



City of Yachats
441 N. Hwy 101, Civic Meeting Room 1
Wednesday, April 15, 2026, 11:00 AM

To Be Held In-Person & Via Zoom

Join Zoom Meeting
<https://us02web.zoom.us/j/88070746973>

Meeting ID: 880 7074 6973

City Council and Planning Commission Meeting

Work Session

- Community Feedback and Refinements

I. Correspondence

- a. Public Input

II. Call to Order

III. Roll Call

IV. Adjourn

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 April 15, 2026By: Kimmie Jackson, Recorder



MEMORANDUM

TO: Planning Commission and City Council | City of Yachats
FROM: Rachel Cotton and Rhey Haggerty | Cascadia Partners
DATE: April 9, 2026
PROJECT: Yachats Housing-Related Code Update
RE: Public Review Draft Code Amendments

The City of Yachats (City) has been working with Cascadia Partners (CP) over the course of a multi-year contract ending in June 2026 to identify and amend local land use regulations that pose barriers to the development of a variety of housing types or that require updates to comply with housing-related state statutes.

CP met with the Planning Commission and City Council on March 18 to review and discuss the Public Review Draft of the proposed code amendments, which includes both required statutory compliance amendments and optional amendments addressing housing barriers.

Following this meeting, CP—in partnership with the Project Management Team and Advisory Committee—launched a StoryMap and held a community workshop on April 2. These platforms served to share an overview of the proposed amendments and solicit local input.

A summary of community feedback, categorized by theme, is provided below. The full set of community comments is included in Attachment A: Notes from Community Workshop Small Group Discussions and Attachment B: StoryMap Feedback Responses. An FAQ addressing common community questions is included as Attachment C.

Community Feedback

Overall, the community recognizes the need for housing diversity, with most participants characterizing the code updates as a move in the right direction. However, a significant portion of the public remains skeptical that these changes alone will achieve true affordability. The sentiment is that code updates must be paired with infrastructure improvements and strict occupancy regulations to prevent new units from becoming short-term rentals (STRS). Major themes and priorities from the StoryMap and community workshop are as follows:

Affordability vs. Attainability

- There is broad concern that the code changes make housing possible but do not ensure it is affordable. Participants noted a mismatch between the incomes of local workers and the market-rate prices of new duplexes and ADUs.
- Feedback suggested that while these units might serve staff positions like managers, they may remain out of reach for lower-wage workers. Participants requested more information about affordability based on local wages and downpayment capabilities to ensure that code changes and attainability targets align with actual workforce incomes.
- Participants suggested the City explore ways to lower the barriers to entry for housing development, specifically through reduced utility hookup fees or system development charges, tiered permitting costs, or utility relief.

Occupancy and Short-Term Rentals

- The most frequent feedback was the need to ensure new housing types do not become vacation rentals or second homes.
- There is strong support for requiring new middle housing and ADUs to be dedicated to long-term residency so they provide more housing inventory for community members rather than investors. Some suggested tools like a vacancy tax or specific deed restrictions to protect the full-time housing stock.

Infrastructure and Resource Management

- Both online and in-person respondents voiced significant concerns regarding Yachats' water capacity. Questions persist about whether existing agreements and infrastructure can handle the increased density, especially during the summer months and in light of climate change.
- On narrow village streets, residents fear that reducing off-street parking requirements will lead to congestion, creating hazards for pedestrians and emergency vehicles.

Housing Types

- Accessory Dwelling Units (ADUs)
 - ADUs are viewed as the most popular solution for aging in place, allowing seniors to downsize while remaining on their property.
 - In-person participants recommended increasing maximum ADU size from 1,000 to 1,200 sq. ft. to better accommodate small families, citing Newport's standards as a successful model.
- Cottage Clusters and Middle Housing

- Residents emphasized that, because much of Yachats is sloped, the flat core areas in R3 and R4 zones should have minimum density requirements to ensure buildable land is used more efficiently.
- The success of existing townhomes was cited as evidence that there is a high demand for middle-housing options.

Design and Character

- There is a desire for clear, enforceable standards to protect ocean views and neighborhood character. However, some warned against HOA-like rules that could make construction more expensive.
- A popular suggestion was a trade-off model: allowing higher lot coverage or density in exchange for strict building height limits and the preservation of green space.
- As density increases, the community wants to see more meaningful protections of greenery than what the standards currently provide.
- Some participants expressed a preference for maintaining the low-density and small-town feel of Yachats, citing concerns that zoning changes could lead to environmental degradation, erosion, and a loss of the quiet character.

Proposed Refinements

In response to community input, CP proposes the following refinements to the Final Public Review Draft:

Housing Types

- ADUs
 - Allow ADUs in the Commercial-1 zone, on developed commercial properties without a primary home, to provide additional flexibility for ADUs in commercial areas of Yachats
 - Allow ADUs in the front setback of the R-1 and R-2 zones if heights do not exceed 12 feet, to provide homeowners with greater flexibility for siting ADUs. Remove the allowance for ADUs with heights of 12 feet or under to be within 5 feet of side yards to address concerns about additional units being “right next door” to neighbors.
- Cottage Clusters and Middle Housing
 - Introduce minimum density requirements in the R-3 and R-4 zones to encourage the efficient use of buildable land in higher-intensity residential districts. ADUs could count towards density minimums to encourage this type of housing as a lower-cost, flexible type of infill housing development.
- Mixed Use Development

- Allow horizontal mixed-use, in addition to vertical mixed-use, in the Commercial-1 zone to provide more flexibility in how mixed-use developments are sited
- Townhouses
 - Remove townhouse allowance from the R-1 zone to address concerns about building heights and because 2-unit townhouses are rare

Design and Character

- Add a lot coverage bonus in exchange for lower heights to encourage shorter buildings that have less of a visual impact on views
- Introduce impervious surface and tree preservation standards to manage stormwater runoff, protect water quality, support ecological health, and encourage green space

Process

- Add Reviewing body” to Definitions

Next Steps

At the upcoming joint Planning Commission and City Council work session on April 15, CP will:

- Review key takeaways from public engagement
- Highlight common themes from the FAQ document
- Review and discuss the proposed refinements to the Final Public Review Draft

We are seeking the Planning Commission’s and City Council’s feedback on whether the proposed refinements appropriately address the community feedback.

Your input will be used to finalize an “adoption-ready” version of the code amendments, with a target adoption date of June 2026.

Attachment A: Notes from Community Workshop Small Group Discussions

Cascadia Partners | April 8, 2026

1. Moving the Needle: One of the goals of the code update is to allow a range of housing types available at a range of price points to support households at different incomes and different stages of life. Do the proposed changes “move the needle” in the right amount to encourage housing needed in Yachats?
 - Why are we moving the needle when there is a lot of vacant housing?
 - Moves the needle 5% over 20 years? Not much reward.
 - Density minimums in R3 and R4.
 - Right direction
 - Out of a group of six, four said yes but not far enough, and two were neutral.
 - Concern that there isn't enough evidence that there is a need for middle income housing
 - With smaller lots - can you have ADUs
 - Yes - unanimous amongst one breakout group
 - More clarification on permitting costs to incentivize
 - Priced out?
 - Historically increased 5% density - not a big effect. There is nothing to prevent 100%. It is unlikely but ADUs can become a fad. Would have a huge impact but depends on the update.
 - Changes would not be effective if new housing becomes second homes. If an ADU is being rented short term, how is it hooking into water billing? That should be looked at because STRs have different water bill amounts.
 - Like the idea of cottage clusters with design standards - glad to see the standards included in the proposed amendments.
 - The needle is moving in the right direction. It might not be moving far enough.

- Most feel the changes don't go far enough. The change is incremental.
 - Going in the right direction. Would like to see incentives for things like utility costs because utility hookup fees are expensive.
 - Density could go further in R3 and R4
 - No, the City has not defined what it means by "affordable housing." What is the actual monthly payment for housing deemed affordable? No proof provided that the average Yachats worker can't afford a house in Yachats. Say a duplex is \$350,000, how many of our workers could come up with a down payment to purchase?
 - Impressed by the work that is being done- need to look at if people can afford to build the houses that we're hoping to pursue. What is it going to cost, can people afford it.
 - Yes, it helps add flexibility to the picture that wasn't there before. Have seen single family on property for high-level zone. Beautiful but doesn't help people who work here because they don't have anything in the lower income bracket price range. This increases the possibility that cheaper housing is possible.
 - Having the ability to have a variety of housing. Maybe an SRO not only vacant property. Looking at existing properties and how they can expand flexibility. Address the price points
 - See a benefit to this- middle housing- assuming some will be built. Potentially brings in a different demographic; it's healthy to add a few young families in town. It will improve our diversity and be worthwhile. Can't tell if it will move the needle but
 - Worry about Yachats being too crowded- It's nice to have a protected area. High population density could cause environmental impacts. Love Yachats the way it is now. Want to keep Yachats small. Love the retirement community. Other communities are close by. Many people have to commute for work. Preserving our land, worried about developers swooping in. Worried about unintended consequences.
2. Community Priorities: We've heard from community members that encouraging workforce housing, providing options for aging in place, and preserving community character are key priorities. Do the proposed changes align with these priorities?
- Mismatch between workforce and deed restricted/ affordable housing
 - Code doesn't ensure we end up with affordable housing without policy changes.

- Is the purpose of the code to ensure this type of housing or just make it possible?
- Much land is sloped. Lower cost lots should be used efficiently.
- Workforce housing means upper echelon staff (managers, etc.)
- Incremental change
- How to encourage this.
- Talk more about aging in place
- ADU great idea
- Yes. People can move into the ADU and rent out main house.
- Design standards - people feel standards are too much like HOA
- Must have murals
- Yes - unanimous amongst one breakout group
- Want to keep a pleasant environment, but feel for people who can't afford a place to live.
- There are a lot of SROs near campuses. This could work in parts of Yachats.
- Concern that Yachats is overpopulated and want to be sure that Yachats is protected. Concerns about effects of density on the environment.
- The proposed changes do address the need for aging in place, especially the ADUs.
- The proposed changes will help the flexibility and add to the diversity of the community.
- Excited to have some diversity in Yachats.
- Like the idea of the design standard and would like more information about those.
- Some feel that design standards are too HOA-like.
- Looking for a maximum on impervious surface to preserve green space and open space that is more meaningful than a 10' side yard.
- As density increases, should we do something to reduce the loss of greenery.

