstriped maybe 14	0	0	3	0.000	0.000	0.400
priv31	bread and roses		6		6 gravel - closed market	5	2	0	0.833	0.333	0.214
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		7	6	5	4	0.857	0.714
priv37	101 101		12		unmaintained lot room for 12, full of work vehicles	10	6	2	0.833	0.500	0.571
priv25	drift inn lot			10	1 8 reg 1 ada	8	10	8	0.727	0.909	0.167
priv38	ocean cove inn			11	11 fading striping	1	6	3	0.091	0.545	0.727
priv28	drift inn upper gravel lot		9		8 perp unstriped	6	9	9	0.667	1.000	0.273
priv39	142 101 (rainspot?)		4		unstriped 4n	1	3	2	0.250	0.750	1.000
priv18	y video country store-coastal			7	1 7 striped 1 ada	2	0	2	0.250	0.000	0.500
priv16	y brewing			4	1	4	0	1	0	0.000	0.250
priv15	emerald coast realty			5		5	2	0	2	0.400	0.000
priv14	pi connect			2	2 employee signed	2	0	0	1.000	0.000	0.400
priv13	y cannabis		12		gravel 10ish	0	1	2	0.000	0.083	0.000
priv12	peephole-oceanography			7	1 7 reg 1 ada	4	0	4	0.500	0.000	0.167
priv08	blue whale e			12	1 12 reg 1 ada	9	0	11	0.692	0.000	0.500
priv07	yatel			8	8 poorly striped	1	6	2	0.125	0.750	0.846
											0.250

Activity	Category	Priority	Cost	Benefit	Responsible Party	Timeline for Completion
• Hwy 101 sign for north and south-bound traffic calling out public parking, and EV charging station, at City Hall and the Commons, and RV parking on 4th Street;	Signage	High	Low	High	PW&S	< 3 months
• Ocean View Drive signs for south-bound traffic calling out public parking, including RV parking, on 4th Street, at rear of Commons, and 2nd Street;	Signage	Medium	Low	Medium	PW&S	When City obtains ownership
• RV parking (parallel or curbside) sign along 4th Street;	Signage	Medium	Low	High	PW&S	< 3 months
• RV parking sign at La De Da Lane subject to 6th Street parking feasibility						
• "No parking"" sign and pavement markings on east side of Beach Street, just north of Ocean View Drive intersection.	Signage	Low	Medium	Medium	PW&S	< 6 months
	Signage	High	Low	High	PW&S	< 3 months
• East side of Hwy 101 between Yachats River Road and Prospect;	Striping	High	Low	Medium-High	PW&S ODOT	< 12 months
• East side of Hwy 101 between Prospect and 2nd Street;	Striping	High	Low	Medium-High	PW&S ODOT	< 12 months
• Unstriped portion of City Hall, particularly ramp exiting drive thru area;	Striping	High	Low	High	PW&S	< 3 months
• North and south sides of 4th Street;	Striping*	High	Low	High	PW&S	< 3 months
• East and west sides of Pontiac Street between 3rd and 4th Streets;	Striping*	High	Low	High	PW&S	< 3 months
• West side of Beach Street from intersection with 1st Street to PO driveways.	Striping	High	Low	High	PW&S	< 3 months
• East side of Beach Street from "no parking area" to 2nd Street.	Striping	High	Low	High	PW&S	< 3 months

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Activity	Category	Priority	Cost	Benefit	Responsible Party	Timeline for Completion
● Upon City acquisition of Ocean View Drive, eliminate 5 perpendicular (head-in) spaces at intersection of Ocean View Drive and Highway 101; consider replacing vehicle parking spaces with bicycle parking area/facilities;	Striping	High	Low	High	PW&S	Upon City acquisition
● Upon City acquisition of Ocean View Drive, west side of Drive at State Park.	Striping	Medium	Low	High	PW&S	Upon City acquisition
● Implement pilot on-street parking striping during summer peak on east 1st, 2nd, or 3rd Streets to determine benefits and impacts.	Striping	Medium	Low	Medium-High	PW&S	< 12 months
● Add City public parking lots and EV charging station to Google Maps;	Public Information	High	Low	Medium-High	City Planner	< 3 months
● Research and acquire state or federal grants to solicit bids from consultants to prepare Yachats Wayfinding and Branding Plan, and City-wide traffic circulation plan; implement plan recommendations;	Planning	Medium	Medium	High	PC and PW&S	< 3 years
● Temporary traffic-calming measures for 4th Street;	Street** Improvements	Low	Low	High	PC and PW&S	6-12 months
● Decide between three available options for expiring Covid off-street parking waiver: 1) Require business to meet existing off-street parking requirements; 2) Amend off-street parking minimums so all Yachats businesses utilizing Covid waivers are in compliance; or 3) Develop off-street parking credit program to allow businesses to attain compliance without impacting services and financially supporting future city parking initiatives/programs.	Planning	High	Low	High	PC and Council	< 3 months

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Activity	Category	Priority	Cost	Benefit	Responsible Party	Timeline for Completion
● Time-limiting (ex., 2-hour) parking signs in strategic locations (i.e., east 2nd Street, Beach Street, Prospect, etc.);	Signage	High	Medium-Low	High	PW&S	< 6 months
● No overnight parking signs at strategic locations (4th Street, Commons, City Hall, etc.);	Signage	High	Low	High	PW&S	< 6 months
● Consider community parking requirements and incorporate striped parking in La De Da Lane improvement and Park Master Plan design;	Planning	High	Medium	Medium	City	12-18 months

- "*" Single asterisk means use of non-permanent pavement markings, such as yellow fire hoses or painted markers fixed to ground, to delineate full perpendicular (head-in) or diagonal parking space dimensions. Objective is to avoid extending pavement by striping non-paved gravel or grassed surfaces.
- "**" Double asterisk means use of non-intrusive traffic calming devices, such as movable planters, temporary pavement striping, etc., to visually narrow a public street in a way that discourages speeding by thru-traffic.

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Proposed Amendments to YMC Titles 5 and 9
Regarding Fences, Walls, and Hedges, as Further Amended and Approved
by the Planning Commission on January 17th, 2023

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

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 Definitions.

"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.

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

"Required Yard": Means the area of a lot within the building setbacks. 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, hedge, or combination thereof, constructed and/or planted so as to effectively screen the particular use from view.

Section 9.12.040 Standards.

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.

Section 9.16.040 Standards.

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.

Section 9.20.040 Standards.

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.

Section 9.24.040 Standards.

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.

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 ~~Area~~ diagram ~~figure~~ shown in Section 9.64.010(B). 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 shown below. Hedges that front Highway 101 are exempt from this height requirement as long as the height does not interfere with clear-vision area 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).