1. 9:30 A.M. City Council Agenda

   Documents:

   2019-09-04 Cc_Ws_Agenda .Pdf

2. Meeting Materials

   Documents:

   2019-09-04 TSP Memo.pdf
   2019-88 RES Utility Rate Study.pdf
   ADU Response.pdf
   Memo To CC Re Lincoln County Housing Report Recommnedations.pdf
   ORD 360 Sign Code Update 2019-09-04.Pdf
   2019-08-28 Vacation Rental License List.pdf

CITY OF YACHATS

CITY COUNCIL WORK SESSION & REGULAR COUNCIL MEETING

441 Hwy 101 N., Yachats Commons, Room 1, Yachats OR

Wednesday, September 4, 2019 at 9:30am

WORK SESSION AGENDA

I. CALL MEETING TO ORDER
II. WORK SESSION DISCUSSION TOPICS
   A. Vacation Rentals – home shares, events, waiting list, cap number, license fee structure, liability insurance
   B. Transportation System Study

REGULAR COUNCIL MEETING

I. Announcements, Correspondence and Proclamations
II. Public Comment: **Topics not listed on the agenda**: 5-minute limitation per person
III. Consent Agenda
IV. New Business
   A. Review of Planner Recommendations on Housing Code Changes
   B. Discussion of Council Evening Meetings

V. Public Hearing
   A. Ordinance: Sign Code Update

VI. Other Business
   A. From Mayor
   B. From Council
   C. From Staff

The work session and regular council meeting are open to the public and interested citizens are invited to attend. 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. Public meeting minutes are available for review at City Hall. The meeting place is 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.

In accordance with ORS 192.630, City of Yachats will make a good faith effort to provide accommodations for any person desiring to attend a public meeting, if the request is made at least 48 hours in advance of the meeting time. The meeting room is physically accessible to persons with mobility devices; a sign language or foreign language interpreter may be available, with advance notice. Call City Hall at 541-547-3565 or Oregon Relay 1-800-735-2900 (TDD) two days in advance. Posted August 28, 2019

Yachats City Council Vision

Our village is a place where natural resources are valued and protected, where diversity is celebrated, and where a vibrant economy and sense of community pride create and recreate a living spirit. Yachats cares not just for its citizens' basic needs but also supports them in their efforts to excel mentally, physically, artistically, and spiritually. It is a community with an enduring sense of itself.

DATE: August 9, 2019

TO: W. John Moore, Mayor
Yachats City Council

FROM: Shannon Beaucaire, City Manager

SUBJECT: Transportation System Plan

In June 2019, the Yachats City Council approved moving forward with pursuing a grant from ODOT for a Transportation System Plan.

I've included information from the 2019 Grant Process, as well as, included the memorandum provided in June by the Council of Governments (COG). As noted in the memorandum, COG staff reached out to the Region 2 Transportation Planner for ODOT's Grant Program. ODOT suggested that foundational work be done prior to the application submission to better develop the communities vision for the city's transportation system.

The memorandum outlines public participation activities to develop this vision. It also includes an estimated number of hours. The City has an intergovernmental agreement with the COG for Planning Services. The rates outlined in the Agreement at $79/hour for planners and $98/hour for the Directors time. The memo also outlines additional potential funding sources to leverage city funding.

I am requesting direction on how to proceed over the next few month prior to the grant application submittal. Does Council wish to proceed in developing and refining a community vision as described in the memo to strengthen our application? If so, which or all of the public participation process do you wish to have completed?

OREGON CASCADES WEST
Council of Governments

1400 Queen Ave SE • Suite 201 • Albany, OR 97322
(541) 967-8720 • FAX (541) 967-6123

MEMORANDUM

DATE: June 25th, 2019

TO: Shannon Beaucaire, City of Yachats, City Manager

FROM: Dana Nichols, Oregon Cascades West Council of Governments

RE: **Community Survey**

Background

Oregon Cascades West Council of Governments ("OCWCOG") Staff has been working with the City of Yachats ("City") to develop projects in multiple arenas: municipal code updates, transportation planning, and parks and signage. After discussion on how best to move forward with the multitude of projects, OCWCOG and members of the City convened a phone call regarding an idea to look more holistically at the community and develop a Transportation System Plan using funds procured from the Transportation and Growth Management Program (through the Oregon Department of Transportation and the Department of Land Conservation and Development). Since the application process just passed, funds for this project will not be available again until May 2020. The TGM grant is also a competitive statewide process that is generally only able to fund about a third of applicant projects each year.

OCWCOG Staff reached out to David Helton, Region 2 Transportation Planner for ODOT's TGM program to learn more about the TGM application process and how best the City can move forward in preparation of an application. Helton's suggestion was to perform some foundational work in the next 10 months before the application is due to better develop the city's vision for their transportation system. A community survey was proposed that would essentially answer the question: What are the real issues in the community that the TSP will address?

OCWCOG proposes that the next 10 months could be best used to develop a community vision through a community survey and strategic plan. *Yachats 2020* was a strategic plan developed by the community in 1999. While many of the values remain, the path to achieve this vision is unclear and specific projects are not addressed. A community survey and strategic plan may assist the city in not only procuring funding for a Transportation System Plan, but also help guide future decisions and planning. The City Council may wish to use this survey as a way to gauge community interest in various planning processes, and also help prioritize projects in the future.

A robust public participation process will be needed to best develop the vision. While the City may opt to just do a community survey, a better approach would be to try to reach out to all members of the community, not just those who commonly participate in the local government process. The following provides a list of recommended tasks to be completed over the next 10 months, and also an estimated range of hours it might take to accomplish. The end of this memo also provides some other funding sources that may be explored to leverage city funding.

Public Participation Process

While, OCWCOG staff recommends a more robust public participation process, a menu of options has been provided for you below to describe some of the tasks that could be part of a community survey and visioning process. The survey will provide a general overview of the community desires, however further delving into specific topics will help flesh out the particulars of the community vision and help develop a strategic plan for how to move it all forward. The number of hours expected for each task is included for cost referencing. Actual cost will be dependent on the request of the City.

Community survey: OCWCOG staff can develop a community vision survey that either addresses only transportation system related topics, or that addresses community-wide topics (transportation, housing, economic development, tourism, emergency management, etc.). The survey can be made available online and on-paper, available at City Hall. OCWCOG can administer the survey, input any data collected by hand, and provide a brief memo analyzing the details. Input from City Staff will be necessary to ensure survey appropriately and effectively addresses city issues.

> Estimated number of hours: 25-45 (dependent on how many questions are desired, and how many responses are collected.)

Focus Groups: OCWCOG staff can organize and host a series of focus groups targeting specific audiences (business owners, students/parents/educators, city staff, volunteer organizations, etc.). Preparation will include developing guest lists, writing up questions and preparing activities, and setting up locations and time. Focus groups will take place in Yachats, and a brief memo summarizing the responses will be provided to the City.

