

1. 2:00 P.M. Agenda

Documents:

[2023-08-15 Planning Commission Agenda.pdf](#)

2. Meeting Material

Documents:

[Memo To PC 8.10.23.Pdf](#)

[Yachats Draft Code Amendments.08.10.2023.Pdf](#)

[2.08-23 City Of Yachats.pdf](#)

[Building Activity 8-15-23.Pdf](#)



CITY OF YACHATS
PLANNING COMMISSION MEETING
Tuesday, August 15, 2023, at 2:00 pm
To Be Held Via Zoom & In Person Located at:
Commons Bldg., Civic Meeting Room 1
441 Hwy 101 N., Yachats OR 97498

Join Zoom Meeting

<https://us02web.zoom.us/j/82730920856>

Meeting ID: 827 3092 0856

Regular Meeting

- I. Meeting Called to Order
- II. Announcements and Correspondence: Neal Morphis, City Infrastructure Clerk
- III. Citizens' Concerns (limited to items not on the agenda, 5-minute limitation per person)
- IV. Current Business
 - a. Possible Amendments to Yachats Municipal Code
- VI. New Business
 - a. City Transportation Systems Plan Grant Application
- VII. Reports (Provided written reports)
 - a. Commission Chair's Meeting
 - b. Planner's Report
- VIII. Other Business
 - a. From Commission
 - b. From Staff

This meeting is open to the public and all interested persons are invited to attend the ZOOM Meetings. This meeting will be audio taped. All items to be considered by the Commission must be submitted to City Hall no later than one week prior to the meeting. The minutes of this meeting is the Audio Tape which will added to the packet after the meeting within 24 hours. In accordance with ORS 192.630, City of Yachats will make a good faith effort to provide accommodations for any person desiring to attend a public meeting, if the request is made at least 48 hours in advance of the meeting time; a sign language or foreign language interpreter may be available, with advance notice. Call City Hall at 541- 547-3565 or Oregon Relay 1- 800-735-2900 (TDD) two days in advance. POSTED 0/10/2023 By: Kimmie Jackson, Deputy City Recorder

MEMORANDUM

TO: Yachats Planning Commission
Yachats City Planner Katherine Guenther

FROM: John Theilacker, Chair
Yachats Planning Commission

DATE: August 10, 2023

RE: Yachats Municipal Code Amendments, Title 9,
Conditional Use Application Submittal Requirements

At our August 15th Planning Commission meeting, we will continue our discussion of the Yachats Municipal Code, specifically Title 9, Zoning and Land Use. At our August 8th work session, we began a discussion on conditional use application submittal requirements specifically related to the need for a detailed site plan from applicants. I'd like to pick up where we left off, and offer the following for your consideration in advance of our discussion.

Section 9.72.030 of Chapter 9.72, Conditional Use, states: "Building permits for all or any portion of a conditional use shall be issued only on the basis of the plan as approved by the Planning Commission." Clearly this provision and the sentence that follows it assume that the Conditional Use application includes a site plan that is reviewed and approved by the Planning Commission.

I believe that a section listing minimal submittal requirements for CU applications could easily be added to Section 9.72.020 of Chapter 9.72, Conditional Use. Uses requiring Conditional Use approval are typically considered uses of special impact, and as such, a site plan accompanying other application material is necessary to allow City staff and the Planning Commission to understand and address potential impacts, and include reasonable conditions to mitigate such impacts as part of a CU approval. It would also be good to review the City's Conditional Use application forms to see what submittals are currently required of an applicant, and whether these form(s) should also be updated to require a detailed site plan. And, as City Planner Guenther noted, some conditional uses may not require the submittal of a detailed site plan.

The following sample text outlines the contents of a site plan that our City could require as part of a Conditional Use application. It is not as thorough as that required in the City of Albany sample, but would be far better than anything we have today. Adding something like this to our Code would mean that most conditional use applicants would need to hire a registered civil engineer, surveyor, architect, or landscape architect to prepare the plan. Some municipalities

require that such plans be prepared by these professionals and must include their seal. Additional application materials may be required based on the specific use.

"Site Plan." The application for conditional use shall be accompanied by a proposed site plan to include the following information. If any listed item below is not provided, the applicant shall include a written explanation why it should not be applicable to this development:

- (1) Site plan, including date drafted, space(s) for revision date, with north arrow, drawn to scale of one inch equals twenty (1"=20') feet, unless otherwise approved by the City Planner. The plan must be clear, measurable, and fully dimensioned.*
- (2) Total gross and net land areas of the entire site. ("Net" is minus the square footage of any land proposed for dedication to the public, not including easements.)*
- (3) Label and show the lengths of all existing property lines of the development site.*
- (4) Label and show the zoning designations, property boundaries, land uses, and approximate building locations of all adjacent properties.*
- (5) Label and show the locations, widths, and names of all existing or platted adjacent public streets, alleys, sidewalks, planter strips, curbs, and other public rights-of-way, and other important features such as City boundary lines.*
- (6) Either as part of the site plan, or on a separate sheet drawn to the same scale as the site plan, existing site features shall be shown, including ground topography (contours), wooded or naturally vegetated areas, trees of 8 inches DBH or greater, floodplains, shorelines, wetlands, riparian corridors, geologic hazard zone, and any existing buildings, roads, trails, fences, or other physical improvements, and all existing easements.*
- (7) Label and show all existing natural drainage patterns, flow arrows showing existing and proposed drainage patterns, and existing and proposed swales, ditches, or other drainage ways.*
- (8) Location, dimensions, use, coverage, and height of proposed buildings and proposed improvements in relation to property and street lines.*
- (9) Dimensional features showing compliance with the applicable area, width, coverage, yard, vision clearance, natural resource protection standards, and other design standards as specified in this Chapter.*
- (10) Location, dimension, and arrangements of proposed facilities including sidewalks, parking areas, site access, and interior circulation, off-street loading and unloading, trash disposal areas, and lighting for these areas.*
- (11) Zoning tabulations based on the underlying zone or zones if split, including minimum lot area and proposed lot area (measured in square feet, or acres if exceeding one (1) acre); maximum gross floor area and proposed gross floor area, if applicable; maximum residential density and proposed residential density (measured in dwelling units per acre), if applicable; minimum yard areas and proposed yard areas; maximum building height and proposed building height; maximum building and impervious lot coverage and proposed building and impervious lot coverage; and minimum required parking and proposed (off-street) parking.*

- (12) Location, dimensions, and arrangement of all areas devoted to open space, retention of existing trees and vegetation, proposed ground cover, trees and other native plantings, and recreation.*
- (13) A copy of the last recorded subdivision plan of which the property is part.*
- (14) Locations and designs of all on-site and off-site improvements related to access control and traffic capacity.”*

We could also add the submittal of architectural plans and elevations to the conditional use application requirements. Such language could appear as follows:

“Architectural Plans and Elevations

Any application for conditional use shall be accompanied by fully dimensioned architectural drawings, elevations, and plans for any proposed principal building or structure, or any addition to an existing principal structure. Drawings shall provide building height, materials, and colors to be used. Home occupations, bed and breakfast facilities, parking areas, and private boat docks shall be excluded from this requirement.”

Let’s plan on discussing this memo and your thoughts at our regular meeting next Tuesday, August 15th. Thanks!