- If you accept that it is a value to allow for diversity while adding youth to the community that advances the goal.
- To bring younger people, it means having smaller type housing available. Popular for young people, it became popular for an older population as they started aging and sharing and downsizing, relying on others. Ideal approach, relatively inexpensive. One good example in Albany.
- It's not completely clear what the community priorities are; I suspect many different priorities. One that is being challenged is the character of a neighborhood, a created environment where you're comfortable on your street. The type of housing developer that is currently buying up houses and turning them into vacation rentals. If we define a neighborhood with one you're comfortable with, then yes, this hits the needle.
- No control over developers
- Greenspace, undeveloped lots being used for plexes, townhouses, trees down, higher population density, not necessarily affordable. These zoning changes don't make clear that is how many people can live on a lot, multiplex with ADU's
- Workforce housing-260 people that work in Yachats, Full time population of 960. The City has not done a study on these workers, how much income, how much are they willing to pay for housing, etc. are they willing to move to Yachats. These things should be studied before these codes are put in place.
- When change happens it changes character. What is character, think we should do this, but how to best to this. Character will change some, but how do we do this in a way that maintains this character, can we work with developers that have the same community character in mind.
- The more people that we have it will change the character of our town. Maybe parking, erosion, water, sewer, worry about overcrowding. Came from a big town happy to be somewhere small.
- Interesting that ADUs are being submitted as a solution to aging in place, nothing to regulate the number of people in an ADU.

3. Needed Housing: We know many people who work in Yachats have to commute from elsewhere. Does the idea of middle housing - like cottage or duplex - seem like a realistic

option for someone who wants to work and live here or for older adults looking to downsize or age at home?

- It's realistic if housing is affordable.
- How much rent per square foot?
- Yes
- Yes but no short term rentals
- Need to ask the workforce and ask where they live, how far their commute is, would they live in Yachats if they could, how much would they afford. Check with Bobbi.
- Imagine that workforce has young families - may want to live elsewhere like Newport where schools are better.
- Are there townhomes on Diversity Drive fully occupied? Yes, with a waitlist.
- Not enough information about the need for housing in town
- Concern that there isn't proof that people who are working in Yachats could afford a house in Yachats. Not enough information provided there.
- Need more data on what we mean by workforce housing. Some people make too much money to qualify for affordable housing. Middle housing could meet workforce housing needs.
- May be able to make housing more affordable to restaurant managers but no for servers.
- Older adults with a decent income could work ok. People who work here probably couldn't afford a cottage cluster house.
- Until we know what the worker is willing to pay. We haven't studied the people who work here. In my opinion these don't hit the mark for work force
- Income seems to be the big issue- Making assumptions on job and income, how can we add to the community that supports? We
- More bothersome is that there are 60% second homes, which is not the community character of an empty house. What can be done here.

4. Refinements: Is there anything that has not been included in the code changes that you would like to see? Or are there any refinements you would suggest making to the proposed amendments?

- Heights lower than 30'?
- Bonus lot coverage?
- Greenery?
- Impervious surface?
- Unlicensed ADUs?
- Limit middle housing for 2nd homes
- Yes, but refer back to number 2
- How will we make sure the new dwelling units are not Airbnbs or second homes? The new units should be full time rentals for the workforce. Need provisions to ensure new housing types are not second homes or Airbnb.
- HOAs and CC&Rs - can it be enforceable?
- Water resources - how does that relate to growth? Talked about recent reports and the availability of water to support expansion.
- Concern about duplexes having the same standards as single units. Could they have the same standards as triplexes?
- What about going to the County and having these ideas implemented outside City limits?
- If a lot of the coastal communities are going this way, the state may follow and we may be ahead of the game.
- Could look at the tradeoff between building heights and lot coverage - build larger in exchange for building under 30 feet.
- Question about why ADUs are limited to 1000 sq. ft. They are allowed up to 1200 sq. ft. in Newport.
- There is a lot of sloped land. We need to be efficient with buildable land.
- Supportive of the amendments, I don't think a lot of physical change is going to happen fast. Community is going to change regardless.

- Changes are giving opportunities for existing opportunities on properties.
- Premature on suggestions, would like to see some changes on the process. Would like to know more about the workforce. Some are seasonal, some are not. What are the needs of seasonal vs year round. It would be nice to have a better handle on the workforce, their make up and priorities.
- More Data
- Don't like the setback changes and don't like the requirement to make parking for duplexes and multiplexes.

Attachment B: StoryMap Feedback Responses

Cascadia Partners | April 8, 2026

1. Do you have any questions about the information provided in the storymap or the proposed code updates?

- I didn't see setbacks nor occupancy based on #bdr and parking spaces. Nor criteria for approval process if a lot of applications. And of course a way to address those with the 'if I can do it, I can do it' attitude. Excellent job conveying other info clearly. I assume you have worked this all out and simply didn't clutter this presentation.
- no
- I'm just wondering about changes height standards along ocean view, which is not mentioned.
- I'm wondering about the definition of the term townhouse or townhome. Are these always two story residences? What about the height restrictions in neighborhoods to preserve views, such as the maximum 15' restriction in my neighborhood on Aqua Vista Loop? I emphatically oppose changing the current height restrictions.
- What is the phase in process for the ADU allowance in residential housing. How does the proposed new Yachats code relate to the Lincoln County codes and what takes precedence?
- Most questions I have are about how the City has queried its resident citizens. The survey that has been promoted by the City was open to anyone to respond to and not restricted to actual Yachats Citizens. Will a new survey be issued to just actual Citizens of Yachats to get a true assessment of their desires to these zoning change proposals?
- No
- Yes. How will you stop these new units from becoming vacation rentals?
- "1. Section 9.04.030 Definitions – Under the proposed definitions for Housing Type, Duplex is defined as two dwelling units in any configuration, and does not indicate that the two dwelling units share a common wall, a ceiling/floor, or breezeway. Does that mean that a duplex can consist of two detached single-unit dwellings on a single lot? The same question holds true for Triplex and Quadplex. If

so, what would prevent someone, where duplexes are permitted for example, from adding a detached dwelling unit to a lot with an existing primary dwelling unit and calling it a duplex? If this is acceptable, why have separate standards for ADUs (assumed to be secondary to the primary dwelling) when something like this can be accomplished in the same zone?

2. Section 9.04.030 Definitions – The proposed Lot Coverage definition is practically the same as the current Building Coverage definition in Title 9. Should one of these be deleted and the other be used consistently throughout the ordinance?
3. Section 9.04.030 Definitions – Mixed use development is defined as multiple uses within a single building. Why couldn't a mixed-use development consist of multiple buildings on a single site? For example, one building contains townhouses, another contains multi-unit dwellings, and/or one contains commercial or office uses?
4. Section 9.12.040.A.2 – This provision, which states that the average lot area for townhouses in a townhouse project shall be a minimum of 3,500 sq.ft., is confusing. Does this mean that the proposed lot area for one townhouse unit can be less than 3,500 sq.ft. provided that the other townhouse lot(s) are larger than 3,500 sq.ft. to achieve the minimum average lot area of 3,500 sq.ft.? Also, when the required minimum interior lot width of this district is 60 feet, and the required minimum lot depth is 80 feet (60 X 80 = 4,800 sq.ft.), how is an average lot area that's less than 4,800 sq.ft. achievable?
5. Section 9.16.040.A.2 – Same as comment above.
6. Chapter 9.50 Residential Design Standards – In general, can an applicant for PUD or Townhouse PUD request a modification or waiver of the proposed design standards as part of the preliminary plan approval? This could permit developers to avoid complying with the proposed design standards.
7. Section 9.50.020.C.2.b Off-Street Parking Areas – Yachats has only one residential development served by something close to an alley. Will this standard be useful?
8. Section 9.50.020.D.1.c.i Lots with more than one frontage – Same comment as above.

9. Chapter 9.56 Approval and General Requirements of Partitions and Subdivisions. The proposed term “Reviewing Body” needs to be defined in the Definitions section.”

- No
- Is the crux of the argument for changing the zoning codes is to ensure that people who work in the City of Yachats have access to housing in The City of Yachats that is affordable to low income workers.
- Having read Cascadia Partners website it is apparent that Cascadia has extremely socialist views that include high density housing, public transportation and forcing communities into an ethnic, racial and economic mixture of people that they approve of.
- No.
- no
- Thank you for this opportunity to ask questions. I have embedded my questions into my comments.
- Thorough, clear presentation.
- "What percentage of the current population has expressed a need to have an ADU in order to be able to age in place?"

What research supports the notion that uptake on the ability to add ADU's and higher density housing units would likely be at 5%? Please include links.

Is there evidence that having more supply would keep prices lower or, better yet, make them affordable for the workforce in towns similar to Yachats? If so, please include links.

How are you defining ""community character"" and what is being done in the proposed code to ensure its preservation?"

2. Do you have any comments about the information provided in the storymap or the proposed code updates?

- "You are going to ruin Yachats with this concept. Where I came from in Utah this type of idea happened years ago and ever since then the area has gone downhill and

became way overpopulated. With the limited roads along the coast this will make traveling impossible.

Developers will be the only ones that will prosper from this. Oh, and the politicians that are driving this idea."

- "Thank you for making this easily available. Clear presentation and appears a lot of thought and varying opinions went into it. Thank you for all who contributed their time getting to this point.

I've volunteered at South Lincoln Resources for 15 years and never been in a community with so many opening their homes to working relatives. The proposed changes will help working sm families/singles/couples with housing, and aid homeowners offering work-off-the-rent opportunities. Appreciate the City making these thoughtful decisions ahead of state wide changes. Thank you!"

- it looks well planned out
- Thanks for this amazing presentation!
- Hello. I worked my whole life to retire in a small seaside village where the pace is slow. I found one called Yachats but now it seems there is an effort to turn my paradise into a high density working class town. This is interesting since this group is the same who tell me every summer about drought restrictions and yet want to add to the demand of that precious water. Also the same group who spent \$230,000+ for a trolley to ease parking problems and yet here you are willing to exacerbate the very problem you want to alleviate. I could list more as I'm sure you can too. More cars, more unfixed potholes, the same ones I've been driving over for years. Dense population means more demand on emergency services which I read is already strained. You get the picture. I understand the need for affordable housing but there are better solutions than throwing caution to the wind as you're proposing. Once you build it you can't unbuild it and I see nothing but a can of worms being opened. I'll be looking to sell if you move forward with your nightmare.
- I support the proposed code updates. They seem sensible and would provide far more options for creative housing solutions. As such, I think they would benefit the Yachats community in the long term.
- What about existing compliant units, how do they meet new qualifications and what is the process? Inspection, fees, licensing etc?
- "1. The proposal has some innuendos that the proposed zoning changes are consistent with the State of Oregon Law. That is misleading because the statute is 197. A clear example appears in ORS 197A.270, which explicitly states that its requirements apply only to cities with populations of 25,000 or greater. In fact, an isolated group of City Government is pushing this on Yachats. The work done by

Cascadia Partners seems to be a one-size-fits-all set of boilerplates that are applicable to larger cities with schools, manufacturing jobs, reasonably priced supermarkets where the majority of citizens are working class. Yachats residents are comprised of mostly retired folks who enjoy low population, rural feel by virtue of current zoning building density and setbacks, cars not parked on the streets, and little residential street traffic.