> Estimated number of hours: 35-40

Intercept Surveys: OCWCOG staff can develop a list of questions to be asked of random people on the street. This task tries to address people who are actively using/experiencing different parts of the city, who may or may not have taken the city-wide survey. This task can target specific audiences, asking about transportation (mode choice, infrastructure experience, and system-wide satisfaction), economy (shopping/restaurant/lodging options, job opportunities, housing, etc.) or other topics as selected by the city. OCWCOG staff can administer the survey, or the city may opt to hire someone else for this task. A summary of responses will be provided to the City.

> Estimated number of hours: 20-40 (dependent on number of survey responses desired, and whether or not OCWCOG administers the survey.)

Stakeholder interviews: Individuals selected by the City of Yachats will be invited to participate in a phone interview conducted by OCWCOG staff. Questions will be reviewed by City staff ahead of time. Raw data and a summary of responses will be provided to the City.

> Estimated number of hours: 15-20 (dependent on the number of interviews requested.)

Town Hall: OCWCOG can host a city-wide community meeting that provides citizens with the opportunity to speak publically about the future of the city, in a less formal format than a council or commission meeting. OCWCOG can develop a brief presentation explaining the meeting format and expectations, and will record all feedback from citizens. Marketing of the event will be the responsibility of OCWCOG and the City.

> Estimated number of hours: 40-50

Finally, OCWCOG can write up a strategic plan to help the City prioritize issues/projects/plans that come out of the community survey. The last document created around community visioning, *Yachats 2020,* provided a concept for the future that addressed the *feelings* that Yachats would exude, but shied

away from developing a list of projects that would be required to get there. This plan would develop a task list to help the city prioritize projects based on public feedback, as well as explain the city's vision for their future systems. This plan could be useful when applying for grants such as the Transportation and Growth Management funding as it would show that the TSP is one component of a larger vision.

Possible Funding Sources:

ODOT TGM: https://www.oregon.gov/LCD/TGM/Pages/Planning-Grants.aspx
ODOT/DLCD Other Grants: https://www.oregon.gov/lcd/TGM/Pages/Other-Grants-and-Incentives.aspx
DLCD Coastal Planning Grants: https://www.oregon.gov/lcd/OCMP/Pages/Grants.aspx
The Ford Family Foundation: https://www.tfff.org/how-we-work/grants/current-funding-opportunities/technical-assistance-grants-0

Transportation & Growth Management Program

2019 Pre-Application Packet

The Transportation and Growth Management (TGM) Program is jointly managed by the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD). TGM is primarily funded by federal transportation funds, with additional funding provided by the State of Oregon.

TGM serves local governments through a competitive grant program and other non-competitively awarded community assistance programs. Although a Pre-Application is not required to obtain services, we encourage you to submit one, especially for potential 2019 grant projects. A TGM representative will contact all pre-applicants to discuss project ideas, answer questions about the programs, and assist with submitting a qualifying grant project application or request for other TGM community assistance services.

TGM services include:

- **Grants** for transportation and land use planning projects (page 2)
- **Code Assistance** for zoning ordinance updates to better integrate land use and transportation planning (page 5)
- **Education and Outreach** community workshops, conferences, and speakers (page 5)
- **Quick Response** to help communities implement adopted transportation and land use plans and assist with small-scale, multi-modal problem solving (page 6)
- **TSP Assessment** to review whether and how to update Transportation System Plans and what to focus on (page 6)

All TGM projects must be consistent with the TGM Objectives (page 7).

For more information about TGM and our services, and to download the Pre-Application Form, visit our website: http://www.oregon.gov/LCD/TGM

Pre-Application Deadline: Thursday February 28, 2019

TGM MISSION

Oregon's Transportation and Growth Management Program supports community efforts to expand transportation choices. By linking land use and transportation planning, TGM works in partnership with local governments to create vibrant, livable places in which people can walk, bike, take transit, or drive where they want to go. *https://www.oregon.gov/LCD/TGM*

TGM Grants

TGM grants fund planning projects that accomplish TGM Objectives (page 7). Grants are awarded annually and generally have a two-year period for projects to be negotiated and completed. Awards are on a competitive basis within ODOT regions.

Award amounts generally range between $75,000 and $250,000. Grants may be used for consultant services and to reimburse local governments for staff time and materials. If consultants are used, TGM will hire them on the grantee's behalf.

Key Requirements for TGM Grants

TGM grants are for planning work leading to local policy decisions. Projects should result in the development of an adoption-ready plan or land use regulation amendment. Projects that primarily do research or outreach, study an issue, compile data, or inventory information are not eligible for grant funding. TGM grants also cannot fund preliminary engineering, engineering, or construction work.

Eligible applicants include cities, counties, councils of government on behalf of a city or county, and tribal governments. Certain special districts are eligible, such as transportation districts, metropolitan planning organizations, ports, mass transit districts, parks and recreation districts, and metropolitan service districts. School districts, and public colleges and universities, may be eligible as part of a joint application with a local government for an otherwise eligible project. Eligible applicants may join together to propose a project, such as a multi-county TSP or multi-city or city-county corridor plan.

TGM requires a local grant match of 12 percent of the total project cost. Grantees must provide a project manager who has the time and the capability to oversee project work, which at a minimum includes helping to develop the project work scope, coordinating the review of project deliverables, keeping local decision-makers informed, making logistical arrangements, and providing public notification for meetings and public events. An intergovernmental agreement will be required.

Eligible Projects

Applicants may choose from one of two grant categories: Transportation System Planning or Integrated Land Use and Transportation Planning.

Category 1- Transportation System Planning

Purpose

To help local governments develop and update transportation system plans (TSPs) and implementing measures that implement the Transportation Planning Rule (OAR 660-012-0045); implement the Oregon Transportation Plan and other statewide modal and topic plans; increase opportunities for walking, biking, and transit; or reduce reliance on the state highway for local travel needs.