Proposed Amendments to the Yachats Municipal Code, Title 9 – Zoning and Land Use

(August 2023 Draft)

In 2022, the Planning Commission and City Planner identified problematic provisions of Title 9, Zoning and Land Use, of the Yachats Municipal Code and proposed appropriate amendments. The work began by focusing on two Code sections – 9.04.020. Purpose, and 9.04.030. Definitions. The following is the final draft of the Commission’s proposed amendments approved at their December 2022 meeting, including a new section for the determination of height of buildings.

In 2023, the Planning Commission has continued its work on problematic provisions of Title 9. This draft presents proposed changes to Title 9, specifically within the R-4 Residential Zone and C-1 Retail Commercial Zone, and Conditional Uses, for hotels, motels, resorts, inns, and hostels, and Off-Street Parking for hostels, as well as adding new conditional use permit standards and criteria.

Title 9 – Zoning and Land Use

Section 9.04.020 Purpose.

The following text shall substitute for the existing Purpose text:

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

1. Fulfill the goals of the City of Yachats Comprehensive Land Use Plan.
2. Ensure that land uses complement the natural beauty of Yachats’ location and its environment, which has led to Yachats’ long-standing reputation as “The Gem of the Oregon Coast.”

3. Guide the establishment of public, commercial, professional and residential uses, including their siting, design materials, and landscaping, within reasonable variation, so that they shall enhance rather than detract from the quiet coastal ambiance of the City.
4. Ensure that sufficient vacant and redevelopable buildable land shall be zoned for residential uses to accommodate the projected increases in year-round and part-time populations and to provide a choice of housing location, type and price, to meet the needs of the Yachats community.
5. Ensure that new businesses shall be of an appropriate scale to retain and enhance the small-town, oceanside character of the Yachats community.
6. Protect residential, commercial, and public areas from the intrusion of incompatible uses, and insure preservation of adequate space for commercial, professional and other activities necessary for a healthy economy.
7. Promote safe and efficient movement of people and goods without sacrifice to the quality of Yachats' environment, and to provide for adequate off-street parking.
8. Encourage new development to use energy-efficient design, siting, and construction materials and methods.
9. Protect and enhance the City's natural, historic, and scenic resources, including the Yachats River estuary, City shorelands, and City water supply.
10. Regulate activities within geologic hazard areas of the City and limit development that may affect the integrity of steep slopes or impact fire hazards."

Section 9.04.030 Definitions.

The term "apartment" and its definition will be deleted.

The term "Porch" will be separated from the existing term "Deck/Porch" and defined separately.

The term "Lot Coverage" and its definition will be deleted, favoring instead the new term "Impervious Surface Ratio" and its definition.

The following new or revised definitions shall be added to, or substituted for, the existing definitions:

“Bed and Breakfast Facility”

“Means any single-family dwelling containing rooms for rent in accordance with Section 9.72.050 of YMC, excluding any dwelling that meets the definition of Dwelling, Vacation Rental.”

“Building Code”

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

“Building Coverage”

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

“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 nonintersecting ends of the two (2) other sides. See the regulations of Section 9.64.010.A of this Title.”

“Deck”

“Means an unenclosed structure or platform, constructed outdoors, that may either be independent or attached to a building and is intended for the purpose of outdoor dining, lounging, and other similar accessory use.”

“Dwelling”

“Means a building or portion thereof which is occupied in whole or in part as a residence, either permanently or temporarily, by one or more families, but excluding hotels, motels, and resorts, with permanent provision for living, sleeping, eating, food preparation, and sanitation. Dwellings include both buildings constructed on-site and manufactured homes.”

“Dwelling, Accessory”

“Means an accessory structure specifically designed and permitted as an additional dwelling, which is incidental, appropriate, and subordinate to a primary dwelling on a property.”

“Dwelling, Vacation Rental”

“Means a single-family dwelling, duplex, or multi-family dwelling which is rented, or held out as available for rent, either in full or in part, for periods of less than thirty (30) days, such as by the day or week, excluding any facility that meets the definition of “bed and breakfast facility.” The dwelling may consist of individual units or be in a contiguous form to be considered a vacation rental dwelling; however: a) each individual unit is to be considered separately for licensing and regulation purposes in accordance with Chapter 4.08 of YMC, and b) no more than one (1) individual unit may be located in a single dwelling in the R-1 District; no more than two (2) individual units may be located in the R-2 District; and no more than five (5) individual units may be located in the R-3, R-4, and C-1 Districts. A dwelling that is listed with an agent as a vacation rental, advertised, available by referral, word of mouth, commendation or reputation are some of, but not limited to, the ways of identifying a vacation rental.”

“Existing grade”

“Means the existing condition of the elevation of the ground surface at the time of permit application and which represents (1) the natural grade prior to placement of fill on the site or the excavation or removal of earth from the site, or (2) the manufactured grade following the completion of an approved grading operation including grading approved in conjunction with the subdivision of a site.”

“Finished grade”

“Means the final grade of the site after all clearing and grading has been completed that conforms to an approved clearing and grading plan.”

“Height of Building”

“Means the maximum vertical height of a building or structure measured from average finished grade to the highest point of a building or structure. (See Section 9.52.171 of the YMC for determining the height of a building.)”

(A new section – 9.52.171. Determining the Height of Buildings, is proposed at the end of this document that includes narrative and illustrative explanations for determining the maximum vertical height of buildings.)

“Hotel”

“Means any building used for lodging other than a motel or resort, containing six (6) or more guest rooms available for rent on a short-term [thirty (30) or fewer days], or long-term (extended stay), basis. The building has a lobby and check-in area, and is designed with interior corridors for accessing rooms without being outside. Guest rooms may include kitchen facilities, and guest amenities may include pool, gym, lounge, and accessory commercial uses such as restaurants, bars, gift shop, or day spa.”

“Hostel”

“Means budget-priced transient lodging where a traveler typically rents a bed in a shared room with communal bathrooms and access to shared kitchen facilities.”

“Impervious Surface”

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

“Impervious Surface Ratio”

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

“Inn”

“See Hotel or Motel.”

“Lot line, Street Side”

“Means the side lot line at abutting street.”

“Motel”

“Means any building or group of buildings used for transient lodging other than a hotel or resort, containing six (6) or more guest rooms or units for rent on a short-term [thirty (30) or fewer days] basis. The building(s) is designed so that ingress/egress to guest rooms is from outside the building and a short distance from parked vehicles. Guest rooms may include

kitchen facilities, and guest amenities may include a pool, gym, limited food and beverage services, lounge, and accessory commercial uses such as a gift shop.”

“Parking Space, Accessible”

“Means an off-street parking space for handicap access to or from a vehicle, designed in accordance with any local, state or federal laws, including the federal Americans with Disabilities Act (ADA).

“Parking Space, Off-street”

“Means a parking space located outside of a public right of way, the numbers and dimensions of which are as required by Chapter 9.48 of YMC. Off-street parking spaces shall have all-weather surfaces such as gravel, pavement, tile, brick, or concrete suitable for parking a vehicle.”

“Patio”

“Means a paved outdoor area adjoining a structure.”

“Porch”

“Means a covered area adjoining an entrance to a building and usually having a separate roof.”