2. "Yachats low-income affordable housing" this in my opinion is an oxymoron. An example is that my wife sent me to the local market for a green bell pepper. I purchased one at the C&K Market in Yachats for the cost of \$2.99. Again 3 dollars for one green bell pepper. Out of curiosity, I drove to Newport and shopped at the Fred Meyer store. The bell peppers there were 76 cents each. So according to my calculator, that is about a 75% increase. So I'm wondering how a low-income individual or family can survive in Yachats at the cost of just everyday groceries. Low-income families will have to send their kids out of town to Waldport for school and after school activities that requires frequent travel. I know, I raised a son who participated in sports.

3. In the words of Mayor Birdie, "If you work in Yachats, you should be able to live in Yachats." In thinking about the demographics of workers in Yachats, the majority are employed in Tourist related jobs, like cleaning motel rooms, laundry at motels, restaurant cooks, waiters, and cashiers. I have noticed that the parking lots of the motels and restaurants are often very full in the summer season (July to September) and scarce cars in those same parking lots in the winter season (November to March). This means that a significant amount of Yachats workforce is laid off during the winter season. How will this workforce survive with only seasonal employment. The answer is obvious, they will commute to larger cities with year-round employment, like Newport or Florence etc. and not work in Yachats anymore. I feel that a more practical and immediate solution to Yachats Workforce Housing would be to subsidize the already existing public transit bus service to pay for worker fares and add more buses, likely smaller shuttle units, that run schedules that fit workforce needs. These public transportation buses should have more pickup and drop off locations to accommodate the locations of our businesses.

4. Infrastructure and water supply. In the face of climate change, science is forecasting major impacts to Lincoln County water supply. Rick McClung's water supply report that concludes that Yachats via its connection to Southwest Lincoln County Water Public Utility District (SWLCWPUD) has adequate water supply for year around supply that will accommodate the proposed density increase in population. My first thought is that climate change is going to equally impact the

sources of water for SWLCWPUD. That will likely impact their agreement with Yachats for supply volume and certainly unit cost. My conclusion is that Yachats is headed for water bankruptcy even without the proposed zoning changes and that implementation of the proposed zoning changes will only exasperate water shortages. The primary drivers of the water shortages is the tourist industry. It is a fact that high temperatures in the Willamette Valley, Eugene etc., greatly increases tourist visits to Yachats at the time of year that our water supply is the lowest, Summer. Also, the study indicates that around half of the current single-family dwellings are used as second homes. Those homes are likely used much more during the summer when climate change high temperatures drive their owners to Yachats for our cool summer climate.

5. The presentation talks about the need to rezone for higher density to reach the projected growth needs. There are references to buildable land inventory leading one to think the impact will be to the few undeveloped lots in our neighborhoods. This is presented as having a very low impact to the look and feel of Yachats. I disagree about the impact because if these zoning changes are implemented, developers, in addition to buildable land, will seek to contact owners of already existing older homes to purchase them for cash and no inspection required. Often elderly senior citizens live in these homes who know they may soon need to move to assisted living residences. They may be concerned of how they will be able to afford assisted living accommodations. Having an older home that is likely in need of repairs like new roof etc. makes a developers offer of cash and no inspection quite attractive. Once they sell and move out the developer will demolish the older dwelling and put up the maximum density housing the new zoning code allows (plex units) and sell those plex units etc. as second homes to ""Deep Pocket"" folks from places like Eugene. This will have a huge unintended impact on our Quiet residential retirement village that we have today. There is nothing in the proposed zoning code changes to prevent this from happening.

6. Reducing off street parking will force more vehicles to be parked on our residential streets. This again will erode the Quiet residential retirement village feel of Yachats. Yachats residents do a lot of walking. Especially with their pets, mostly dogs. Once vehicles start parking on residential streets this will become much more dangerous. Having to weave in between parked cars and street traffic with your dog will really lower the "Village" experience for our active residents.

7. Green Space. Mayor Birdie has been quoted and saying "Yachats needs more green space". Increased housing density is contradictory to the goal of increasing green space."

- "I attended the first informational/community input session presented by Cascadia Partners at the Commons. I listened to the Cascadia Reps make statements about how the new residents of our village would not need cars, because they would be able to walk to their jobs and do their shopping at the shops in town. It was clear they hadn't been inside the C&K Market to see what a bag of groceries would cost from that establishment. They didn't consider that people need to travel for doctor and dentist visits, trips to school. etc. Also, even longtime Yachats residents don't walk to where they are going if it's one of those days with sideways rain and wind that can knock a small person down. I have to say that I lost all faith in the work Cascadia Partners does after listening to their uninformed answers.

I took the survey that was offered and answered in favor of some changes as long as off street parking was required and against others that could completely destroy the feel of our neighborhoods. I am disappointed that the results of that survey have not been made available for anyone to see. I have only heard generalized statements that they results show that people were mostly favorable toward the proposed zone changes. I can't trust those generalized statement since I haven't seen the results of the survey.

The elephant in the room of course, is the poor seasonal water availability. There has been a plan to source water for Yachats from other places when we enter a deficit situation. That solution is basically robbing Peter to pay Paul. If Yachats is in water deficit, then all areas of the central coast will also be in water deficit.

Another issue is the fact that when developers buy expensive land to build multiplexes, etc., they will want to make a good income from the sale of those homes. I can see that the people in line to buy or rent, will be people who want a little place on the coast to use as a second home. I am not falling for the ""housing will get more affordable"" line. The only successful affordable housing that I've seen in areas where I've lived, are the ones built by organizations that specialize in building subsidized housing. The nicest ones I've seen are the apartments built by St. Vincent DePaul of Lane County. They build nice to look at apartments, maintain the buildings and only rent to people of certain income levels.

- I hope that the Planning Commission and the City Council will really look at representing all their constituents and not just the group of people pushing for the zoning changes as proposed by Cascadia Partners. Some zoning changes would be good, especially ADU's attached to local businesses. We'll never get there with homes built by commercial developers."
- Yes. These changes will negatively impact the quality of life for many residents of Yachats. There are many ways to promote affordable housing -- allowing these

changes to go forward will have a significant impact on homeowners who purchased property in Yachats in order to enjoy a peaceful way of life. Although allowing ADU's can be beneficial, the approach being suggested is flawed. First, the City of Yachats needs to make sure that none of these new dwellings will become new vacation rentals (all loopholes for unpermitted vacation rentals need to be stopped). Second, no increases in dwelling units or changes to setbacks should be allowed (property owners do not want new housing 20 feet from their bedroom window). This means no major changes to R-1 and R-2 zoning regulations. The addition of an ADU unit that can meet current setbacks is O.K. Third, above all else, make sure that any changes do not allow new full-scale multiple housing units next to existing homes. Yachats can expand its boundaries to allow multi-unit housing and there are many other opportunities to promote affordable housing without destroying our peaceful way of life (such as limiting vacation rentals within City boundaries). Homeowners in Yachats chose to move here because they did not want to live in a condo or townhouse, we chose to live here to have a peaceful existence. By allowing multi-unit housing next to existing housing, the City of Yachats will destroy the reason people moved here in the first place. Changing from having 3 families next to your home to having 12 families next to your home is a significant problem. Start small, allow ADUs that can meet existing setbacks. Do not allow an increase in multi-unit housing in R-1 and R-2 zoning. Do not allow cottage clusters next to homes.

- "We are full time residents and we are opposed to changing our present zoning laws. To increase housing density in our small city would dilute our present neighborhood character, reduce green spaces and affect property values. Our present infrastructure has severe limitations, especially water delivery during our dry periods.

We followed the zoning rules when we bought our property in 2016, now you are changing these rules to benefit those outside our city and developers who will profit.

Too often the Mayor and City Council put those not in our community at the top of the list."

- The majority of Yachats streets are not designed for on street parking and the reduced parking requirements for plex units would likely be insufficient for off street parking, creating a hazardous traffic condition from vehicles parked on narrow streets.
- "Comments on Proposed changes to Yachats housing code

Mark Green
1120 Saki Lane

Yachats, OR 97498

After looking at numerous locations on the Oregon Coast my spouse and I chose Yachats to retire to. I am concerned that the proposed code changes will adversely affect my enjoyment of Yachats.

A major “selling point” of the proposed changes argues that more “workforce housing” will be available. However, the material and analysis presented to date do not make a strong argument for this. The examples showing increased affordability are for teachers (assumed \$51,000/year), police officers (\$77,000/year) and Judges ((\$174,000/year). What are not presented are most representative examples of our workforce, such as restaurant workers, room cleaners, etc.). These employees have far lower incomes than the examples given.

Will allowing duplexes in areas currently zoned for one dwelling really help these workers, or will this enable more second homes for residents of the Willamette Valley and other areas to escape the increasing heat due to climate change? Who will build the duplexes? Probably builder/developers who would then market the units to out of area people for second homes. It is unlikely that local workers would be able to compete for these duplexes.

I would support other types of housing that truly would help local workers afford housing in Yachats, if they desire it. Has anyone polled local workers to see what they want and can afford? As there are no schools in Yachats, only expensive groceries, and few other services, they may not choose to live here even if they could afford to.

Another concern I have is pedestrian safety. I typically walk a few miles per day in Yachats. Most streets do not have sidewalks so walking in the street is necessary. With increased housing density we can expect increased traffic on our roads, subjecting walkers to more risk.

What will be the impact of the changes on total population? It seems logical that increased density would allow for greater population. Greater population would require greater water supplies which have been marginal in late summer and early autumn. It has been projected that with an agreement with the Southwest Lincoln Peoples Utility District, Yachats will have ample water for the next 20 years or so. However the projections did not account for the projected effects of climate change on water supply and water demand. This would exacerbate the effects from any zoning related population growth.