TSP Guidelines

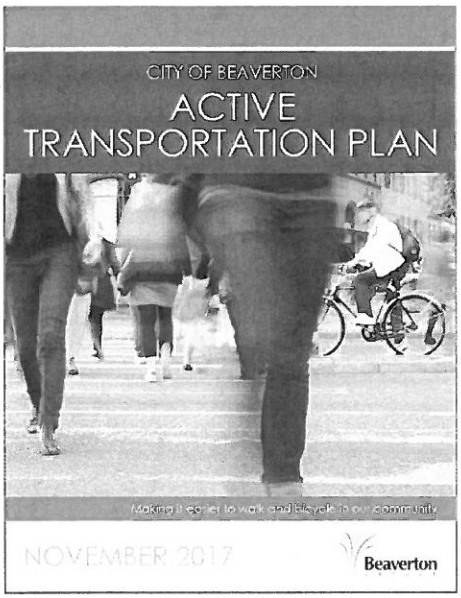
Thinking about a TSP or TSP update? Consider attending ODOT's March 19th webinar about the new *TSP Guidelines*.

https://www.oregon.gov/ODOT/Planning/TSP-Guidelines/Pages/default.aspx

Eligible Uses

Projects in this category will result in a transportation decision. Projects will plan for transportation facilities inside Urban Growth Boundaries (UGBs), in urban unincorporated communities, and along rural highway corridors. Projects proposed for areas being considered in a UGB amendment process may be eligible, but must demonstrate they are timely and reasonably achievable. Category 1 projects typically include preparation and adoption of:

- TSPs, including analysis to determine transportation needs, and planning for such elements as local street networks, bicyclists and pedestrians, safety including safe routes to school, transit, and freight.
- TSP updates, in whole or part, to address new needs, comply with new state or federal regulations, maintain consistency with a regional transportation plan, plan for areas newly brought into the UGB, reduce greenhouse gas emissions, or make the transportation system more resilient to the impacts of natural hazards.
- TSP implementation, such as streetscape plans, cost estimate refinement, capital improvement and other funding plans, and land use regulations required by the Transportation Planning Rule.
- TSP refinement, such as corridor plans, multimodal safety plans, interchange area management plans, or other planning to implement Oregon statewide modal and topic plans.



- Transit Development Plans that provide long term vision and policy for existing and future transit service.
- Other innovative transportation-related planning projects that are consistent with TGM objectives.

Category 2- Integrated Land Use and Transportation Planning

Purpose

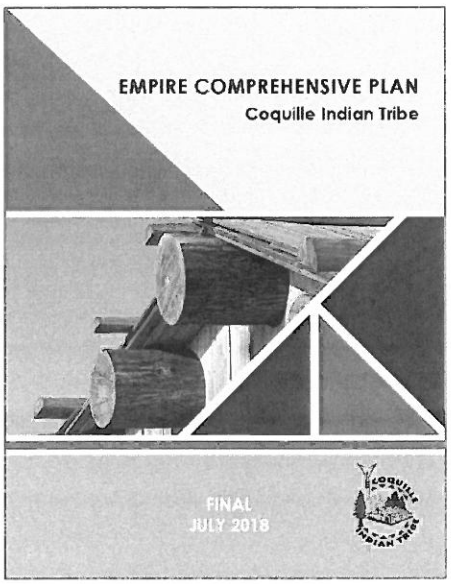
To help local governments develop integrated land use and transportation plans and implementing measures that encourage livable, affordable, and accessible communities for all ages and incomes; promote compact, mixed-use, walkable development to increase walking, biking, and transit; or support physical, social, and economic needs.

Eligible Uses

Projects in this category will result in a land use decision. Projects will combine land use planning with supportive transportation facility planning inside UGBs, urban unincorporated communities, and urban reserve areas. Category 2 projects typically include preparation and adoption of:

- Specific area plans for land uses in a downtown, main street, commercial area, employment area, neighborhood, corridor, or interchange area.

- Land use and transportation concept plans for areas brought into a UGB.
- Transportation-efficient land use plans for an entire urban area, such as location efficiency of housing and employment or reducing greenhouse gas emissions from transportation.
- Implementing measures, such as code amendments, infill and redevelopment strategies, and intergovernmental agreements.
- Other innovative land use and transportation-related planning projects that are consistent with TGM objectives.



Timeline for Grant Process

TGM has an annual grant award cycle. Projects generally have two years from award for completion, but must be completed by September 2022. The timeline is as follows:

February 28, 2019	**April 4, 2019**	**June 6, 2019**	**June-August 2019**	**August 2019 through May 1st 2020►**
Pre-applications due TGM staff contact pre-applicants to discuss projects	Grant application period begins with issuance of application packet	Applications due	Application review and scoring Grantee notification	Negotiation of project statement of work prior to final grant award (by mid-January, 2020) Consultant selection (if required) IGA and personal services contracts signed. Projects must be underway no later than June 1st 2020.

More Information

More information on TGM grants is on our website, including draft 2019 Grant Eligibility Requirements and Scoring Criteria, information on current and completed grant projects, and the previous grant application packet: https://www.oregon.gov/lcd/TGM/Pages/Planning-Grants.aspx.

The following ODOT staff can provide additional guidance specific to their regions:

Region 1	Lidwien Rahman (Portland)	503-731-8229	lidwien.rahman@odot.state.or.us
Region 2	David Helton (Eugene)	541-726-2545	david.i.helton@odot.state.or.us
Region 3	John McDonald (Roseburg)	541-957-3688	john.mcdonald@odot.state.or.us
Region 4	Devin Hearing (Bend)	541-388-6388	devin.hearing@odot.state.or.us
Region 5	Cheryl Jarvis-Smith (La Grande)	541-963-1574	cheryl.jarvis-smith@odot.state.or.us

TGM Community Assistance Programs

In addition to grants, TGM provides several other services to help resolve land use and transportation planning issues. Community Assistance projects have a more narrow scope than typically addressed by grant projects. They are awarded throughout the year on a non-competitive basis.

Community Assistance projects do not require a local match, but jurisdictions are expected to provide administrative and logistical support for the projects and encouraged to record federal match-eligible expenditures. An intergovernmental agreement is required.

Code Assistance

Code Assistance helps local governments evaluate and amend their development codes to remove barriers to compact, mixed-use, transportation-efficient development. Communities work either with consultants under contract to the TGM Program or with TGM staff to help identify code obstacles and come to agreement on needed amendments. Code Assistance projects may comprehensively review a community's policies and development regulations or may address a specific problem identified by a community, such as a code that does not allow mixed uses. Projects typically consist of an initial assessment of the current land development regulations, and then preparation of code amendments for consideration by local decision-makers. The work may be done in one or two phases.

For information about Code Assistance project eligibility and selection guidelines, see https://www.oregon.gov/lcd/TGM/Pages/Code-Assistance.aspx. If you have questions, contact Laura Buhl at 503-934-0073 or by email at laura.buhl@state.or.us.

Education and Outreach

Through the Education and Outreach program, TGM works with local governments, school districts, other public agencies, and civic groups to expand local transportation choices while strengthening the economic vitality and livability of communities. TGM workshops and presentations can address a variety of topics related to community design, land use, and transportation planning.