“Resort”

“Means any building or group of buildings used for transient lodging other than a hotel, motel, or inn, containing six (6) or more guest rooms or units for rent on a short-term [thirty (30) or fewer days] basis, and designed primarily to accommodate vacationers, conferences, or events such as weddings. The building(s) have a lobby and a check-in area, and often occupy sufficient land area for multiple lodging options, conference facilities, guest amenities (ex. pool, tennis, gym), vehicle (including RV) parking, and accessory commercial uses, such as restaurants, bars, gift shop, day spa, and the like.”

“Transient Lodging”

“Means any facility, structure, or portion thereof occupied or intended or designed for occupancy by a guest or guests who pay rent or other consideration for dwelling, lodging, or sleeping purposes for a period of thirty (30) or fewer days.”

“Yard”

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

“Yard, Front”

“Means an area lying between the side lot lines, the depth of which is a specified horizontal distance between the street line and a line parallel thereto on the lot.”

“Yard, Rear”

“Means an area lying between side lot lines, the depth of which is a specified horizontal distance between the rear property line and a line parallel thereto on the lot.”

“Yard, Street Side”

“Means a yard on a corner lot that is adjacent to a street between the front yard and the rear lot line measured horizontally and at right angles from the side lot line to the nearest point of a building.”

Proposed new section related to Height of Building:

Section 9.52.171. Determining the Height of Buildings.

“Calculating maximum vertical building height shall be accomplished as follows, and as illustrated below: Establish the finished grade at each building or structure primary corner. For each side of the building or structure, calculate the average finished grade. Add the average finished grades for all sides and divide by the number of sides. This will result in the average finished grade for the entire building or structure. Maximum vertical building height shall be measured from that point.

For purposes of calculating maximum vertical building height, use finished grades immediately adjacent to the building or structure’s primary walls.”

*Amending **Chapter 9.24 R-4 Residential Zone, Section 9.24.020 Permitted Uses**, by modifying paragraph K. as follows:*

“K. Motel, hotel, inn, or resort on a minimum of 1.0 acre with direct access provided from U.S. Highway 101 only and with or without accessory commercial uses.”

Amending Chapter 9.24 R-4 Residential Zone, Section 9.24.030 Conditional Uses:

by modifying paragraph P. as follows:

“P. Motel, hotel, inn, or resort on less than 1.0 acre with direct access provided from U.S. Highway 101 only and with or without accessory commercial uses.”

and by adding a new paragraph Q. as follows:

“Q. Hostels.”

(Note to Commission and City Planner: We need to be sure that an applicant for a hotel, motel, inn, or resort cannot come in under paragraph K. of Conditional Uses.)

Amending Chapter 9.24 R-4 Residential Zone, Section 9.24.040 Standards:

by deleting paragraph A.4 in its entirety and re-lettering the remaining provisions;

by modifying paragraph G. Vehicle Access, by striking the words “...or to a motel..” from the first sentence.

Amending Chapter 9.28, C-1 Retail Commercial Zone, Section 9.28.020 Permitted Uses, by modifying paragraph N. as follows:

“N. Motel, hotel, inn, or resort on a minimum of 1.0 acre with direct access provided from U.S. Highway 101 only and with or without accessory commercial uses.”

Amending Chapter 9.28, C-1 Retail Commercial Zone, Section 9.28.030 Conditional Uses:

by modifying paragraph T. as follows:

“T. Motel, hotel, inn, or resort on less than 1.0 acre with direct access provided from U.S. Highway 101 only and with or without accessory commercial uses.”;

by modifying paragraph V.1, for formula businesses, as follows:

“1. Motel, hotel, inn, or resort on a minimum of 1.0 acre with direct access provided from U.S. Highway 101 only and with or without accessory commercial uses.”

and by adding a new paragraph U., and re-lettering thereafter, as follows:

“U. Motel, hotel, inn, or resort on a minimum of 1.0 acre, without direct access provided from U.S. Highway 101, and with or without accessory commercial uses.”

and by adding a new paragraph W. as follows:

“W. Hostels.”

Amending Chapter 9.52. Supplementary Use and Design Standards, by adding a new Section 9.52.190 Standards for Hotels, Motels, Inns, and Resorts:

“A. Standards for motels, hotels, inns, or resorts:

1. Ingress or egress to a motel, hotel, inn, or resort shall not be allowed from less than a thirty-five (35) foot public street right-of-way and a twenty-five (25) foot all weather travel surface, accessible to emergency vehicles;
2. Motels, hotels, inns, and resorts shall not have vehicle access to or from a cul-de-sac or dead end street;
3. Parking areas associated with motels, hotels, inns, and resorts which are 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, except where vision clearance is required;
4. Motels, hotels, inns, and resorts shall be designed to provide safe and direct access by emergency vehicles, as determined by the Yachats Rural Fire Protection District;
5. Except for security lighting for pathways, parking areas, and building doors, outdoor lighting fixtures for motels, hotels, inns, and resorts shall be extinguished every day between the hours of 11:00 p.m. to 5:00 a.m..”

Amending Chapter 9.72. Conditional Uses, Section 9.72.010 Authorization to grant or deny conditional use permits, by adding a new paragraph B as follows, and re-lettering the paragraphs that follow:

- B. Prior to taking action on a conditional use permit application, the Planning Commission shall consider whether the proposed use complies with the following general standards and criteria:
 1. The proposed use conforms with the Yachats Comprehensive Plan.
 2. The proposed use is consistent with the intended character of the base zone and the operating characteristics of the neighborhood.

3. The proposed use will be compatible with existing or anticipated uses in terms of size, building scale and style, intensity, setbacks, and landscaping or the proposal mitigates difference in appearance or scale through such means as setbacks, screening, landscaping, or other design features.
4. The transportation system can support the proposed use in addition to the existing uses in the area. Evaluation factors include street capacity and level of service, on-street parking impacts, access requirements, neighborhood impacts and pedestrian safety.
5. Public services for water, sanitary and storm sewer, water management, and for fire and police protection, can serve the proposed use.
6. The proposal will not have significant adverse impacts on the livability of nearby residentially zoned lands due to: (a) Noise, glare, odor, litter, or hours of operation. (b) Privacy and safety issues.
7. The proposal complies with all applicable provisions of the Yachats Municipal Code, or where the applicant has identified where the proposal does not comply, the applicant has obtained a Variance for such in accordance with Chapter 9.80 of this Code.
8. Activities and developments within special purpose districts must comply with the regulations described in Section 9.52.050 (Geologic Hazard), Chapter 9.36 (Estuary Natural), and Section 9.54 (Flood Hazard), as applicable.

*Amending **Chapter 9.72. Conditional Uses, Section 9.72.050 Standards and Procedures Governing Conditional Uses**, by deleting paragraph A.*

*Amending **Chapter 9.48 Off-Street Parking and Loading, Section 9.48.010 General Requirements** by modifying paragraph L.3 as follows:*

“3. Motel, hotel, inn, or resort: one (1) space per guest room; hostel: one-half (1/2) space per bed.”

2023 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2023 Application Packet](#) and [2023 Application Instructions](#) before filling out this grant application.

You can save your progress and revisit this form at any time by clicking the "Save" button at the bottom of the page.