Before I can accept the proposed changes, I would like to see a more convincing analysis of the impact of the changes on workforce affordability, pedestrian safety and water availability."

- "1. Cascadia Partners should confirm that their draft amendments are based on the most current version of Title 9 of the Yachats City Code, as amended through Ordinance #376 adopted by City Council in November, 2025. If these are not, a revised public review draft should be published prior to any required public hearings for Code amendment adoption.

- 2. The second regulatory strategy presented in the 2022 City of Yachats Housing Needs Assessment (HNA) is: Rezone Land in the R-1 Zone to Higher Density Zone. This strategy is repeated in the 2023 City of Yachats Housing Implementation Plan (HIP). And yet, Cascadia Partners has only proposed text changes to Title 9 of the Yachats City Code, not zoning map changes. It is important to adopt a suitable set of Title 9 text amendments that help facilitate more moderate priced housing as Phase 1, provided Phase 2 - tasking the Planning Commission with recommending zoning map changes consistent with the Yachats HNA and HIP - is initiated thereafter by the City Council.

- 3. Section 9.20.020 Permitted Uses. Recommendation - Delete detached single-unit dwellings as a permitted use in the R-3 District. As documented in the City's Housing Needs Assessment (HNA), land zoned R-3 and therefore available for higher-density forms of residential uses is scarce, while ample R-1 zoned land exists to meet the City's projected housing need for detached single family dwellings. Permitting the establishment of new detached single-family dwellings on R-3 zoned parcels precludes meeting the City's goal to provide for moderately priced housing and fails to fully implement both the Yachats HNA and Yachats Housing Implementation Plan.

- 4. Section 9.20.020 Permitted Uses. Recommendation – consistent with the above explanation, revise D. to read as “Planned Unit Developments limited to detached single-unit dwellings only shall not be permitted in the R-3 District.”

- 5. Section 9.20.020 Permitted Uses. Recommendation – consistent with the above explanation, revise G. to read as “Accessory Dwelling Unit may only be permitted when in connection with, or accessory to, a detached single-unit dwelling existing prior to the effective date of the ordinance.”

- 6. Section 9.24.020 Permitted uses. Recommendation - Delete A. “One single-family detached single-unit dwelling per lot”. As documented in the City's

Housing Needs Assessment (HNA), land zoned R-4 and therefore available for higher-density forms of residential uses is scarce, while ample R-1 zoned land exists to meet the City’s projected housing need for detached single family dwellings. Permitting the establishment of new detached single-unit dwellings on R-4 zoned parcels precludes meeting the City’s goal to provide for moderately priced housing. Furthermore, history has shown that owners of detached single-family dwellings in this district have been opposed to the establishment of hotels, motels, and resorts on similarly zoned nearby properties, which the R-4 District promotes.

7. Section 9.24.020 Permitted Uses. Recommendation - consistent with the above explanation, revise D. to read as “Planned Unit Developments limited to detached single-unit dwellings only shall not be permitted in the R-4 District”.

8. Section 9.24.020 Permitted Uses. Recommendation – consistent with the above explanation, revise G. to read as “Accessory Dwelling Unit may only be permitted where in connection with or accessory to a detached single-unit dwelling existing on an R-4 District lot prior to the effective date of the ordinance”.

9. Section 9.28.020 Permitted Uses. Recommendation – Strike provision B from the C-1 District to exclude all residential uses except multi-unit dwellings and mixed-use development. Land zoned C-1 and therefore available for commercial uses is scarce, while ample R-1 zoned land exists to meet the City’s projected housing need for detached single family dwellings. Permitting the establishment of new detached single-family dwellings on C-1 zoned parcels precludes meeting the City’s economic development goals. Furthermore, some permitted commercial uses can be incompatible with low-density residential uses, so why permit them to occupy the same zoning district?

10. Section 9.28.030.A Recommendation –Area and bulk requirements should be revised in the C-1 District to apply only to multi-unit and mixed-use development.

11. Section 9.28.030.B Recommendation – The proposed maximum lot coverage in the C-1 District should be reduced from 100% to 70%, to allow for on-site parking, loading, landscaping, and on-site stormwater management.

12. Chapter 9.48 Off-street Parking and Loading Recommendation – On-street parking credit for ADU’s is not feasible in Yachats since very few streets are designed and striped for on-street parking. Also, where existing, on-street parking typically lies within the public right-of-way and should be readily available for public parking rather than “reserved” for private use.

13. Chapter 9.48 Off-street Parking and Loading Recommendation – Title 9 of the Code should be amended to include parking lot design, striping, and construction standards. Paved parking with striped spaces should be required for any residential use of five or more dwelling units, any public or institutional use, churches, and any commercial use.

14. Chapter 9.56 Approval and General Requirements of Partitions and Subdivisions. Section 9.56.010 B. and C. Recommendation – Planning Commission review and approval of all preliminary and final plats should be retained rather than change to an administrative action of the City Planner. Unlike larger or more sophisticated cities, Yachats does not currently have engineering and construction standards for public streets, sidewalks, water, sewer, storm sewer, etc., that can be readily applied to preliminary plan review by the City Planner. Planning Commission review and approval guarantees a more complete and thorough review of submitted plans and City review comments.

15. Section 9.26.015 Non-Conforming Lots and Uses – Recommendation. Planning Commission review and approval of continuation, change, or expansion of non-conforming uses should be maintained rather than change to an administrative action of the City Planner."

- Info is fairly complete but doesn't mention that existing houses can be demolished and replaced with townhomes. I am against that and also against townhomes in R-1. ADUs and cottage clusters in R-1 are OK. Limiting short-term rentals more would also help the shortage.
- The storymap is very helpful in presenting the project, local examples, and proposed code amendments. It would be more accurate, however, for the "allowed today" for the R-3 and R-4 Districts, to list all of the residential dwelling types permitted (i.e, detached single-unit, duplex, triplex, quadplex, townhouse) rather than just list multi-unit 5+.
- Just an observation. I believe better visuals are needed to clearly show that Yachats has always been zoned for the density these changes are trying to enable but through previous land use choices that planned density is almost impossible to accomplish without making these changes. These recommendation are moving planned density around because past development has caused this lack of housing options. Too many people who have built homes on properties zoned for higher density or commercial now believe they are in a single family residential neighborhood. Perhaps limiting some of the infill allowances to properties within the core of the city and not on the hillsides might sway more residents. Upzoning R1 to R2 and R3, also within the flat core areas, might be an easier sell as well.

- Does the R1 zone currently have a provision that only allows single family housing and will the code changes eliminate this provision.
- "I believe the proposed changes are a very good start, but I would like to see an approach that is more intentional about focusing increased intensity of use in areas of the community that have already been designated, through zoning, for high-density uses. Rather than increasing by right permitted uses in the R-1 and R-2 zoning districts, I believe the proposed changes should focus on maximizing buildable land in the R-3, R-4 and C-1 zoning districts by restricting low intensity, low-density uses in those zoning districts. Single family residential and perhaps even duplex housing types should be prohibited in the C-1, R-3 and R-4 zoning districts.

By focusing higher intensity growth and development to zoning districts intended for high-density use, the city can minimize the impacts of higher intensity growth on existing residential neighborhoods that not only enjoy the quiet, single-family feel but also may not have adequate infrastructure to support higher intensity uses, such as a multiple unit use that may lead to additional cars parking on narrow streets, creating road hazards and potentially blocking emergency vehicle access. Prohibiting low intensity uses in high-density zoned districts will ensure that we increase the supply of more diverse housing types in Yachats while consequently eliminating the need for a blanket increase in permitted density of use across the entire city, including in areas that may not be able to adequately support it. Focusing high intensity growth in targeted areas will allow the city to use its limited public works budget in a more targeted manner to improve the infrastructure in the specific areas zoned for high-density to better support the impacts of higher intensity use types.

It may be the case that certain parts of the community that are currently zoned as R-3 or R-4 may not consider the character of their neighborhoods consistent with a zoning district intended for high intensity use types. If the city determines that sentiment is accurate, it should strongly consider updating its zoning map to ensure that each neighborhood is accurately zoned based on the long-term intentions for intensity of growth and development in that area.

I look at the process as two-fold, first we need to update the standards and permitted uses for each zoning district to accurately reflect the intensity and density of use that we feel is appropriate for that zoning district in our community. That's what we're doing right now, although I am encouraging a more targeted approach. Second, we may need to review and update the zoning map to ensure that each neighborhood is accurately zoned for its long term intended use. That process must

account for the need to create a greater supply of more diverse housing types, so even though my suggestions may restrict the permitted uses in the R-1 zoning district as compared to the proposed changes, I might also suggest that the city ultimately reduce the amount of R-1 zoned land when reviewing and updating the zoning map. That change could take what might seem to be a major drag on encouraging more diverse housing types (keeping R-1 single-family only) and make it less so. "

- If the housing study was the impetus for the proposed zoning code updates, it seems that continuing to allow single family dwellings in areas zoned commercial or high density residential could hamper the ability to meet desired outcomes (more multi-family housing and targeted areas for higher density).
- We divide our time between our home in Yachats and one in Eugene. As I walk around our Eugene neighborhood, I see cottage clusters and ADU's that fit into the local ambience very well with little impact on their neighbors. Unfortunately, I also see both cottage clusters and ADU's that destroy the privacy and views of their neighbors. I hope that Yachats is small and open enough that the approval process for these new units and their design, after the housing code is revised, will take into consideration the impact of the units on the particular neighborhood and surrounding neighbors.
- "Thank you for allowing this opinion response. I am very much behind the addition of different dwelling types so our nice little community can better accommodate the different housing needs of our diverse citizens. My caveat is that any new regulations codify the ""charm and cuteness"" for which Yachats is known. Good luck on that. We have experience in Lake Oswego which historically was a very similar quant village. LO is now a "village" of side-by-side McMansions. Please don't let this happen in Yachats.

Development always comes down to available land. Housing requires either land on which to build or we go up with mulit-story buildings. What are we willing to give up to achieve this goal?

I think a few easy ""give-up"" are;

1. reduce the R-1 front yard 20' set back. This could possibly free up just enough land for:

- a. expanding an existing residence to retain an expanding family,
- b. "duplexing" (arg..what a word) a residence to incorporate a second home.
- c. the construction of an ADU

d. installing a modular home

2. height restrictions. Town houses are commonly two stories, but also a two story town house over a one story flat is economically viable.