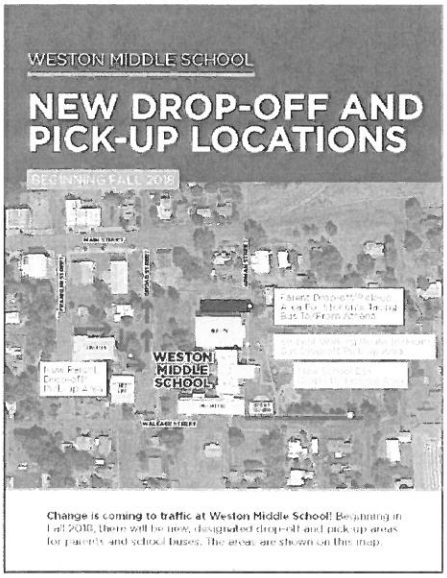
TGM workshops and presentations are generally tailored to meet the specific needs of a community. Communities may request a workshop any time in the biennium to address an issue of interest to their council or commission. However, if you are aware of an existing topic of interest or know that you would like a presentation to complement or kick-off a larger planning project, please let us know now via this pre-application.

A full description of Education and Outreach services is included on the TGM website at https://www.oregon.gov/lcd/TGM/Pages/Education-Outreach.aspx. If you have questions, contact Evan Manvel at 503-934-0059, or by email at evan.manvel@state.or.us.

The Donkey Trail provides a comfortable route between homes and the park in upper Maupin, and the schools and services in lower Maupin.

Quick Response

TGM's Quick Response program focuses on bridging the gap between long range transportation planning and subsequent actions affecting specific properties. Eligible projects are generally site specific, small scale, and near term, focusing on facilitating readiness for future development. Projects that do not involve near term (within three years) implementation and that are more general, proactive, or speculative in nature may be candidates for TGM grants, but are not eligible for Quick Response project funding.



Past Quick Response projects have addressed design of connected street systems; neighborhood mixed-use centers; pedestrian, bicycle, and transit facilities; and parks and open space. Quick Response projects can now also consider funding these project types:

- Public facility siting and conceptual design so facilities can be conveniently reached by walking, biking, and transit
- Safety assessments of school parking, circulation, and loading to address concerns related to students walking and biking to school
- Multi-modal streetscape planning
- Intermodal connection feasibility assessments and design concepts

For more information about Quick Response, see https://www.oregon.gov/lcd/TGM/Pages/Quick-Response.aspx. If you have questions, please contact Ali Turiel at 503-934-0064 or by email at ali.turiel@state.or.us.

TSP Assessment

A TSP Assessment service is available to help local governments evaluate their existing transportation systems plans. The TSP Assessment service can assist with identifying any of the following:

- Strengths and weaknesses of a TSP
- Need for and timing of a potential TSP update
- Potential methods of solving problems without a full TSP update
- An appropriate scope of work for a TSP update

TGM will discuss the issues with you, review your current TSP, and give you a brief report outlining our findings.

The TSP Assessment service is one step toward finding out what your next steps should be. Staff can identify other TGM resources to help move forward on updating your TSP, and assist you in obtaining them. The TSP Assessment service can help if you are considering applying for a TGM grant to update your TSP and need assistance with producing a proposed scope of work.

For more information about the TSP Assessment service, see https://www.oregon.gov/lcd/TGM/Pages/TSP-Assessment.aspx. If you have questions, contact Bill Holmstrom at 503-934-0040, or by email at bill.holmstrom@state.or.us.

TGM Objectives

The TGM Program works in partnership with local governments and other stakeholders to accomplish the following interrelated goals and objectives:

1. **Provide transportation choices** to support communities with the balanced and interconnected transportation networks necessary for mobility, equity, and economic growth.
   1.1. A balanced, interconnected, and safe transportation system that provides a variety of transportation options and supports land uses.
   1.2. Appropriately sited, designed, and managed local, regional, and state transportation facilities and services that support the movement of goods and provide for services.
   1.3. Mobility choices for underserved communities and those with limited options.
   1.4. Safe and convenient walking, biking, and public transportation opportunities to support a healthy, active lifestyle.

2. **Create communities** composed of vibrant neighborhoods and lively centers linked by accessible transportation.
   2.1. Livable towns and cities with a mix of housing types, work places, shops, schools, and parks for people of all ages, incomes and abilities.
   2.2. Well-located activity centers, including schools and other government services, which are accessible to pedestrians, bicyclists, and transit users.
   2.3. A safe and appealing physical environment supportive of the social, cultural, and health needs of all the community residents.

3. **Support economic vitality** and growth by planning for land uses and the movement of people and goods.
   3.1. Thriving existing neighborhoods and centers and well-planned new growth that accommodate existing and future residents, businesses, and services.
   3.2. Well-located and accessible industrial and employment centers.
   3.3. Housing with access to education, jobs, and services.

4. **Save public and private costs** with compact land uses and well-connected transportation patterns.
   4.1. Urban growth accommodated within existing communities, thus minimizing, delaying, or providing an alternative to an urban growth boundary expansion.
   4.2. Future transportation needs accommodated within the existing or improved system, thus minimizing, delaying, or providing an alternative to constructing additional major infrastructure projects.

5. **Promote environmental stewardship** through sustainable land use and transportation planning.
   5.1. Transportation systems and land use patterns that protect valuable natural resources, promote energy efficiency, and reduce emissions of air pollution and greenhouse gases.

Transportation & Growth Management Program

2019 Application Packet

Application Deadline: 4:00 p.m. on Thursday, June 6, 2019

Apply at https://www.cognitoforms.com/ODOT2/TGM2019GrantApplication

Contents

Introduction 2
- TGM Objectives 2
- Eligible Applicants 3
- Eligible Projects 3
  - Category 1- Transportation System Planning 4
  - Category 2- Integrated Land Use and Transportation Planning 4

Grant Basics 5
- Grant Selection Overview 5
- Grant Project Overview 6
  - Use of Consultants 6
  - Grantee Obligations 6
- Grant Timeline 8
- More Information 8

Application Instructions 9
- Grant Eligibility Requirements 9
- Grant Award Criteria 10

Region Contacts 12

TGM MISSION

Oregon's Transportation and Growth Management Program supports community efforts to expand transportation choices. By linking land use and transportation planning, TGM works in partnership with local governments to create vibrant, livable places in which people can walk, bike, take transit, or drive where they want to go. *https://www.oregon.gov/lcd/TGM*

Introduction

The Transportation and Growth Management Program (TGM) invites you to apply for funding in the 2019 grant cycle. The TGM Program provides long range planning resources to help Oregon communities address pressing transportation, land use, and growth management issues.

TGM is a joint effort of two state agencies: the Oregon Department of Transportation (ODOT) and the Oregon Department of Land Conservation and Development (DLCD). TGM is primarily funded by the federal transportation legislation, Fixing America's Surface Transportation (FAST) Act, under an agreement with the Federal Highway Administration, with additional staff support and funding provided by the State of Oregon. Awarded projects are administered by TGM on behalf of a local jurisdiction according to state and federal requirements.

The mission of TGM is to support community efforts to expand transportation choices. By linking land use and transportation planning, TGM works with local governments to create vibrant, livable places in which people can walk, bike, take transit or drive where they want to go.