Applications must be received by July 27, 2023 at 11:59 p.m. (PDT)

Applicant information

Instructions: Complete this information for the applicant. Provide both a designated contact and an authorized representative (if different than the designated contact) for your entity.

Response instructions are on page 3 of the 2023 Application Instructions.

Primary applicant jurisdiction

City of Yachats

Mailing address

PO box 345

Address Line 1

Address Line 2

Yachats

City

Oregon

State

97498

Zip Code

Website

https://Yachatsoregon.org

Contact person name

Rick

First

McClung

Last

Contact person title

Public Works Leader

Contact phone

(541) 819-2279

Contact email

Rick@yachatsmail.org

Name of person empowered to sign the agreement with ODOT, if different from the applicant contact

Rick

First

Sant

Last

Title of above named person

City Manager

Phone

(541) 547-3565

Email

Citymanager@yachatsmail.org

List co-applicants (if a joint project)

List co-applicants (if a joint project)

Providing match?

Upload your resolution, minutes or authorized letter from governing body of applying jurisdiction(s) here:

Minutes.pdf

Agenda TSP.pdf

PDFs only.

Project information

Response instructions are on page 4 of the 2023 Application Instructions.

Project title

Yachats Transportation System Plan

Project area: Using either of the two fields below, attach a map of the project area or describe the area your project is located in.

Option 1: Project area map

Yachats map.pdf

PDFs only, 1 file maximum, 3mb file size limit.

Option 2: Project area description

The City of Yachats, located on the Oregon coast at the north entrance of the Siuslaw National Forest, and considered by many to be “the gem of the Oregon Coast,” does not have a formal transportation plan.

ODOT region (1-5)

Region 2

[ODOT Region Map](#)

Refer to the region map if you are unsure of your region.

Type of grant

Category 1: Transportation System Planning

Summary description of project

Adoption of a Transportation System Plan (TSP) will provide city leaders objective and innovative scenarios and solutions as the city strives to maintain its reputation as one of America's most beautiful and unique coastal destinations and provide its citizens a safe and resilient framework for growth and development. Like many tourist and retirement areas, Yachats faces the problem of increased traffic while providing a safe pedestrian environment for its citizens, many of which are seniors who enjoy walking along its various streets and trails. The grant will fund the development of a Transportation System Plan (TSP) for Yachats that will create a multimodal plan, not just for vehicles, but also for a connected, equitable, and walkable community for our residents and our visitors.

Describe the purpose of your project and how the expected outcomes will address a transportation problem, need, opportunity, or issue. (Maximum characters: 750)

Project cost table

Response instructions are on page 5 of the 2023 Application Instructions.

TGM funds requested for the work identified in Criterion 3

Consultant

\$200,000.00

Local reimbursement

Total TGM funds requested

\$200,000.00

Local match

Minimum Match (Calculated)

\$22,890.89

Approximately 12%

Local governments that are on the [Distressed Communities](#) list are eligible for a partial match waiver.

Click yes if your local government is on the Distressed Communities list and you need to receive a waiver.

☐ Yes ☒ No

Match to be provided

Labor, supplies and services during project

\$24,000.00

Payment when Intergovernmental Agreement is signed

\$22,890.00

Award criteria

Criterion 1: Proposed project addresses a need and supports TGM objectives (up to 40 points)

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM objectives.

Response instructions are on page 10 of the 2023 Application Instructions.

Explain how your proposed project addresses a need and supports TGM objectives

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need or opportunity and will achieve one or more of the TGM objectives.

a) Proposed project addresses a need and supports TGM objectives (up to 40 points)

i) Although the City of Yachats has experienced a modest growth of 1.28% annually in population, according to state forecasts, the seasonal tourist influx transforms the city into a busy hub for those wishing to visit the Siuslaw National Forest to the South. ODOT estimated that pass-by traffic on US 101 has increased by over 50% from 2014-19 and may be growing even faster today. Travelers passing through Yachats find increasing queuing and gridlock, and in approaching and attempting to maneuver within Yachats, they inadvertently endanger pedestrians, bicyclists, people with disabilities, and motorists alike.

ii) While Yachats is engaged in evaluating parking access within city limits, the proposed TSP would go beyond simply parking and address the transportation continuum of Yachats - from parking and traffic, to mobility and transit - helping every individual, from citizen to tourist, from infant to seniors, from motorist to pedestrian, get from point A to point Z in a safe and efficient manner. Yachats, like many other resort communities, is faced with larger seasonal populations, and with this growing gridlock, the city must look to innovative solutions to convert single occupancy automobile traffic to other, lower-impact forms of transportation. Whether that is walking or biking, transit or shuttle, the city must incorporate multi-modal approaches into building a more resilient and sustainable system in face of these increased fluctuations.

iii) The Yachats TSP will serve not only local and regional transportation needs, but the plan will also serve the state's Transportation Growth and Management objectives. Yachats is a globally renowned tourist destination, servicing the expanding Portland and Seattle Metropolitan areas and attracting visitors from national and international markets. In the 2020 Oregon Tourism Industry Stakeholder Survey of respondents representing the Oregon tourist industry, 34% ranked "Tourism-related infrastructure" and 27% ranked "Visitor management solutions" as areas that should be emphasized.

iv) Yachats does not have a TSP in place. Since the state's Transportation Growth and Management began some 30 years ago, the State of Oregon has dispersed funds for different transportation planning projects in Lincoln County and other coastal counties, and Yachats would like to use the funds from this award to create a TSP. The City of Yachats has worked with Lincoln County and other regional partners to help update their transportation and corridor plans but Yachats has yet to institute a plan of its own. Yachats will continue to take a regional approach to transportation planning, but the city views this TSP as an essential component of that approach.

v) One of the City's and the State's most pressing needs is affordable workforce housing along with the continuing confounding pressures of short-term vacation rentals and their dormant second-home cousins. These pressure force communities to develop regional solutions that more efficiently connect land-use and transportation and housing systems. Lincoln County's Annual Average Daily Traffic counts continue to climb along its state and local surface systems, while commute times have increased from around a mean travel-time of 18.8 minutes in 2015-2019 to over 20.5 minutes in 2021, according to the U.S. Census Bureau. The Yachats workforce, due to housing market pressures, is forced to commute daily from further distances, placing more pressure on the state roadway system and on our regional transit partners. With the pressures of the growth in short-term rental housing, Yachats and other resort communities must find innovative solutions to alleviate parking intensive uses. Innovative solutions abound across the country, from flexible and dynamic parking systems in metropolitan and resort areas, to 'leave the car at home' incentive schemes in efforts to divert traffic streams to lower impact measures

Criterion 2: Proposed project is timely and urgent (up to 25 points)

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements or regional plans
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans, including growth or lack of growth, changes in land-use patterns or changes in available funding
- build on, complement or take a necessary step toward completing or implementing other high priority community initiatives, including Governor's Regional Solutions Team priority
- resolve transportation or land use-related issues affecting the project readiness of local, regional or state transportation projects for which funding is expected to be obligated within the near future

Response instructions are on page 12 of the 2023 Application Instructions.

Explain how your proposed project is timely and urgent

A Transportation System Plan for Yachats is timely and urgent due to a few factors: the need for updated emergency evacuation plans, out of date data, and the need to reevaluate the City's project list.