3. parking requirements. I would think that the requirement of not allowing parking in the front yard set back is toast. All the world parks in the front yard driveway. This change would then allow of available land for construction in the body of the parcel."

- "471 Overlook Drive was built last year in a R1 residential area on a single lane gravel road. This house comprises of two dwellings, both have full kitchens with stoves. The second apartment stove was added after the certificate of occupancy was issued. It is in complete violation of the R1 ordinance as it stands. This was brought to the cities attention on several occasions and yet was still allowed. There is no garage and the larger unit has been rented out. Last week four vehicles were parked out front! In the rental listing there was allowance for one vehicle. The rent that was being asked had to be reduced after a month of no interest.

This house was built by an out of state couple as an investment property. At no time during construction, did they engage with any neighbors. We suffered from a year of noise and having our driveway blocked by inconsiderate builders. This build was totally illegal in an R1 zone. It seems the city just turned a blind eye and allowed the build to happen."

- "I applaud the intention to increase opportunities for those who struggle to find attainable housing and hope that the goals of this proposal will do so while also preserving the qualities that drew all of us to live in this unique village. I admit to some ambivalence about the provisions in this proposal. I realize how hard it is for people of modest incomes to afford housing. I have family members and friends who currently need access to housing, and it is almost impossible to find rentals or even affordable houses to buy. Yet I also understand that there is a limit to the amount of land available in this small village, nestled between the vast forest and the even vaster sea. Balancing all of this will take open minds and thoughtful consideration of the concerns of residents.

My understanding is that a community of about 1,000 residents is not required to follow all the mandates included in the presentation provided by Cascadia. I read that the bill states that only communities with populations higher than 10,000 need to allow duplexes on single lots zoned R1, for example. If most of these newer codes are voluntary due to the small size of our city, that should be stated up front. The Cascadia proposal refers to ""Key provisions that are not compliant with state

statute . . .” Question: which of these provisions are mandatory by state statute for a city the size of Yachats? Knowing that will help us assess what is required vs what is desired.

We live on a narrow street that has no room for street parking. I am concerned about the impact of infill housing like ADUs, duplexes, triplexes, quadriplexes, or cottage clusters with respect to parking in R1 zones. Question: will there be restrictions requiring only onsite parking (in driveways within the lots) if infill housing is allowed on narrow streets that have no room for street parking? Yachats already has a lack of adequate parking in many areas.

A major concern revolves around our water supply. According to the Mid-coast Water Planning Partnership, “The only water system currently reporting insufficient supply to meet demand is the City of Yachats. Most other water providers report having sufficient water rights to meet 20 year demands.”
<https://www.midcoastwaterpartners.com/water-uses-and-needs-in-the-mid-coast#:~:text=Smaller%20non%2Dmunicipal%20water%20systems,is%20the%20City%20of%20Yachats.>

A February 19, 2026, Lincoln Chronicle article addressed some of the commendable steps the City of Yachats has taken to ensure adequate water supply, in light of issues with drought. It sounds like the ability to buy water from the Southwest Lincoln Water PUD could alleviate potential shortages of water relative to increasing the number of households in Yachats. However, the cautionary note by Mayor Craig Berdie warrants consideration. The article states:

“Mayor Craig Berdie cautioned that while future water capacity and demand studies show enough water, they are unable to account for variables like climate change or the building of a large hotel, which McClung said account for about half of the city’s water use.”

In today’s April 2026 e-Newsletter from the City of Yachats, Mayor Berdie acknowledged the good news that waterflow studies as well as the current agreements with Southwest Lincoln Watershed District will ensure sufficient water supply for Yachats for the next 15 years. However, he stated, “The long-term outlook is more volatile.” He points to more intense rainfall and earlier, more severe water shortages in the summers as we look to the future. He outlines some options to explore so we don’t “bury our heads in the sand.” Amen. We are fortunate to have his leadership and insights as we consider ways to ensure a more reliable supply of water.

Question: in light of Mayor Berdie's statement regarding the fact that another large hotel would consume half of Yachats' water supply, is there any provision to pause such a development in order to ensure an adequate water supply for decades to come? Should we go more slowly in adding infill housing so we can avoid tripping over our good intentions and sabotaging an adequate water supply for the citizens of Yachats?

The Trump administration has ordered increased logging on federal forest lands, including our beloved Siuslaw National Forest. Will the Southwest Lincoln watersheds be at risk due to timber harvesting? How would landslides, forest fires, etc. impact the Southwest Lincoln water supply, which would directly impact Yachats as well? Is their infrastructure going to be able to continue to carry water over the long term without degradation of pipes? They have identified issues already and are diligently attempting to get ahead of replacing miles of vulnerable pipes.

Question: has the proposal to increase housing of any type included realistic planning for water and sewer needs going forward, taking into account climate change and potential commercial development like hotels? Will these proposals jeopardize our water supply, which is already at risk?

The prospect of allowing ADUs is enticing and could benefit many, such as those who need a "mother-in-law" addition to allow for care of aging residents. As an aging mother, myself, being able to remain in this community as aging accelerates sounds appealing. I am not opposed to ADUs. Even so, I was surprised that the size of an ADU could be as large as 1,000 SF! Question: what is the actual footprint of that 1,000 SF ADU? Wouldn't they need to be two-stories high to allow an ADU to fit on a lot, even if the lot coverage is increased to 40%? Question: has any consideration been given to setting some boundaries regarding the number of ADUs and multiplexes in a given street or neighborhood? Is it conceivable that on a single block we might end up with so many of these expanded footprints that our city's green space and tree coverage in neighborhoods will be adversely impacted? Will noise levels become problematic with such density?

I also found the "cottage cluster" proposal to be even more generous with a limit of four cottages each consisting of 1400 SF (that is more than our own house's SF). Wow. Question: what size of lot do you propose four cottages would fit on? A cottage cluster would be preferable to tall apartment buildings/condos, but we still need to take into consideration how many to allow in a given neighborhood.

Question: with the commendable goal of adding more "attainable" housing in mind, how will access be ensured for those of modest incomes to receive priority for

them? Will they need to apply and be screened for income levels? We need more housing like Fisterra Gardens on Diversity Drive. Question: is there any property the city of Yachats has identified for similar low income housing, or even lower-middle to middle income options? A cluster of cottages with shared common space, community gardens, etc. for those with modest incomes would boost the options for workers who need a place to live in Yachats.

It seems like we have an abundance of short term vacation type rentals and vacation homes in Yachats. Question: is it possible that the provisions intended to add attainable long term housing will be used for more vacation homes and/or short term rentals run by absentee landlords? How can that be averted so that more housing becomes available for residents of Yachats?

The concept of co-housing might be worthy of inclusion in future discussions about how to provide housing density while fostering community for those seeking such an arrangement. However, it seems like that would require a larger parcel of land.

Question: Last but not least, how do we address the needs of those who cannot afford a home at all? The Presbyterian church in Yachats deserves our tremendous gratitude for their service to those in dire distress. As a community leader most familiar with people who find themselves on the streets, the pastor likely has some wisdom for us all as we weigh how to extend greater assistance to those in the greatest need. We have all seen those living on the fringes in old RVs and so forth. Inflation and the current callous disregard among certain politicians for basic human rights adds to the dismal outlook for those struggling to survive.

Thanks to all who have worked so diligently to consider how to go forward as a community that extends welcome to newcomers and listens to the concerns of longtime residents. While the process of writing all of this has helped me think things through, I still wrestle with a desire to be as inclusive as possible to new ideas while also wanting to maintain the sense of tranquility and charm that attracted us to this town. I feel like I am straddling the NIMBY (not in my backyard) with the YIMBY (yes in my backyard) as more of a MIMBY (maybe in my backyard). Just not in my side yard and my front yard. Ha!"

- It all sounds reasonable to me. Thanks so much for all your hard work on this!
- As property owners in Yachats, we support the zoning code changes that increase housing options in all zones, but especially in the R-1 zone which covers most of town. Allowing ADUs, cottage clusters, duplexes and townhomes will allow for smaller and more affordable homes that fit into the residential neighborhood character.

- "I support the goal of creating housing opportunities within Yachats. I recognize that changing code is labor intensive and a complex issue. I am grateful for the work of the many people involved, some of whom are paid to do this work, and many who are volunteering.

However, as currently proposed, I am not in support of the code changes because they:

- Do not ensure affordability
- Do not address the issue of underutilized housing
- Do not adequately define or protect community character
- Enable the possibility of overdevelopment without corresponding infrastructure or policy safeguards
- Open up the possibility of approximately 1,000 more housing units being built

My concerns are outlined below.

1. There is No Clear Mechanism to Ensure Affordability

The proposal repeatedly references “ensuring affordability” and “creating an environment” for housing that meets the needs of local residents. However:

- There are no binding requirements for affordability
- There are no requirements for income-restricted units
- There are no guarantees that new housing will be accessible to the local workforce
- Without enforceable provisions, increased density may simply result in:
 - More second homes
 - More vacation properties
 - Higher land values and rising prices

Request: Specify what legal tools will be used to ensure affordability, such as:

- Deed-restricted affordable housing
- Inclusionary zoning requirements
- Incentives tied explicitly to affordability outcomes

2. The Issue of Underutilized Housing is perpetuated

According to the City’s own Housing Needs Assessment:

- In 2020, Yachats had 783 housing units, of which only 330 were occupied

- 58% (453 units) were seasonal, vacant, or for sale
- This indicates that the primary issue is not simply a lack of housing supply, but rather underutilization of existing housing stock.

Yet the proposed code changes focus almost entirely on increasing housing capacity and density, without addressing this problem:

What will prevent newly built units from also becoming vacant, seasonal, or unaffordable?

If even a portion of the existing 453 underutilized units were converted to full-time occupancy, the projected need for 271 additional units over 20 years could largely be met.

Additionally, the proposal appears to continue emphasizing single-family development, despite identifying its predominance as an imbalance and a problem.

3. Risk to Community Character Due to Vague and Unenforceable Standards

The proposal emphasizes preserving “community character,” yet this term is not clearly defined in enforceable ways.