TGM Objectives

The TGM Program works in partnership with local governments and other stakeholders to accomplish the following interrelated goals and objectives:

1 **Provide transportation choices** to support communities with the balanced and interconnected transportation networks necessary for mobility, equity, and economic growth.

- 1.1 A balanced, interconnected, and safe transportation system that provides a variety of transportation options and supports land uses.
- 1.2 Appropriately sited, designed, and managed local, regional, and state transportation facilities and services that support the movement of goods and provide for services.
- 1.3 Mobility choices for underserved communities and those with limited options.
- 1.4 Safe and convenient walking, biking, and public transportation opportunities to support a healthy, active lifestyle.

2 **Create communities** composed of vibrant neighborhoods and lively centers linked by accessible transportation.

- 2.1 Livable towns and cities with a mix of housing types, work places, shops, schools, and parks for people of all ages, incomes and abilities.
- 2.2 Well-located activity centers, including schools and other government services, which are accessible to pedestrians, bicyclists, and transit users.
- 2.3 A safe and appealing physical environment supportive of the social, cultural, and health needs of all the community residents.

3 **Support economic vitality and growth** by planning for land uses and the movement of people and goods.

3.1 Thriving existing neighborhoods and centers and well-planned new growth that accommodate existing and future residents, businesses, and services.

3.2 Well-located and accessible industrial and employment centers.

3.3 Housing with access to education, jobs, and services.

4 **Save public and private costs** with compact land uses and well-connected transportation patterns.

4.1 Urban growth accommodated within existing communities, thus minimizing, delaying, or providing an alternative to an urban growth boundary expansion.

4.2 Future transportation needs accommodated within the existing or improved system, thus minimizing, delaying, or providing an alternative to constructing additional major infrastructure projects.

5 **Promote environmental stewardship** through sustainable land use and transportation planning.

5.1 Transportation systems and land use patterns that protect valuable natural resources, promote energy efficiency, and reduce emissions of air pollution and greenhouse gases.

Eligible Applicants

Eligible applicants include cities, counties, councils of government on behalf of a city or county, and tribal governments. Certain special districts are eligible, such as transportation districts, metropolitan planning organizations, ports, mass transit districts, parks and recreation districts, and metropolitan service districts. School districts, and public colleges and universities, may be eligible as part of a joint application with a local government for an otherwise eligible project. Eligible applicants may join together to propose a project, such as a multi-county TSP or multi-city or city-county corridor plan.

Eligible Projects

TGM grants are for planning work leading to local policy decisions. Projects should result in the development of an adoption-ready plan or land use regulation or amendments to an existing plan or land use regulation. Projects that primarily do research or outreach, study an issue, compile data, or inventory information are generally not eligible for grant funding. TGM grants also cannot fund preliminary engineering, engineering, or construction work. If in doubt, discuss with your Region TGM planner about whether your proposed work is eligible.

There are two categories of grants: Transportation System Planning and Integrated Land Use and Transportation Planning.

Category 1- Transportation System Planning

Purpose
To help local governments develop and update transportation system plans (TSPs) and implementing measures that implement the Transportation Planning Rules (OAR 660-012-0045); implement the Oregon Transportation Plan and other statewide modal and topic plans; increase opportunities for walking, biking, and transit; or reduce reliance on the state highway for local travel needs.

Eligible Uses
Projects in this category will result in a transportation decision. Projects will plan for transportation facilities inside Urban Growth Boundaries (UGB's), in urban unincorporated communities, and along rural highway corridors. Projects proposed for areas being considered in a UGB amendment process may be eligible, but must demonstrate they are timely and reasonably achievable. Category 1 projects typically include preparation and adoption of:

- TSPs, including analysis to determine transportation needs, and planning for such elements as local street networks, bicyclists and pedestrians, safety including safe routes to school, transit, and freight.
- TSP updates, in whole or part, to address new needs, comply with new state or federal regulations, maintain consistency with a regional transportation plan, plan for areas newly brought into the UGB, reduce greenhouse gas emissions, or make the transportation system more resilient to the impacts of natural hazards.
- TSP implementation, such as streetscape plans, cost estimate refinement, capital improvement and other funding plans, and land use regulations required by the Transportation Planning Rule.
- TSP refinement, such as corridor plans, multimodal safety plans, interchange area management plans, or other planning to implement Oregon statewide modal and topic plans.
- Transit Development Plans that provide long term vision and policy for existing and future transit service.
- Other innovative transportation-related planning projects that are consistent with TGM objectives.

Category 2- Integrated Land Use and Transportation Planning

Purpose
To help local governments develop integrated land use and transportation plans and implementing measures that encourage livable, affordable, and accessible communities for all ages and incomes; promote compact, mixed-use, walkable development to increase walking, biking, and transit; or support physical, social, and economic needs.

Eligible Uses

Projects in this category will result in a land use decision. Projects will combine land use planning with supportive transportation facility planning inside UGBs, urban unincorporated communities, and urban reserve areas. Category 2 projects typically include preparation and adoption of:

- Specific area plans for land uses in a downtown, main street, commercial or employment area, neighborhood, corridor, or interchange.
- Land use and transportation concept plans for areas brought into a UGB.
- Transportation-efficient land use plans for an entire urban area, such as location efficiency of housing and employment or reducing greenhouse gas emissions from transportation.
- Implementing measures, such as code amendments, infill and redevelopment strategies, and intergovernmental agreements.
- Other innovative land use and transportation-related planning projects that are consistent with TGM objectives.

If you are not sure if your project is eligible for a TGM grant, you can search the lists of TGM grants - https://www.oregon.gov/lcd/TGM/Documents/TGM-Complete-Active-Projects.pdf - and TGM final grant products - https://www.oregon.gov/lcd/TGM/Pages/Final-Grant-Products.

If your project is not eligible for a TGM grant, one of TGM's Community Assistance programs – Quick Response, Code Assistance, Education and Outreach, or TSP Assessment – may be able to help. See: https://www.oregon.gov/lcd/TGM.

Grant Basics

Grant Selection Overview

The TGM Program awards grants on an annual basis. TGM typically awards between $2 and $2.5 million per cycle. Projects are selected on a competitive basis within each of the five ODOT regions. The regional allocation – funds available for projects - is based on a formula that considers the number of cities and the population within a region. Grants generally have two-years for projects to be negotiated and completed. Award amounts generally range between $100,000 and $250,000.

Projects are selected primarily on the points scored under the grant award criteria; also considered are the grant amounts requested, the estimated amounts TGM believes may be required to complete a project, the amount of grant dollars available for award within a geographic region, and the balance of grant dollars between Category 1 and Category 2 projects. TGM consults with other state agencies to gain further insights about proposed projects. A consideration in scoring is ensuring a fair distribution of grant funds to smaller or economically distressed communities.

Grant Project Overview

In August 2019, successful applicants will receive a grant award letter. The grantee and a TGM grant manager will work together to prepare a project statement of work, select a consultant (as appropriate), and complete an intergovernmental agreement (IGA).