- **Emergency Evacuation Plans:** Recently, the City of Yachats has been working on emergency preparedness in light of the threat from a subduction level event on the Oregon coast. Because of the proximity of Yachats to the Pacific Ocean, planning is necessary to mitigate the threat of a tsunami in the city areas. Yachats participates with Lincoln County in annual exercises that deal with scenarios involving emergency preparation and updates its Emergency Operations Plan as required based on these exercises. The TSP needs to be updated to reflect the most current evacuation plans and policies. Additionally, Yachats has several routes leading north-south within the inundation area, and none that lead east-west to facilitate quick and efficient evacuation. A TSP update would identify routes that lead away from the inundation zones, including pedestrian and bicycle paths that could provide additional mobility in a natural disaster. To that end, a transportation plan will be at the heart of all of these coordinated systems, from Natural Hazard Mitigation and Emergency Management to Land Use and Economic Development.
- **Out of Date Data:** The data used to analyze the current situation and future project infrastructure needs is out of date. Development is being considered along US 101 and no pedestrian or transit infrastructure is proposed. The data needs updating to reflect the number of cars that travel through and around Yachats and identify infrastructure needs. The current development requirements date back to a 1999 Village Circulation Plan and are woefully outdated and do not reflect the increase in tourism and development that has occurred since then.
- **Need to reevaluate the City's project list:** As there is urgency for completing a TSP, the timeliness could not be better. Yachats has recently concluded its budget for the coming 2022-23 fiscal year, providing funding for a boardwalk that will border US 101 at the intersection of Ocean View Road and US 101. Furthermore, the city, in conjunction with ODOT, is undertaking a study of the right of way governing US 101 between Ocean View Road and Yachats Ocean Road, with the objective that once this study is completed, the city will place delineators along the west side of the highway fog line, and ultimately a sidewalk, that will serve pedestrian traffic between the intersections of the two roads along US 101. Furthermore, the city would like to complete its sidewalks along US 101 from the downtown area to the northern perimeter and allow for more pedestrian crosswalks across US 101. Yachats and its partners are dedicated and prepared to build the plans and projects for the next generation of Yachats citizens and visitors with the Yachats Transportation System Plan.
- These plans will work hand-in-hand with some of the other recently completed regional plans:
 - o The Lincoln County Coordinated Plan (2017)
 - o The Transportation System Plan for Lincoln County, Oregon (2007)
 - o The Oregon Tourism's 2018 Engagement Study.

Maximum characters: 3,500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Criterion 3: Proposed project approach supports policy decision (up to 20

points)

The application demonstrates a clear approach to achieving the expected outcome and includes consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts will need to occur, the mechanisms and responsibilities for the coordination are clear.

Response instructions are on page 13 of the 2023 Application Instructions.

Tasks and deliverables table

What are your proposed tasks and deliverables

(1) Task 1: Project Kickoff (Cost: \$10,990; Duration: 1 month)

- Technical Working Group formed of City Staff, Area and Technical Experts and Consultant Team
- Kickoff meeting
- Review Project Plan and Schedule

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

(2) Task 2: Review Existing Plans, Inventory, Research and Map Existing Systems (Cost: \$43,956; Duration: 2 months)

- Review existing transportation policies, programs, and processes
- Review and incorporate projects recently completed or in the pipeline
- Inventory, research and map existing transportation, parking, mobility, and transit systems
- Provide benchmarks
- Incorporate other Affective Plans
- Evaluation and incorporation of parking & traffic studies
- Establishment of priorities

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

(3) Task 3: Potential Solutions (Cost: \$54,945; Duration: 3 months)

- Incorporate findings in alternative scenarios
- Development of draft solutions
- Staff review
- Public comments
- Review and evaluation of comments
- Establishment of priorities
- Integration of comments into Draft TSP

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update

and which entity or entities will need to take action to adopt them.

(4) Task 4: Draft TSP (Cost: \$62,637; Duration: 4 months)

- Comment on Draft TSP
- Public Comment
- Recommended TSP, Comprehensive Plan language, Zoning and Subdivision measures, Parking, Pedestrian and Mobility scenarios, Complete Streets standards, etc.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

(5) Task 5: Adoption (Cost: \$27,472; Duration: 2 months)

- City Council, project team, Community Development work session
- Staff report and findings
- City Council meeting

Total Cost: \$200,000 Total Duration: 12 months

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

How will the project approach lead to a successful project?

- i) Thanks to ODOT's TSP Guideline's Toolkit, the City of Yachats will have the opportunity to craft a scope of work for the TSP that brings out some of the best components of recent plans from across the state. For example, Gearhart's excellent 2017 TSP follows DKS Associates' Cottage Grove's 2015 TSP, and uses a scenario modeling approach that reflects a spectrum of financial constraints and helps inform transportation decisions. The city of Yachats would use this same financial constraint scenario spectrum.

Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

If adoption hearings will be held as part of a larger project, when will that be and as part of what project? (optional)

NA

Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Criterion 4: Proposed project has community support (up to 5 points)

The application demonstrates that there is local support for project objectives, a commitment to participate, and a desire to implement the expected outcome.

Response instructions are on page 15 of the 2023 Application Instructions.

Upload letters of support from stakeholders here

Alex letter odf support.pdf

JGD Ltr of Support - ODOT Trans. System Plan Grant.pdf

Letter of Support -Mayor.pdf

Support for the Yachats Transportation Planning Grant.pdf

Tod Davies_TSP grant letter.pdf

Transportation System Plan grant from ODOT.pdf

PDFs only. Max 3 mb per file.

Criterion 5: Proposed project sponsor is ready and capable (up to 10 points)

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage and complete the project. The application demonstrates, if applicable, successful performance on previous TGM projects.

Response instructions are on page 16 of the 2023 Application Instructions.

Explain how proposed project sponsor is ready and capable

Yachats has a project manager who has worked for the city for 26 years. In 2013 a \$3,000,000 grant was received from ODOT for a downtown 101 bicycle and pedestrian HWY 101 revitalization project. This was very successful because the Project manager, ODOT, Engineers and Contractors all worked together as a team to overcome obstacles and make progress.

To aid the project manager, Yachats has a 7-member Public Works Department with experience working for the city ranging from 14 to 24 years. Also, Yachats has a large base of 100 or more volunteers, the majority of which are retired professionals who worked as engineers, technologists, and executives and who provide the city with a vast range of expertise.

Recently, the city demonstrated its commitment to building resiliency and long-range planning by being the first city in Lincoln County to create a DEQ Source Water Protection Plan (2021). The city has also recently completed other plans:

- Wastewater Facilities Master Plan (2021)
- Water Master Plan (2020)
- Water Conservation and Management Plan (2020)
- Emergency Operations Plan 2014
- City Resilience Plan (Currently working on)
- Parks & Commons Master Plan (Currently working on)

The city government (including the City Council and the City Manager) utilizes several volunteer commissions that are involved in creating resiliency and long-term planning for city needs. These include the:

- Emergency Preparedness Commission
- Public Works and Streets Commission
- Planning Commission
- Park and Trails Commission

As a result of the close collaboration between city management, city employees, political authorities, and expert volunteers, Yachats is perfectly positioned and staffed to respond to an ODOT TGM award in a timely fashion. Yachats is ready and really needs a TSP to respond to changing conditions and the dynamic tourist environment..