Concerns include:

- Size of ADU’s (maximum size is 1,000 sq. ft.) Many properties would have no land at all were they to build an ADU and they would be potentially mere feet away from neighbors
- 30 ft. building height - given how close and dense housing could become, units could be towering over neighbors
- Reduced setbacks and reduced lot size requirements to build - compounds problems of above
- Potential loss of sight lines and open space - this seems critical to preserving the character of Yachats yet it would almost certainly be significantly negatively impacted by these proposed code changes
- Reduced parking space requirements leading to more on street parking and less safety for pedestrians and motorists, as well as reducing aesthetics of the environment
- Without clear, measurable standards, “preserving character” becomes subjective and unenforceable.

Request: Define “community character” in concrete terms, including:

- Building scale and massing limits

- View corridor protections
- Open space and vegetation standards

4. Projected Housing Growth Appears Disproportionate to Population Needs

The City projects:

- 209 new residents over 20 years
- A need for 271 new housing units.

In other words, even if the proposed housing units were occupied by one person, only, there would still be 62 empty units. I was told at the meeting on 4/2 that the reason for estimating a need for 271 housing units is that the current 60% vacancy rate of existing housing is being used to model the number of units needed in the future. So this plan allows for many more housing units with the assumption that 60% of all new housing will be vacant or under-utilized.

Request: Create policy that ensures that new housing will be utilized rather than built and left vacant or significantly underutilized.

5. Infrastructure Impacts Are Not Addressed

Increased density has direct implications for:

- Water and sewer capacity
- Parking availability and safety
- Traffic flow
- Noise and light pollution (particularly relevant given Yachats' designation as a Bird City)

Question: What safeguards exist to prevent cumulative overdevelopment that exceeds infrastructure capacity and alters neighborhood character? Creating code based on the notion that most people won't use it, thus it's workable, makes no sense to me. What if the uptake is much greater? There are no safeguards.

6. Short-Term Rentals and Vacancy Pressures

The City acknowledges that second homes and short-term rentals contribute to housing pressures.

Maintaining the current STR cap while more units are built helps shift the balance towards housing for those who wish to live in Yachats. However, the proposal says that number may be reviewed in the future.

Request:

- Define an ideal balance between full-time residents, STRs, and seasonal use
- Consider tools such as a vacancy tax to incentivize full-time occupancy
- Create a formula that determines maximum number of STR's relative to percent of full time occupancy in order to create whatever is considered the best balance between those housing uses

7. Need for Focus on Implementation Tools, Not Just Zoning Changes

The proposal itself acknowledges that affordability depends on:

- Public funding
- Partnerships
- Strategic investment
- However, these tools are deferred to a future Housing Implementation Plan.

Concern: Zoning changes without concurrent implementation tools may increase capacity without achieving affordability and negatively impacting community character and livability.

I encourage the City to:

- Prioritize policies that bring existing housing into full-time use
- Include enforceable affordability requirements
- Clearly define and protect community character

Thank you for the opportunity to provide input on this important issue.

Lauren"

- "I would support a zoning change for the R-1 lots in town (the majority of the nearly 80 acres available in the UBG) allowing multiple units. I therefore support the Code Change which adds one unit to each R-1 lot. However, I think at least two parking spots should be allowed per lot (this may require a smaller footprint on the lot).

I support opportunities for a more diverse population.

A need for 271 new units over the next 20 years does not sound like all that many. I'm pleased to see the city is encouraging public participation. From those I speak with, change is hard and the need to maintain our cultural atmosphere is important."

Attachment C

Cascadia Partners | April 8, 2026

YACHATS HOUSING-RELATED CODE UPDATE | FREQUENTLY ASKED QUESTIONS

General Project Questions

1. What is the Housing-Related Code Update?

The City is updating its [Zoning and Land Use code](#) to allow for more housing options. The code update is guided by the recent [Housing Needs Analysis](#) and [Housing Implementation Plan](#). This project is designed to allow a variety of new housing types to be built and to make housing more available and affordable for people living in Yachats now and in the future.

2. Why is the City updating its code?

The Housing Needs Analysis shows that Yachats needs more apartments, townhomes, and accessory dwellings, along with detached single-unit homes, to support future growth and provide a range of housing options for the entire community and its workforce. It also highlights a lack of land for new multi-unit housing under the current code. The code update is focused on solutions to accommodate needed housing within the Urban Growth Boundary. It will also bring the city into compliance with state rules related to allowed housing types, development standards, permitting, and land divisions. The City has received state grant funding to support this work.

3. What is the timeline for this project?

The project kicked off in November 2024. The City anticipates adopting code amendments by the summer of 2026.

4. How is community feedback being used to shape the code amendments?

Cascadia Partners, the urban planning consultant team that was hired for this project, has been working collaboratively with a project management team and advisory committee—including City staff, residents, and representatives from the Planning Commission and Council—to make sure that the code amendments are “right-sized” for Yachats and responsive to community goals and values. Three work sessions with the Planning Commission and Council and two rounds of dedicated public engagement in fall of 2025 and spring of 2026 have informed the code amendments in progress.

There are a number of changes to the “public review draft” of the amendments that are currently underway as a direct result of the feedback that has been provided on the draft. These changes will be highlighted as the code is finalized in the coming weeks, leading to adoption in early summer. The upcoming adoption process will include public hearings of the Planning Commission and City Council. Interested parties are encouraged to [watch the City’s website](#) for key dates and materials related to the adoption process.

Housing Affordability Questions

5. What is the meaning of “workforce housing” and how is workforce housing different from “missing middle housing”?

“Workforce housing” and “missing middle housing” are closely related but not identical concepts. Workforce housing refers to the **income range** of the households being served, while missing middle refers to the **housing types** (accessory dwellings, plexes, townhouses, cottage clusters, and small multi-unit) that can help fill that gap. The two concepts are often discussed together because middle housing types are generally seen as the most viable market-rate mechanism for producing housing affordable to the 60–120% Area Median Income (AMI) workforce range without deep public subsidy.

6. Even if these new code changes allow “missing middle housing,” how can you assure the community that new housing will be occupied by, and affordable to, local workers? What will prevent newly built units from becoming vacant, seasonal, or unaffordable?

The code amendments are **land use regulations** governing what can be built, where, and at what scale. They can remove barriers to housing production in Yachats by allowing more housing types in more zones. This is the first step in the process of creating a wider range of needed housing in Yachats, which is the focus of the Housing-Related Code Update project.

Following the implementation of regulatory changes, subsequent policy work will be needed to ensure greater affordability of housing in Yachats.

Some policy tools the city might explore for that purpose include (but are not limited to):

- Maintaining limits on short-term rentals
- Incentives like density bonuses, property tax abatements, and/or reduced development fees tied explicitly to deed-restricted affordability outcomes
- Updating the methodology for system development charges (SDC) and considering scaling based on square footage or number of bedrooms
- Exploring the viability of a [Vacant property tax](#)

Code-Specific Questions

7. Are there standards included for design, size, and height of Accessory Dwelling Units (ADUs) as part of the code amendments?

The amendments do not include dedicated design standards for ADUs (e.g., entry orientation, window coverage, facade requirements) the way they do for middle housing types like triplexes, quadplexes, townhouses, and cottage clusters. ADUs must generally meet the same siting standards as detached single-unit dwellings, with two notable exceptions:

- ADUs accessed from an alley may be located within 5 feet of the lot line abutting the alley
- Detached ADUs that do not exceed 12 feet in height may be located within 5 feet of a side or rear lot line (excluding street lot lines other than alleys)

The maximum floor area for an ADU is 1,000 square feet, with an exception included that the maximum floor area standard does not apply when an entire floor of a primary dwelling (e.g., a basement) is converted to an ADU and the primary dwelling has been on the site for at least 5 years.

8. If ADUs and additional units are built, will there be any yards left? Will these additional units be right next to neighbors?

While the proposed code amendments include increases to allowable lot coverage to accommodate additional units on existing properties, they largely maintain existing yard requirements (“setbacks”) to prevent new units being “mere feet away” from neighbors. In the R-1 zone, no changes to setbacks are being proposed. In the R-2 zone, only the street side yard will receive a reduction (10 feet proposed). In the R-3 and R-4 zones, the proposed reductions to setbacks impact the front and street side yards only. Only ADUs that are no taller than 12 feet (similar in height to a garden shed or detached garage) are allowed within 5 feet of a lot line.

9. The draft code allows both attached and detached forms of duplexes. What is the difference between a detached duplex and an ADU?

The key distinguishing characteristics between the two are:

Relationship to a primary dwelling:

- An ADU is definitionally subordinate to and accessory to a primary (single-unit) dwelling – it exists in connection with that primary unit

- A duplex treats both units as equals – neither is "primary" or "accessory" to the other; they are two equal dwelling units

A duplex can be further divided through a middle housing land division (MHL) into two separately owned child lots. An ADU cannot be separately owned from the primary dwelling through an MHL.

Parking differs: a duplex requires 3 total spaces (1.5 spaces per unit). An ADU requires 1 space (with an on-street credit option)

Configuration trigger

- The duplex definition in the draft code update says "any configuration," which on its face could include two detached units on a single lot. However, a detached second unit on a lot with an existing single-unit dwelling may also meet the ADU definition.
- The draft addresses this overlap somewhat by noting: "*In instances where a development can meet the definition of more than one housing type, the applicant shall specify the housing type on the development application.*"

10. Will the code changes eliminate the allowance for detached single-unit housing in Yachats?

No, the code changes preserve existing housing allowances and also add some new allowances. The one exception is in the C-1 (Commercial) zone, where a minimum residential density of 10 units per acre is being proposed. Based on feedback received on the public review draft, extending a minimum density limit to the R-3 and R-4 zones is also being considered. Detached single-unit housing is still allowed in these areas, but it would need to be developed on a lot less than or equal to 4,356 square feet to meet minimum density requirements.

11. Even if the code is changed to allow new types of housing in residential areas, many of these areas in Yachats are subject to covenants, conditions, and restrictions (CC&Rs) that only allow detached single-unit housing. Will these new types of housing be allowed on properties subject to CC&Rs?

Per Oregon [House Bill 2138](#), which was passed in the 2025 legislative session, HOA documents, deed restrictions, subdivision CC&Rs, and other recorded instruments that have historically prohibited duplexes, triplexes, cottage clusters, townhouses, or other middle housing types within urban growth boundaries will be legally void as of January 1, 2027.

After that date, a property owner cannot be prevented by restrictive covenants from building middle and multi-unit housing if those housing types are otherwise permitted under the applicable local zoning. The bill explicitly frames this as a state policy matter related to

affirmatively furthering fair housing and housing availability, which is the legal basis for overriding what would otherwise be enforceable private contracts.