Initial project statement of work negotiations must be completed within TGM's timeline or the grant award may be withdrawn. The grant award is not final until the IGA between ODOT and local grantee is signed by all parties.

Grants generally have two years for projects to be negotiated and completed; projects that will take longer than three years from award to completion are not suitable for TGM grant funds. Project extension is subject to available funding and continued project eligibility.

Use of Consultants

For projects using consultants, ODOT, rather than local grantees, will contract with consultants. Using ODOT policies and procedures that meet state and federal requirements, TGM staff will work with jurisdictions to select the project consultant that best fits the specific planning services needed.

Grantee Obligations

Match

TGM requires a local grant match of 12% of the total project cost. Grantees typically provide match in the form of cash or direct project costs, such as time and materials which are directly related to the project. Time that may be counted as project match includes that from grantee staff, grantee contract planners and engineers, or certain volunteers, such as project committee members. Communities defined as "distressed" by the Oregon Business Development Department may request a partial match waiver. The list of distressed communities is available online at: http://www.oregon4biz.com/Publications/Distressed-List/.

The ways to fulfill match requirements vary:

- Grantees not using consultants will bill TGM for eligible project costs, such as in-house staff labor or other eligible expenditures. TGM will reimburse the grantee for those costs, less the required match amount.
- Grantees using consultants and ***not*** being partially reimbursed for their own work will submit match reports that document eligible local project costs to meet the match requirement.
- Grantees using consultants and being partially reimbursed for their own work will bill all of their work and be reimbursed for those costs less the required match. Consultants will bill and be paid at 100%.
- Grantees have the option to send cash directly to TGM at IGA signing for the full match amount.

Note: As an award condition, grantees with unmet match obligations from previous TGM projects must document that the match was provided or pay the balance of unmet match within three weeks of notice of new grant award, or the award will be withdrawn.

Eligible Costs

TGM grants and required match can be spent only on direct project-related costs. Eligible costs include salary of local government employees assigned to the project, postage, travel, supplies, and printing.

Equipment purchases and indirect costs, including general administrative overhead, are not eligible costs unless you have a federally approved indirect cost plan. Local expenses for persons or firms who contract with a local government to provide planning or other services are ***not*** eligible for reimbursement, but may be counted as match.

Costs incurred prior to signing an intergovernmental agreement are not eligible project costs. This includes costs of preparing the grant application, preparing a statement of work, and selecting a consultant.

Project Management

Local commitment is key to a successful project. As a condition of award, grantees will be asked to provide written commitment that they will meet all grantee obligations in a timely manner. Grantees must provide a project manager who has the time and the capability to oversee project work and will:

- serve as principal contact person for the project;
- help to develop a statement of work;
- monitor and coordinate work, including consultant work, to ensure completion of all work on time and within budget;
- review consultant work products and payment requests;
- make logistical arrangements and provide public notification for local meetings and public events;
- provide legal notice, including post-acknowledgement plan amendments notice;
- prepare progress reports, match reports, reimbursement requests, and the closeout report; and;
- keep local decision-makers informed about the project.

Note: As an award condition, grantees with unmet project management obligations from previously completed TGM projects must fulfill their obligations within three weeks of notice of new grant award, or the award will be withdrawn

Title VI/Environmental Justice/Americans with Disabilities

Awarded projects are expected to abide by Title VI and related authorities including Executive Order 12898 (Environmental justice) which prohibit discrimination on the basis of race, color,

national origin, or income, and other demographic characteristics. They are intended to make planning and decision-making more inclusive and to more equitably share the impacts and benefits of projects that receive federal funding. The public involvement program must include specific steps to provide opportunities for participation by federal Title VI communities. In addition, grants that include planning for pedestrians must consider Americans with Disabilities Act requirements.

Grant Timeline

June 6, 2019	Grant Applications due by 4:00 p.m.
June-August 2019	Application scoring and ranking
August 2019	Project award announcements
December 2019 - January 2020	Grantees must have agreed on a detailed statement of work sufficient to select a Consultant, or to prepare an IGA if no consultant will be used
April-May 2020	IGA and personal services contracts must be signed and projects underway
September 2022	All 2019 TGM Projects must be completed

More Information

Download the required Racial and Ethnic Impact Statement at https://www.oregon.gov/LCD/TGM/Pages/Planning-Grants. Also available are examples of successful 2018 TGM applications, help for developing a project approach and budget, and a list of recent TGM and Community Assistance projects.

For general questions about the application process, contact Elizabeth Ledet at 503-986-3205 or elizabeth.l.ledet@odot.state.or.us or Bill Holmstrom at 503-934-0040 or bill.holmstrom@state.or.us.

Contact Abigail Erickson at 503-986-4155 or Abigail.ERICKSON@odot.state.or.us for assistance with filling out the online form.

TGM will use an online form this year. Applicants are encouraged to familiarize themselves with the platform well in advance of the deadline.

You can begin your application and save your progress by clicking the "Save" button at the bottom of the form; you will receive a link to return to your form to complete your submission.

Application Instructions

Notice: There are changes to the eligibility requirements, award criteria, and instructions for 2019. Please read closely.

Grant Eligibility Requirements

Applications are reviewed on a pass/fail basis on each of the following three criteria. Applications found to not meet each of these requirements will not be scored against the award criteria and will not be awarded a grant.

Instructions: Briefly state how your project meets eligibility requirements 1 and 2. For eligibility requirement 3, attach a letter or resolution of support for the project from your governing body that clearly demonstrates they understand and support the objectives of your proposed project.

1) **Clear Transportation Relationship**

   A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail analysis, evaluation and selection of alternatives, development of implementation actions, and public involvement that results in a long range transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance.

2) **Adoption of Products to meet Project Objectives**

   A proposed project must include preparation of an adoption-ready product or products that lead to a local policy decision and that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment, land use plan, code amendment, implementation program, or intergovernmental agreement. Projects are expected to include adoption hearings (or equivalent) by the governing body or to prepare products which will be adopted as part of a larger project.

3) **Support of Local Officials**

   A proposed project must clearly demonstrate that local officials, both the primary applicant and any co-applicants, understand the purpose of the grant application and support the project objectives. A resolution of support, meeting minutes, or authorized letter from the governing body of all applicants (e.g. City Council, Board of Commissioners, or Transit Board) must be submitted with the application to meet this requirement.

Grant Award Criteria

Applications may receive a total of 110 points.

- Up to 100 points are based on an applicant's written responses to five award criteria.
- Up to 10 bonus points may be awarded for **Project Innovation**: *the application must demonstrate that the project will be innovative in subject matter, approach, or expected outcomes.* Examples of this could include:
    - encouraging workforce housing in proximity to services, education, and employment areas,
    - considering the role of transportation as part of the public realm including social spaces, and
    - collaborating with local public health officials and coordinated care organizations as part of developing TSPs or Transportation Safety Action Plans.