Maximum characters: 2,000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

If applicable, list local jurisdiction's TGM projects within last 10 years and their status

If applicable, list local jurisdiction's TGM projects within last 10 years and their status

TGM File Code	Project Title	Status
---------------	---------------	--------

		None
300 character limit.		

Bonus points: Housing (up to 10 points)

Response instructions are on page 7 of the 2023 Application Instructions.

How will the adoption of the final document(s) address barriers to a broad range of housing types and affordability or works to link the location of future workforce housing to walkable/bikeable areas with good transit?

v) One of the City's and the State's most pressing needs is affordable workforce housing along with the continuing confounding pressures of short-term vacation rentals and their dormant second-home cousins. These pressure force communities to develop regional solutions that more efficiently connect land-use and transportation and housing systems. Lincoln County's Annual Average Daily Traffic counts continue to climb along its state and local surface systems, while commute times have increased.

Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Required forms

Title VI: Racial & Ethnic Impact Statement form
Racial-Ethnic-Impact-Statement.pdf

[Download the Racial & Ethnic Impact Statement form here](#)

PDFs only. Max 3 mb per file.

Certifications

Response instructions are on page 8 of the 2023 Application Instructions.

Eligibility criteria

- ☒ This application demonstrates a clear transportation relationship
- ☒ This application demonstrates adoption of products to meet project objectives
- ☒ This application demonstrates the support of local officials

Preparation of application

- ☒ This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions
- ☐ This application was prepared by the following COMPENSATED consultant (indicate below)
- ☐ This application was prepared by the following UNCOMPENSATED consultant (indicate below)
-

Would you like to receive TGM news and updates?

☒ Yes ☐ No ☐ I am already subscribed

Clicking "Yes" authorizes us to add your email to our e-newsletter mailing list. You can unsubscribe at any time.

Today's date

7/27/2023

If you encounter any issues with the submittal process, please contact:

Rachael Levasseur
Planning Section Web Coordinator
Rachael.LEVASSEUR@odot.oregon.gov

A motion was passed July 11th to submit an application for a TSP grant, but the minutes have not been posted yet at the time of this application.

I was able to provide the agenda of the meeting and it has TSP as a topic.

Rick McClung

Public Works Leader



CITY OF YACHATS

PUBLIC WORKS & STREETS COMMISSION MEETING

Tuesday July 11, 2023, at 2:00pm

To Be Held Via Zoom & In Person Located at:
Commons Bldg., Civic Meeting Room 1
441 Hwy 101 N., Yachats OR 97498

Join Zoom Meeting

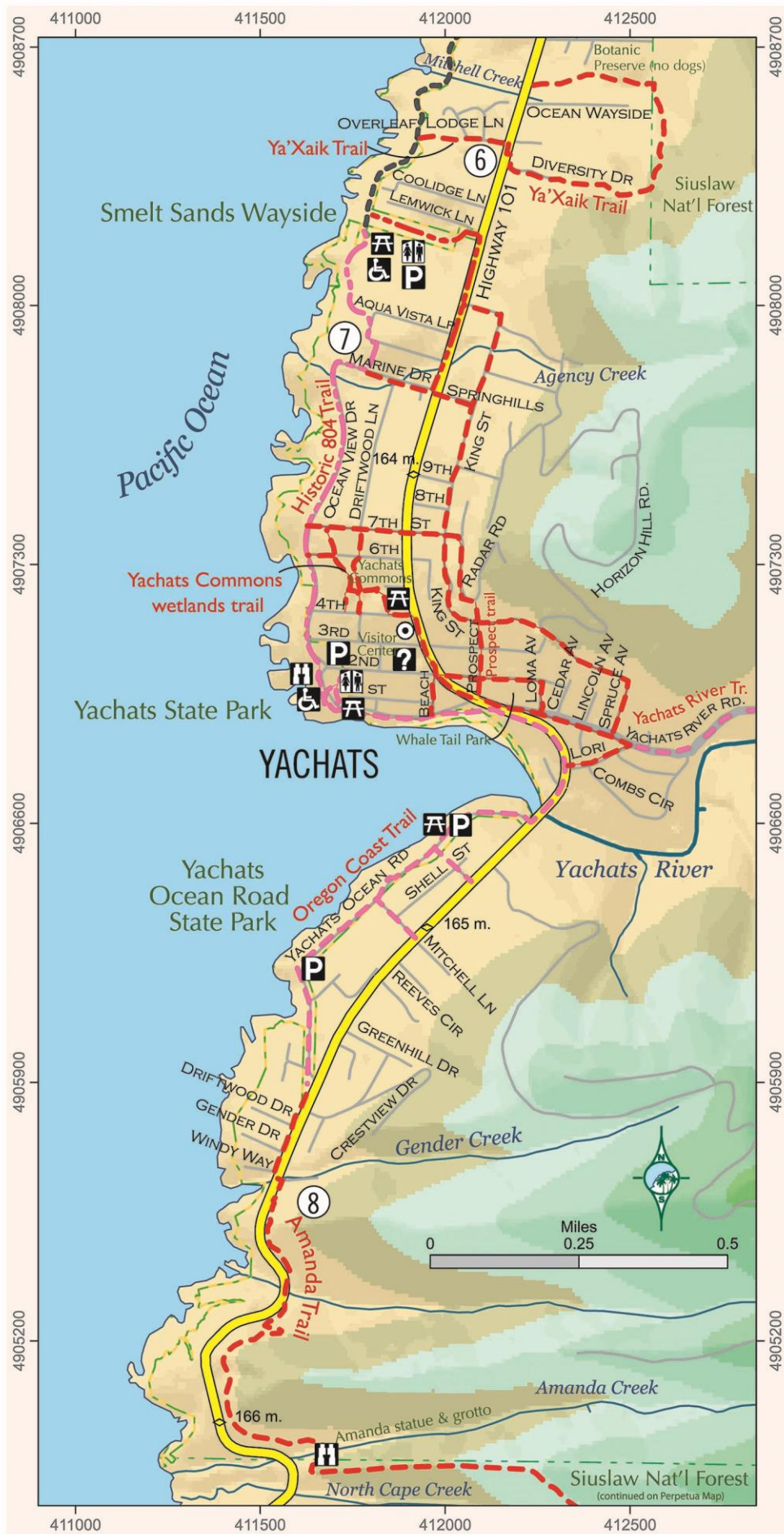
<https://us02web.zoom.us/j/87044929816>

Meeting ID: 870 4492 9816

AGENDA

- I. Meeting Called to Order**
- II. Announcements and Correspondence**
 - a. Wastewater Completion of their 2021-23 Projects
 - b. Introduce Interim City Manager Rick Sant
- III. Citizens' Concerns** (limited to items not on the agenda, 5-minute limitation per person)
- IV. Reports**
 - a. Public Works (Rick & Dave)
 - b. Finance (Groth)
 - c. Emergency Preparedness (Cox)
 - d. Meeting Summary
- V. Current Business**
 - a. June/July Status (West)
 - b. Grant Application for Transportation Study Status (Phipps)
 - 1. Anything Commission can do to help
 - c. Review CIP's 2022-2023
 - d. Review if 2023-24 CIP's
- VI. New Business**
 - a. Presentation regarding the Proposed Boardwalk (Rick & Trails)
 - b. O'Neil Property (old Landmark Site)
- VII. Other Business**
- VIII. Next month (August)**
 - a. Discussion on the utility Rates and possible different approach (Tom Lauritzen)
 - b. 'Resiliency Plan' Grant & Study

This meeting is open to the public, and all interested persons are invited to attend. This meeting will be audio taped. All items to be considered by the Commission must be submitted to City Hall no later than one week prior to the meeting. Minutes of all public meetings are available for review on the City website at www.yachatsoregon.org . In accordance with ORS 192.630, City of Yachats will make a good faith effort to provide accommodations for any person desiring to attend a public meeting, if the request is made at least 48 hours in advance of the meeting time. The meeting room is physically accessible to persons with mobility devices; a sign language or foreign language interpreter may be available, with advance notice. Call City Hall at 541- 547-3565 or Oregon Relay 1- 800-735-2900 (TDD) two days in advance.
Posted 07/06/2023 By: Kimmie Jackson, Deputy City Recorder



Dear Rick

I'm writing to support the City of Yachats' application for a Transportation System Plan.