12. What research supports the idea that uptake of the options to add ADUs and higher density housing units would likely be low? How will these changes impact property values in Yachats?

[The research](#) is fairly consistent: regulatory reform increases middle housing and [ADU production](#), often dramatically in larger urban markets. However, production gains have been concentrated in larger cities with established homeowner interest and construction capacity. A few findings from the research are worth highlighting for a small coastal community like Yachats:

- Uptake is highly variable and market-dependent. The same regulatory reform produces dramatically different results depending on local construction capacity, land costs, developer interest, and financing availability. Small coastal communities with high land costs and limited local builder ecosystems face additional barriers to development even after changing regulations.
- Zoning reform is necessary but not sufficient. [Harvard JCHS research](#) indicates that without streamlined permitting, reduced fees, financing tools for small-scale infill builders, and pre-approved plan sets, middle housing reforms on their own tend to be minimally impactful in smaller markets.
- System development charges (SDCs) are a major barrier in small cities. This [Sightline analysis](#) identifies SDCs as one of the biggest factors explaining why Portland outperformed other Oregon cities in uptake of new housing options. Portland waived or reduced SDCs for middle housing and ADUs. Small cities that maintain high flat-rate SDCs will see much lower uptake.
- Property values tends to increase when ADUs are allowed in residential neighborhoods. Research indicates that the [growth of median appraised property values](#) was much stronger for properties with ADUs as compared to those without ADUs in California.
- No research has been published yet that specifically looks at how much new housing has actually been built in small Oregon coastal communities following code changes like these. Until more time passes and studies are conducted, it is not possible to draw firm conclusions about how much uptake to expect in Yachats. Peer communities that have made similar code changes in recent years—including Rockaway Beach, Bandon, Nehalem, Lincoln City, Florence, and Newport—could provide useful comparisons, but that data has not yet been collected or analyzed.

**COMMENTS FOR CONSIDERATION & DISCUSSION
CASCADIA PARTNERS PROPOSED YMC TITLE 9 CHANGES
Dated March 11, 2026**

To: Yachats Planning Commission
Marc Sakamoto, Chair

From: Loren Dickinson
Planning Commission

Subject: Individual proposed changes to YMC Title 9, by Cascadia Partners dated March 11, 2026.

DISCUSSION:

9.04,030 Definitions.

Suggest to add definition for “Accessory Structure” (refer to 9.52.025)

Question: Why is “Single Room Occupancy” stipulated to “no fewer than four”? Therefore, that would mean 4 to 6. What happens if an owner has only 1 to 3 rooms – appears to not be allowed or regulated. Should be regulated due to parking issues.

9.12 R1 Zone:

9.12.020 Permitted Uses, F, G and H, the inclusion of duplex, cottage clusters and townhouse projects within the R1 Zone: At least one zone (R1) should be reserved for single-family homes only. Multiple family structures are detrimental to the reasons property owners acquire and build single family homes. With the parking reductions proposed, overflow parking will likely occur on adjacent streets, which in the Yachats Community are more often than not inadequate to accommodate on-street parking. Increased traffic with respect to normal single family areas. Additional populations of multiple family structures may interfere with single family expectations of privacy and quiet.

One ADU shall be permitted.

9.12.040 Standards: Revise A1 through A3, B2 and D. so as not to include multi-family uses.

9.28 C1 Zone:

9.28.010 Permitted Uses: Still allows single-family residences – should that not be permitted in order to promote higher density? If single-family residences were not to be allowed in the C1 zone, no ADU’s would be permitted.

9.28.030 Standards, A: Lot coverage of 100% does not take required parking into account. Does this not force parking to already insufficient on-street parking?

9.48 Parking:

9.48 A1.b, Parking for duplex: Should this not remain at 4 parking spaces, as a duplex is more likely to be occupied by working families with two employed – the likelihood of four cars is quite high and the availability of adjacent on-street parking is highly unlikely.

9.48 A1. I: Parking for Single Room Occupancy: Single Room Occupancy is required by law in all zones. For the R1 zone “up to 6” SRO’s are permitted, and it is highly probable that each occupied room would have one vehicle, a reduction in the required parking would result in the need for on-street parking. Most current R1 properties do not have adjacent streets with paved lanes that would accommodate on-street parking. I recommend that in the R1 zone one parking space for each SRO be required. Reductiuon on parking requirements in other zones may be appropriate, Discussion needed.

9.48 B, credit for ADU’s:

Should it not be “may” instead of “shall” whether they are counted or not?

Recommend adding the requirement that the on-street be striped as B.5.

9.50 Residential Design Standards:

In general, I agree with implementation of residential design standards. They would increase the aesthetic quality of the Yachats Community. The community has seen what can be constructed without standards. Whether each and every proposed standard is appropriate should be reviewed and discussed individually.

9.50.050 H, Screening from arterials: This clause is inappropriate as Yachats does not have any four-lane arterials. Perhaps language could be modified to be appropriate for screening from Hwy 101.

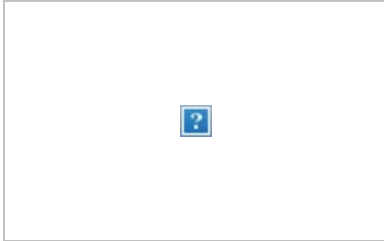
9.56.020 Standards: Why do clauses C., D. and E. exclude “middle housing”?

9.56.030 F. Pedestrians: Should there not be as notation that all pedestrian facilities must conform to all applicable local, State and National requirements, and the Americans With Disabilities Act?

From: [Bobbi Price](#)
To: [Mark Green](#); [Mayor](#); [Nicole Hedlund](#); [Catherine](#); [Mary Ellen O'Shaughnessey](#); [Barry - Yachats city council](#)
Cc: [Kimmie Jackson](#)
Subject: Re: Yachats housing code proposed changes
Date: Thursday, April 2, 2026 11:29:37 AM

Hi Mark,

Thank you for sending your comments. I will ensure that this is included in our upcoming Council/Planning Commission meeting on April 15th as correspondence.



Bobbi Price

City Manager, City of Yachats
Phone: 541-547-3565 ext. 102
citymanager@yachatsmail.org
501 Highway 101 N
PO Box 345
Yachats, OR 97498
www.yachatsoregon.org

From: Mark Green <mark.cgreen@gmail.com>
Sent: Thursday, April 2, 2026 10:18 AM
To: Mayor <Mayor@YachatsMail.org>; Nicole Hedlund <nicole@YachatsMail.org>; Catherine <catherine@YachatsMail.org>; Mary Ellen O'Shaughnessey <MaryEllen@YachatsMail.org>; Barry - Yachats city council <barry@YachatsMail.org>
Cc: Bobbi Price <citymanager@YachatsMail.org>
Subject: Yachats housing code proposed changes

Dear Yachats City Council members.

Below are some brief comments, questions and concerns I have regarding proposed changes to the Yachats housing codes.

Comments on Proposed changes to Yachats housing code

Mark Green

1120 Saki Lane

Yachats, OR 97498

After looking at numerous locations on the Oregon Coast my spouse and I chose Yachats to retire to. I am concerned that the proposed code changes will adversely affect my enjoyment of Yachats.

A major “selling point” of the proposed changes argues that more “workforce housing” will be available. However, the material and analysis presented to date do not make a strong argument for this. The examples showing increased affordability are for teachers (assumed \$51,000/year), police officers (\$77,000/year) and Judges ((\$174,000/year). What are not presented are most representative examples of our workforce, such as restaurant workers, room cleaners, etc.). These employees have far lower incomes than the examples given.

Will allowing duplexes in areas currently zoned for one dwelling really help these workers, or will this enable more second homes for residents of the Willamette Valley and other areas to escape the increasing heat due to climate change? Who will build the duplexes? Probably builder/developers who would then market the units to out of area people for second homes. It is unlikely that local workers would be able to compete for these duplexes.

I would support other types of housing that truly would help local workers afford housing in Yachats, if they desire it. Has anyone polled local workers to see what they want and can afford? As there are no schools in Yachats, only expensive groceries, and few other services, they may not choose to live here even if they could afford housing here.

Another concern I have is pedestrian safety. I typically walk a few miles per day in Yachats. Most streets do not have sidewalks so walking in the street is necessary. With the proposed increased housing density we can expect increased traffic on our roads, subjecting walkers to more risk.

What will be the impact of the changes on total population? It seems logical that increased density would allow for greater population. Greater population would require greater water supplies which have been marginal in late summer and early autumn. It has been projected that with an agreement with the Southwest Lincoln Peoples Utility District, Yachats will have ample water for the next 20 years or so. However the projections did not account for the projected effects of climate change on water supply and water demand. This would exacerbate the effects from any zoning related population growth.

Before I can be satisfied with the proposed changes, I would like to see a more convincing analysis of the impact of the changes on workforce affordability, pedestrian safety and water availability.

Thank you for your attention.

Mark Green

April 1, 2026

To: Marc Sakamoto, Chair Yachats Planning Commission
Bobbi Price, Yachats City Manager
Katherine Guenther, Yachats City Planner

CC: Planning Commission Housing Advisory Committee

From: Jacqueline Danos, Resident, P.O. Box 161

Re: Yachats Housing Related Code Update

After several years of work with Cascadia Partners on the City of Yachats' housing needs it is good to see some movement towards revising the City's Municipal Code to allow and encourage the needed housing options. I would like to take this time to respond to both the DRAFT amendments as well as the memo submitted by Steven Chase.

As a former Planning Commissioner who worked closely on the two previous housing grants I believed when I resigned from the Commission that the next phase, the code revisions, would follow the recommendations brought forward in the Housing Implementation Plan. Unfortunately, that does not always seem to be the case. I believe that the Planning Commission should review the language and scope of the DRAFT proposal again before it is submitted to the City Council.

Mr. Chase's assessments are very well written and in my opinion touch on important elements that should have been discussed and included in the code revisions. His summary points 2 and 3 in particular; the rezoning of lower density properties to higher density and the need to prohibit single dwelling units in R3, R4 and C1. As he mentions these were recommendations in the Housing Implementation Plan and it is good to see that a minimum density requirement has been included for the C1 properties. The limited number of properties zoned for commercial and higher density left undeveloped make removing the allowance of single dwelling units on these properties imperative. Realizing that the contract with Cascadia Partners is nearing completion a re-mapping of the City's zoning code to upzone sections of R1 to higher density might necessitate, immediately following acceptance of the revised code, moving into a Phase 2 of revision work.