  Applicants are **not** asked to write a separate response about how their project meets this criterion; scorers will award points based on the entirety of the application. By the nature of the criterion, most projects will not receive any bonus points.

1) Proposed Project Addresses a Need and Supports TGM Objectives — 40 Points

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

Instructions: State the project purpose and describe the transportation or transportation-related land use issue, problem, need or opportunity to be addressed. Relate the project to specific TGM Objectives. List only those specific objective(s) your project supports and include a response to each of those objective(s). Projects that address one or several TGM Objectives in a substantial, integral way will receive more points than projects that meet many TGM Objectives superficially.

2) Proposed Project is Timely and Urgent — 25 Points

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

- address pressing local transportation and land use issues;
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements, or regional plans;
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans including growth or lack of growth, changes in land use patterns, or changes in available funding;

- build on, complement, or take a necessary step toward completing or implementing other high priority community initiatives, including supporting a Governor's Regional Solutions Team priority; or
- resolve transportation- or land use-related issues affecting the project readiness of local, regional, or state transportation projects for which funding is expected to be obligated within the near future.

Instructions: Explain why it is important to do the project at this time, and how it relates to other local or regional plans, developments, or initiatives. Projects or project elements that are not clearly timely or urgent will receive fewer points. Projects that simply update an older transportation system plan or land use plan, without a clear indication of why and which specific elements of the plan need updating, will receive fewer points. If applying to update your Transportation System Plan and you completed a TGM TSP Assessment, what were the key recommendations and how do they relate to your proposed project?

3) Proposed Project Approach is Reasonable — 20 Points

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

Instructions: For each project task, describe the major deliverables, decisions to be made, and expected timeline. The approach must consider/address:

- How will the work described support the development of the final deliverable and the decision to be made?
- What data and analyses will be needed, who will provide it, and are there any analyses that must be completed *before* the project can begin?
- What key elements of a public involvement process are desired?
- How will coordination with other local, regional, and state initiatives be handled?
- If TGM funds are requested for a portion of a larger planning effort, identify how the discrete tasks that TGM will fund will be completed within the TGM timetable.
- Which government entities (e.g., city, county, state agency, transit district, etc.) will need to take action to adopt the final product?

If your project will take longer than two years state this in your application. If a consultant will be used, clearly identify what work will be done by the grantee and what will be done by the consultant.

Project approaches will score higher if they clearly address project need, are achievable given project scope and objectives, and have sufficient detail to establish needed project work and budget.

4) Proposed Project has Community Support **5 Points**

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

Instructions: Projects with written support from stakeholders including partner jurisdictions, community institutions, or businesses will receive more points. Letters of support should demonstrate a clear understanding of the project and its objectives and outcomes. A letter of support will score higher if it shows willingness of the signer to participate in project processes.

5) Proposed Project Sponsor Readiness and Capacity **10 Points**

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

Instructions: Projects with a clear description of the jurisdiction's project manager capabilities and experience relative to the complexity of the proposed project will receive more points. Projects that lack a clear description of how and by whom the project will be managed and completed will receive fewer points.

The application must demonstrate that the local actions needed to move the project forward at this time – such as adopting an urban growth boundary amendment or completing a buildable lands inventory – have been made.

You must list prior TGM-funded projects your community received (grants or Community Assistance service) within the last 10 years and state whether the products were adopted and/or implemented. Communities who have not adopted or implemented previous TGM products will receive fewer points.

Region Contacts

For advice on preparing an application for your specific project, contact our lead ODOT Region TGM planners, listed below.

ODOT			
Region 1	Glen Bolen (Portland)	503-731-8284	glen.a.bolen@odot.state.or.us
Region 2	David Helton (Springfield)	541-726-2545	david.i.helton@odot.state.or.us
Region 3	John McDonald (Roseburg)	541-957-3688	john.mcdonald@odot.state.or.us
Region 4	Devin Hearing (Bend)	541-388-6388	devin.hearing@odot.state.or.us
Region 5	Cheryl Jarvis-Smith (La Grande)	541-963-1574	cheryl.jarvis-smith@odot.state.or.us

CITY OF YACHATS
RESOLUTION NO. 2019-88
A RESOLUTION OF THE CITY OF YACHATS, OREGON
TO CONDUCT A UTILITY RATE STUDY

WHEREAS, the Public Works and Streets Commission discussed current City of Yachats utility rates at their March 12, April 9, and May 14th 2019 meetings,

WHEREAS, the Public Works and Streets Commission recommended that the City Council engage professional services to conduct a rate study for water and wastewater rates at their May 14, 2019 meeting,

WHEREAS, the City of Yachats received three quotes for professional services to conduct a water and wastewater rate study,

WHEREAS, the City Council discussed the recommendation at its July 3, 2019 meeting,

BE IT RESOLVED that the City Council of the City of Yachats, Oregon, elects to have the Oregon Association of Water Utilities conduct a water and wastewater rate study.

This Resolution memorializes action taken by the Council on July 3, 2019 and is effective as of that date.

CITY OF YACHATS

By: _____
W. John Moore, Chair

ATTESTED TO BY:

_____
Shannon Beaucaire, City Manager

TO: Yachats City Council
FROM: Planning Commission
DATE: September 18, 2018
RE: Newport Housing Initiatives

Per your request to review the Newport Housing Initiatives, the Planning Commission has explored the suggested options in the memo from Councilor Glenn and concluded only the allowance of Accessory Dwelling Units (ADUs) fell under the jurisdiction of the Planning Commission. We believed the other suggested incentives were policy matters that the Council should address.

As you are aware, the State mandated the allowance of ADUs in cities of greater than 2,500 people. Lincoln County is processing legislation to require that ADUs be allowed regardless of population. This County legislation does not impact Yachats as the City's urban growth boundary is the same as the City limits, meaning there is no buildable property in the City under County jurisdiction. Therefore, Yachats is not required to allow ADUs.

Our current Municipal Code allows for the building of ADUs in zones C-1 and R-4. ADUs could be built within certain limits in zone R-3. In zones R-1 and R-2, significant code changes would be required to allow the building of ADUs.

City Planner Larry Lewis provided the Commission with a model building ordinance for ADUs. The number of questions that would need to be debated and resolved is significant. The Commission spent parts of two work sessions reviewing these questions and the applicable sections of the Yachats Code. A number of issues were identified during the discussions that the Commission believed must be addressed before moving forward. Some of these questions are:

- Should the City require that an owner reside in the ADU or primary home
- Should minimum lot sizes be established for erecting an ADU
- Should ADUs be prohibited from being used as vacation rentals
- What type of parking requirements should be required

Additionally, the Commission strongly believes that the expectation of residents living in an R-1 zone is that they reside in an area where only one family or dwelling is on each tax lot. The Commission suggests residents be allowed to provide input on this topic before the Commission proceeds with the details of developing an ordinance. Residents already seem highly concerned about parking issues in both residential and commercial zones.