I'm a Yachats resident, and a member of the Works & Streets Commission, and the Emergency Preparedness Committee. I'm also liaison to the Yachats Fire Department.

As I understand it, our original Village Circulation Plan is over 20 years old. In that time the City's permanent population has doubled in size, and the number of visitors we receive has increased even more significantly.

This is a great City, and a very popular tourist destination, but it definitely lacks a worked-out transportation plan.

As far as our main highway, 101, is concerned, there is a lot of speeding and the curve between downtown and the bridge is dangerous, as it lacks a proper division between vehicular traffic (which often exceeds the speed limit) and pedestrians and bicycles. There is no provision for people with disabilities, and this curve is advertised as part of the Oregon Coastal Bike Route! Serious separation to protect bicycles and pedestrian/ADA traffic is urgently needed here.

Yachats has good sidewalks in the downtown area, but elsewhere (including alongside 101) sidewalks are mostly lacking. Since our side streets are mostly narrow, sidewalks may not be possible, so consideration needs to be given to speed limits, crosswalks, and perhaps one-way circulation.

We also have a nice selection of paths and trails, but it too is incomplete. Right now the trail system ends at the cemetery, and begins again at the top of Diversity Drive. There is no footpath connecting the cemetery with Diversity - yet both are tsunami assembly areas. Right now there's no way to get to the Fire Station except via 101 (which has no sidewalk) or the beach trail, both of which may be gone in the event of a tsunami.

These are just my individual observations. Obviously there are many issues to be discussed - which is why I support this application.

Hoping the City's application for a Transportation System Plan will be successful,

Best regards

Alex Cox

541 547 6111

**Jacqueline Danos
P.O. Box 161
Yachats, Oregon 97498**

July 24, 2023

To: Rick McClung, Yachats Water Treatment Plant Operator
Don Phipps, Public Works & Street Commissioner

From: Jacqueline Danos

Re: 2023 Transportation System Plan Grant Application

This letter serves as my support for the City of Yachats application for an ODOT Transportation System Plan Grant. My letter is written as a private citizen, but it is informed by my work as a Yachats Planning Commissioner.

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

The recently completed Housing Needs Assessment found that over 9 in 10 jobs are filled by workers living outside of the city. Some driving long distances and others, I have seen, walking along Highway 101 from residences located north of town. A dangerous walk given the lack of sidewalks or safe bicycle infrastructure.

Economically, using the U.S. Housing and Urban Development area median income estimate of \$55,800 as a gauge, more than 4 out of 10 households in Yachats could qualify as "low income", earning less than 80% of the area median income. This economic hardship is increased by the requirement to own a car when there is no alternative to driving for work or basic needs is available.

During the height of tourism season, which has expanded to encompass most of the year, the population increases greatly, and the age range is extremely wide; from infants in strollers to the elderly using walkers and canes. The need for safe pedestrian paths as well as some form of accessible transportation options are needed, especially when considering the growth that has been seen in people moving, as well as visiting, Yachats. Incentivizing bicycle use through safe paths, parking, and bike share programs would help to remove some of the traffic caused by the influx of visitors and residents alike.

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

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

Including the environmental and social impacts of single use vehicles in land use planning is overdue. A grant, such as the Transportation System Plan Grant, that Yachats is applying, for is the first step in moving Yachats forward into a more environmentally sustainable as well as equitable future. How we navigate within our built environment is a crucial element in planning for our future and it connects with the housing work being done here as well as with the strong environmental stewardship leanings of the community.

Thank you for doing this important work.

Sincerely,

Jacqueline Danos

Letter in support of Yachats Transportation Planning Grant – 7/26/2023

As Mayor and a citizen of Yachats, I fully support the Transportation Planning Grant from the Oregon Department of Transportation.

The current Village Circulation Plan no longer reflects the realities of today's Yachats. We have grown significantly in population, and we have housing in new areas. Additionally, we have even more visitors traveling through and within our city. Our largest motel-resorts have expanded.

The city hopes to become greener by encouraging more walking, biking, and shared transportation. We would like to see options for our visitors, especially resort and hotel visitors, to move from their lodging to our "downtown" area and to visit nearby recreation and scenic areas without getting in their cars.

Permanent and second home residents need to feel like they can safely walk from their homes. We have an older population, many of whom walk for health and to visit our stores and Post Office.

Unfortunately, despite our recreational trail system, there are too many "choke points" where traffic flow, traffic speed, or road structure, and lack of delineated walkways make it dangerous to walk or cross the street or highway. With limited enforcement possibilities, it is important that we consider passive ways to calm traffic especially outside the city core but within city limits.

Bicycling in these areas is also hazardous. For example, there is virtually no shoulder heading north around a curve on 101. This forces bicyclists into the roadway or to move to the southbound shoulder. It is also important to acknowledge that some areas of Yachats are hilly and limit biking. However, e-bikes may impact these limitations.

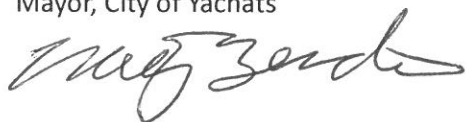
The city needs improved signage. It is not unusual to see motorists and walkers puzzled as to how to proceed despite this being a small city. Often, cars proceed on dead-end streets despite multiple signs.

The study also needs to address congestion and traffic flow in specific areas. Cars too often park in clearly marked "no-parking" zones as they get frustrated circling the same two or three blocks looking for parking on narrow streets. A recent parking study concluded that there is adequate parking if guests walk a few blocks, there is signage directing visitors to this parking, and place-finding tools exist once they get there.

In short, to cost-effectively plan and stage a variety of greener transportation needs, we need to take a comprehensive view of how citizens and visitors move about our community. This study will help us judiciously allocate our limited funds and staff time.

Regards,

Craig Berdie
Mayor, City of Yachats



Support for the Yachats Transportation Planning Grant - 7/27/2023

I am the Interim City Manager for the city of Yachats. As such, I have a strong interest in the Planning Grant from the Oregon Department of Transportation. Our small village of Yachats has seen dramatic growth, especially since Covid. We became a very popular location for tourism, and with the ability to work from anywhere, new residents arrived, appreciating our beauty. Therefore, our current circulation plan is not capable of handling the increased flow of cars, bikes, and pedestrians.