Reviewing beyond Mr. Chase's memo there are several other areas where I believe the DRAFT changes do not move the needle far enough to see the needed variety of housing built in Yachats. Yachats has a very limited number of properties available for development and what is available is at a higher premium than most properties in Lincoln County. The ability to increase density makes it more economically feasible for development.

Following are a few additional points where I see the possibility of creating a code that can be more economically viable while maintaining the look and feel of a small coastal community which residents and tourists appreciate.

Lot Size

Clarification is needed when calculating the required minimum lot areas in all zones.

During the previous grants an estimate of developable land was done. At that time I questioned the figure and still do. I believe given the limited easily developed lands perhaps lowering the R1 and R2 minimum lot areas below the stated 7000 and 6000 square feet might be in order. Many coastal communities have a 5000 square foot lot area minimum.

ADU

ADUs have been shown to be the first easily accessible step towards increasing housing availability through a gentle densification. The new code revises allowing an ADU on all residential properties, but the allowance needs clarification.

R2 Zone, as written, allows a duplex or triplex. An ADU is only allowed as one accessory dwelling unit per legal detached single-unit dwelling. Does this mean that if a duplex or triplex is attached no ADU is allowed but if they are detached each single unit is allowed an additional ADU?

R3 and R4 Zones have a similar issue, and there is no mention for C1 zoned properties. Currently there are many single dwelling units built on commercially zoned properties. Can those properties add an ADU?

Height

There has been no change to the 30' height allowance throughout the city. Currently, CC&Rs in place across much of the community have kept homes under the 30' allowance. In R1 and R2 zoned areas building out rather than up allows the community to densify without being overshadowed by height. Lowering the allowable height to 24', in specified R1 and R2 zoned areas, while expanding the allowed footprint of homes would help maintain the smaller feel of the city while still increasing density.

Setbacks

Similarly the front yard setbacks have not been revised for R1 and R2, they remain 20'. Requiring a 20' front setback takes away not only from the ability to add an ADU but also continues the disconnect between the common areas such as sidewalks from homes. Visually moving the front entryway of homes closer, with a 10' front setback, creates a more pedestrian friendly and visually appealing atmosphere while opening needed space for the new allowances such as ADUs. Currently many homes have no ability to add an ADU because of existing structures and setbacks, but they could if the front setback was lowered to 10'. And by allowing a 10' front setback for R1 and R2 properties as density increases there will be more of a visual connection between those and the R3 and R4 developed properties where a 10' setback is allowed.

I did not see any recommendation for a front porch to be allowed within 8' of the front property line such as the city of Ashland allows. This too would create a more visually inviting atmosphere within the community.

Design Standards

The fact that R1 and R2 zones are inherently different than zones meant for multi-family housing the parking design is understandable, but the design standards for R3, R4 and C1 should be different. The revised standards do not take into consideration the desire expressed in the current Comprehensive Plan to have parking situated in the rear of properties. We have examples of where this has created discord within the architectural look of the community. Allowing parking in the front, with driveways that cross sidewalks, thereby hindering pedestrian traffic, takes away from what is trying to be saved in terms of visual appeal, economic vibrancy, and pedestrian safety.

No design standards are mentioned for the C1 properties. This is a major concern for the feel and look of the city. Updating the code to allow mixed-use by right on commercial properties makes this a housing as well as a commercial issue. Also, the ability to occupy 100% of the lot overwhelms the neighboring properties and takes away from the desired small community feel.

The code does not seem clear about configuration of commercial properties. Can they have multiple buildings, some of which would be housing and some commercial space? Allowing a mix of types would help avoid a large box of two stories of housing over a commercial first floor while also allowing for the potential of community shared space.

Alleys are included in the new code referencing parking, but Yachats does not have, nor ever will have, alleys. This seems to be superfluous, confusing and unnecessary.

Administrative Approval

The revised code allows for Administrative Approval for sub-divisions, partitions, and non-conforming uses. I believe in a community such as Yachats these continue to need to go before the Planning Commission for review before approval.

In summary, Yachats is a well-loved small coastal city which prides itself on its environmental leanings and for its calls for social equity. Higher density developments create opportunity for more people to afford to live here through the development of smaller homes and options for a variety of housing choices which opens older homes to new owners or renters. Environmentally, increased density also does the following:

- Preserves undeveloped land elsewhere by accommodating growth in existing urban footprints
- Reduces overall energy consumption through shared walls/heating/cooling
- Decreases per capita carbon emissions through reduced car dependency
- Enables more efficient delivery of services and infrastructure
- Can incorporate green design elements including rooftop gardens, green spaces, and sustainable transportation
- Since most water usage in residential homes is used outdoors properties with less garden space use less water.

Providing housing in existing urbanized areas is one of the most effective strategies for combating climate change and creating more diverse, equitable and economically resilient communities.

The work that Yachats and Cascadia Partners have done together over the last several years has been well done, well received, and important. The toughest part of this work comes now with the code revisions that will enable the changes needed. Unfortunately, in my opinion, the current DRAFT proposal does not adequately move us towards better housing equity.

Respectfully submitted.

Jacqueline Danos

MEMO Yachats Housing Related Code Recommendations

TO: Marc Sakamoto, Chairperson, Yachats Planning Commission, Planning Commission members, City Council

CC: Kimmie Jackson, City Clerk

FROM Jolene Gosselin, Planning Commission Member

DATE: March 31, 2026

I joined the Planning Commission (PC) because I understood a need and a desire to provide workforce housing, i.e., what I thought as “affordable housing”. Part of the job as a PC member is to listen to the community. The following are concerns brought to my attention in regard to the draft housing related code recommendations and its potential (dis)connect to workforce housing needs.

What is the goal here?

There is a “thought” that more housing will translate to more affordable housing but in tourist cities across America that has not proven to be the case there is just more tourist related housing or second homes. At one point affordable housing (for workers) was considered an issue to flush out but there's no discussion at the PC to increase affordable housing, the proposed code revisions provide incentives to increase the status quo housing including for tourism. See relevant article in the San Francisco Chronicle March 29, 2026 ‘This Tahoe town is losing the fight against ‘mushroom homes’, Read in San Francisco Chronicle: <https://apple.news/AuF-cWNf7TPuuX9GbJs7Gdw>.

In order to provide affordable housing incentives and regulations would be needed. The Housing Needs Analysis and subsequent Housing Implementation Plan, identify a need for housing diversity. We have zoning in place that if regulated could go a long way toward housing diversity but somewhere along the line the city allowed R1 in all zones. We have R1, R2, R3, R4 and C1. To my knowledge no discussion has transpired to simply enforcing what is zoned. The basic issue is Yachats allows any lot to be an R1, a single family residence. Steve Chase, Planning Commission member wrote a analysis dated March 16, 2026, to the City identifying conflicts and missed opportunities in the housing documents so I am not going to rehash that discussion here but focus on community voices.

The recommendations proposed for code changes include options to diversify housing types by what the consultants are calling “gentle” upsizing in all zones still allowing R1 in all zones except C1.

Concerns expressed by community members include the unintended consequence of not doing what's necessary and instead “gently” affecting full time residences who live in Yachats specifically in R1 zoning.

Yachats like many tourist communities has an abundance of homes they just are not occupied, 9+ months of the year, 65% of the homes in our community are second homes. Solutions could include de-incentivize (charge) second homes to help build

“affordable” housing. We do know that many areas of the city are encumbered with CCR’s, HOA’s and Deed restrictions that will not allow increase density. There are areas of Yachats that are already higher density than code allows today, i.e., the cottage clusters and smaller lots surrounding the city core that could be codified allowing infill following neighboring standards.

Horizon Hill has two issues that limit increasing density that should be well thought out. First off is the road system, it’s a steep grade, narrow lane width, one way in and out for vehicular traffic most of the year and no on street parking. These are real concerns especially during an emergency. And secondly, the steep hillside is prone to landslides. Seems wise to keep as much vegetation as possible and not to increase lot coverage.

Developing ADU design standards for size and height will be worth the effort. Additionally, will we propose incentives to restrict some ADU’s to affordable housing stock? There is no information on how many ADU’s already exist in Yachats. We know that duplex’s and ADU’s exist throughout the city, built in the past and surprisingly being built today even though they are not “allowed”. What we don’t have is the actual numbers. Community members state that duplex’s and ADU’s were built in the past year and at least one built in the last year now has a sign as a short term vacation rental.

It appears R1, single family lots will take the burden of “gently” increasing density by allowing ADU and proposed yard setback reductions with increased lot coverage, while R3 and R4 which are designated for higher density can still be a single family home on a larger lot. **Allowing ADU’s within existing setbacks and lot coverage allowance for R1 lots while designating higher density zoning for R2, R3 and R4 with reduced lot coverage may be a more appropriate path.**

Homes construction in Yachats unless CCR’s, HOA’s, or Deed restricted can be constructed 30 ft in height. Codifying lower building heights would have real positive impacts on properties. Seems logical to promote an ocean view on as many properties as possible. As a coastal community Yachats could restrict building height at the waters edge including new homes and ADU’s. As well, current code changes for nuisance vegetation on lots is in the works why not include restrictions on vegetation (tree) height retaining views.

On a related issue the PC had discussions recently in regard to domestic water capacity and how that relates to increased population and climate change. Community members have questioned PC members repeatedly on water security and increasing population due to our higher than average cost of domestic water. The PC heard from Public Works and Mark Green, PhD Research Professor in Atmospheric Science and local resident (his research papers were submitted to the city, April & March 2026). The city purports that with the interconnect with Southwest Lincoln County Water PUD we are now “water secure” for the foreseeable future. The scientist brought reports showing increased water due to climate change that may not be sustainable. Public works maintains that if there ever was a problem we could build a desalination plant. Droughts

do not have borders so if Yachats is in trouble water wise most likely other communities will be in a similar situation. Undoubtedly, we should be vigilant in seeking water supplies as Increased population, drought and climate change will cause water supply issues.

Bottom line, for many residents the proposed changes provide no actual affordable workforce housing and indeed appear to negatively impact many residents. Additionally, It's important to provide data to support assumptions to thwart unintended consequences of code changes which is missing in the submitted documents. My hope is there will be working groups and discussions regarding the above issues identified. It's definitely a challenge as full-time residents want a livable city, businesses need year around commerce and workforce housing and the City needs tourism dollars. Residents, businesses and the city have created a unique, quirky and much sought after place in the world, let's do the work necessary to keep it that way.