One goal is to emphasize walking as for most of our residents, much of our village is relatively close together. To do this, we need to ensure that roads and paths are safe. Visitors are frequently in hotels, motels, and resorts in locations that may require walking on Hwy 101. To ask them to walk on a very busy highway can make them feel unsafe and cause them to drive instead.

We have very little enforcement capability. We need to rely on other methods to slow traffic and force a more attentive approach for visitors when they drive. We need better and more efficient signage that can reduce confusion while driving for visitors. And the confusion can eventually lead to parking in areas like the Post Office, or other store area parking lots, due to frustration with navigating the area. The downtown area, with several restaurants, a hotel, a Post Office, a grocery store, and other stores, creates a vortex of traffic and limited parking. However, much of this could be alleviated with better signage directing cars to other areas just a few blocks outside of this key downtown area.

Therefore, we very much need this study to help us determine the best way to move forward. It will make Yachats safer, less reliant on automobiles, and enable the city to continue to grow and flourish, both economically and with its quality of life.

Thank you for your time.

Sincerely,

Rick Sant

Interim City Manager of Yachats

25 July 2023

To Whom it May Concern:

As a resident of Yachats, I would like to strongly urge ODOT to award the city a Transportation System Plan grant.

We need a 20 year master plan for all forms of transportation. As you must be very aware, the entire populated coast of Oregon is going through a huge transition. We need to think seriously about the future, about changing populations, traffic patterns, and new ways our visitors and residents are going to want to use to get around.

This will include a new look at the way our streets function, our parking issues, a need for new sidewalks, bike lanes, paths and trails.

In 1999, the city finalized a Village Circulation Plan (VCP) to address the city's need to plan for traffic flow, bicycles, and pedestrians, but this has not been updated since. A lot has changed since the VCP was developed, most importantly a growth in permanent residents and households and an increase in the number of tourists that visit Yachats on an annual basis. Over the last 20 years the city has seen a doubling in population, while tourism has grown by nearly a factor of three. Traffic flows, signage, dated intersections, lack of parking and the need for one-way streets have created issues for vehicles, bicyclers, pedestrians, and the disabled alike.

Additionally, the city's trail system has grown significantly, becoming both a tourist attraction and an outdoor excursion and exercise for many of the city's residents.

This grant would be crucial to helping the city of Yachats grow in a sustainable way. I urge you to consider the application in the best light possible!

Thank you for your time here.

Best wishes,

A handwritten signature in dark ink, appearing to read "Tod Davies". The signature is fluid and cursive, with a long horizontal line extending to the right.

Tod Davies
315 Radar Road/PO Box 511
Yachats, OR 97498
541 547 6111

Bob Langley
25 NW Spindrift Street
Yachats, OR 97498

Rick McClung
City of Yachats Public Works Dept.
501 Highway 101
Yachats, OR 97498

July 25, 2023

Dear Mr. McClung:

I am writing in support of the application by the City of Yachats for a Transportation System Plan grant from ODOT.

I have lived in Yachats since 2015 and, during that time, I have witnessed considerable increases in population and number of visitors and all indications are that this growth will continue. At the same time, I have seen several changes in street directionality, parking, sidewalk construction, and trail development. While these changes have been necessary, beneficial and the result of public discussion, each has happened in isolation.

The elements of a Transportation Systems Plan – streets, parking, sidewalks, bike lanes, paths and trails – affect each other and should be developed in conjunction with one another. The best way for this to happen is to have a plan in place so that, as it becomes feasible to develop new projects, each individual project will be a step towards implementing that plan.

Yachats is a community in which there is an unusually high level of citizen involvement. A grant of this sort will be particularly effective here since it will serve as a catalyst that will focus community attention resulting in a plan that is developed by the community as a whole rather than just at the administrative level.

Moving forward, I feel the City will be very well served by having a plan in place so that future projects can be developed ways that complement each other. Funding from a Transportation System Plan grant will help our community make effective plans for the future.

Sincerely,



Bob Langley

RACIAL AND ETHNIC IMPACT STATEMENT

This form is used for informational purposes only and must be included with the grant application.

[Chapter 600 of the 2013 Oregon Laws](#) require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons¹ in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

1. The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
Hispanics	

2. The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

Indicate all that apply:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
Hispanics	

3. The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

If you checked numbers 1 or 2 above, please provide below the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

By checking this box, I hereby certify the information contained on this form is true, complete, and accurate to the best of my knowledge.

Dated:

Printed Name:

Title:

Agency Name:

¹ “Minority person” are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African Americans, Hispanics, Asians, or Pacific Islanders, American Indians and Alaskan Natives.

City of Yachats Building Activity
January 1 - August 15, 2023

Project Name	Description	Parcel #	Address	Zone	Opened	Status
COLLINS	Foundation Repair	14-12-27-DA-6300	266 West 4th Street	C1	1/10/23	Permit Issued
CHANDLER	Addition to SFD	14-12-26-CC-7400	304 Combs Circle	R1	1/18/23	Permit Issued
CAREY	New SFD	14-12-27-DA-2600	168 East 3rd Street	C1	2/20/23	Permit Issued
HUBBELL	Repair/extend Deck	14-12-34-AA-814	181 Reeves Circle	R1	3/1/23	Permit Issued
COLEMAN	New SFD	14-12-26-CC-208	504 Bayview Terrace	R1	3/5/23	Permit Issued
LIPPINCOTT	Remove Mobile/Addition	14-12-27-DA-11300	417 West 1st Street	R3	3/23/23	Permit Issued
LATTIG/CARVER	New SFD	14-12-26-CD-200	566 Combs Circle	R1	3/28/23	Permit Issued
MAY	Garage Addition	14-12-26-CB-4500	453 Horizon Hill Road	R1	4/5/23	Permit Issued
EDWARDS	Deck Replacement	14-12-26-CC-2700	110 Combs Circle	R1	4/14/23	In Review (LC)
MADISON	Add Dormer to SFD	14-12-26-CD-4000	344 Combs Circle	R1	4/26/23	Ready to Issue
LIPPINCOTT	New Multifamily Dwelling	14-12-27-AD-500	33 9th Street	R3	5/8/23	In Review (CoY)
SCOTT	New Manufactured Home	14-12-27-AD-4600	373 West 7th Street	R1	5/12/23	Permit Issued
TRACY	Add Dormer to SFD	14-12-26-BB-5400	1060 Horizon Hill	R1	5/27/23	Permit Issued
BAIR	Covered Porch	14-12-26-CB-8100	485 East 3rd Street	R1	5/30/23	In Review (CoY)
TUTRINOLI	Accessory Structure	14-12-27-DA-11100	363 West 1st Street	R3	5/30/23	In Review (CoY)
PAULEY	New SFD	14-12-26-BC-5500	1020 Horizon Hill	R1	6/9/23	In Review (CoY)
KIERSTEDE	New SFD	14-12-34-AA-1702	415 Shellmidden Way	R4	6/9/23	Permit Issued
CLARK	Accessory Structure	14-12-27-DA-8600	231 Highway 101 N	C1	7/20/23	In Review (CoY)
KAHN	New SFD	14-12-27-DA-1109	2XX Gimlet Lane	R1	7/26/23	In Review (CoY)