We also note that the City faces continuing water shortages, which will likely increase in severity with the growth in tourism, increasing number of homes, and intensifying climate change. The Commission discussed water resources with Water Plant Lead Rick McClung, who indicated Public Works will be revising their water Master Plan in the coming year, which will provide more detail on water resources and maximum capacity the City can supply to residents without purchasing water from other jurisdictions.

Given these factors, if the Council wants to proceed with making ADUs allowable in the residential zones, we recommend they more formally solicit citizen input on the potential change and provide the Commission with more specific direction about what is desired.

memo

To: **Yachats City Mayor and Council Members**

From: Dave Mattison, City Planner *DRM*

Date: August 27, 2019

Re: Pros and Cons and Resolutions towards Lincoln County Housing Study Recommendation

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The Lincoln County Housing Study recommended five (5) changes to City code to provide additional options for housing development in the City of Yachats. These possible recommendations were discussed with the Planning Commission members at the August meeting to provide a collective response and additional feedback. During the Planning Commission discussion, there were concerns with a loss of community character and there was an emphasis on further community surveying to further identify community housing needs. Below I have listed each recommendation with the pros and cons and possible resolution to each recommendation.

Strategy and Recommendation

1) Increasing Housing Types Allowed – Consider allowing duplexes in the R-1 Zone, triplexes in the R-2 Zone.
   Pros: Allows for more housing options in the City.
   Cons: Parking Congestion, Increased Water demands, Not the intent of the R-1 Zone in the Comprehensive Plan.
   Resolution: allow duplexes in the R-1 Zone and triplexes in the R-2 Zone as a conditional use. This would allow the Planning Commission to make decisions to allow a higher density and a greater intensity of the use onsite based on a site-by-site basis.
2) Increasing Density/Decreasing Minimum Lot Sizes – Consider Reducing minimum lot size and size for additional units for multi-family in R-3 and R-4.
   Pros: Allows for more lots for residential development in the City.
   Cons: Many residential lots are already smaller that the current minimum lot size of 5,000.
   Resolution: No change is necessary. Many land use requests for smaller lots sizes are already handled through Planned Unit Developments.
3) Allow for the Provision of Accessory Dwelling Unit (ADU) Requirements – Allow in all zones where SFD's are allowed and adopt specific standards.
   Pros: Allows for more housing options in the City currently in the R-4 and C-1 Zones.
   Cons: A number of issues were identified during the discussions that the Planning Commission believed must be addressed before moving forward to allow ADU's (See attached memo).
   Resolution: Require that an owner reside in the ADU or primary home, require minimum lot sizes for the erection of an ADU prohibit ADU's from being used as vacation rentals, require parking requirements for ADU's.

4) Allow for Cottage Cluster Housing – Adopt standards and allow Cottage Cluster Housing in R-2, R-3 and R-4 Zones.
Pros: Similar to a Planned Unit Development (PUD), which is already allowed in each residential zone, it relates to densities and minimum lot sizes. Appropriate for the R-3 and R-4 Zones.
Cons: Not suitable for R-2.
Resolution: Provide definition and clear standards for Cottage Cluster Housing and allow as a conditional use in the R-3 and R-4 Zones.

5) Building Heights – Consider increasing building height to 35 feet.
Pros: Allows for greater heights for residential development in the City. Requests for increased height were made for Fistera Housing and the South Tank projects.
Cons: Loss of ocean view and community character.
Resolution: No change is necessary. Community should retain current height restrictions to retain character and views.

CITY OF YACHATS
ORDINANCE 360
AN ORDINANCE AMENDING THE YACHATS MUNICIPAL CODE SECTIONS 9.44.010 THROUGH 9.44.130 ON SIGNS

WHEREAS, the City Comprehensive Plan states under Goal G, *Control of Urban Growth and Form*, Proposed Action "a", that 'the City will review the Sign Ordinance';

WHEREAS, pursuant to YMC 9.84.010, the City initiated these text changes to YMC Title 9 to amend the City Sign Codes (standards and requirements);

WHEREAS, pursuant to ORS 197.610, the City provided DLCD with Form 1 notice of these proposed YMC Title 9 text changes on May 29, 2018;

WHEREAS, the Planning Commission held numerous public workshops on May 16, 2017, October 17, 2017, December 19, 2017, January 16, 2018, January 23, 2018, February 27, 2018, March 20, 2018, April 17, 2018, May 15, 2018, October 16, 2018, November 27, 2018, December 18, 2018, February 5, 2018, February 19, 2018, and February 27, 2018 to provide an open forum for discussion of the amendments to Section 9.44;

WHEREAS, the Planning Commission held a special community meeting on February 6, 2018, and public hearings on August 21, 2018 and August 28, 2018 to amend the City Sign Codes;

WHEREAS, the Planning Commission followed the text amendment procedures under YMC 9.84.020 and has provided a report to the City Council along with its recommendation to consider the proposed text changes;

WHEREAS, the City Council held a public hearing on these proposed text changes on August 21, 2019;

WHEREAS, the City of Yachats wishes to clarify that the regulation of the City Sign Codes are applicable to all properties within the City Urban Growth Boundary;

NOW THEREFORE, the City of Yachats ordains as follows:

Section 1. Yachats Municipal Code Section 9.44, Signs

9.44.010 Purpose.
This chapter regulates signs that are visible from the right of way and from beyond the property where erected. These regulations balance the need to protect the public safety and welfare, the need for a well-maintained and attractive community, and the need for identification, communication, and advertising for all land uses. The regulations for signs have the following specific objectives:

A. To ensure that signs are designed, constructed, installed and maintained so that public safety and traffic safety are not compromised. The intent is to regulate the number, location, size, type, illumination, and other physical characteristics of signs within the City;

B. To advance the goals and the policies for signs identified in the Comprehensive Plan;

C. To maintain, enhance and improve the aesthetic environment of the City, including its scenic and rural character consistent with the purpose of each zoning district, by preventing visual clutter that is harmful to the appearance of the community, protecting vistas and other scenic views from spoliation, and prevent and reducing commercialism in noncommercial areas.

D. To reflect and support the desired character and development patterns of the various zones;

E. To allow for a variety in number and type of signs in commercial zones while preventing signs from dominating the visual appearance of the area;

F. To ensure that the constitutionally guaranteed right of free speech is protected.

This chapter establishes a permit procedure, and defines the duties of city authorities in administration and enforcement of these regulations, and does not seek to regulate every form and instance of visual communication that may be displayed anywhere within the jurisdictional limits of the City. It is intended to regulate those forms and instances related to structures or uses of property that are most likely to meaningfully affect one or more of the purposes set forth above.

Permits are required for signs that are not exempt as listed in Section 9.44.020. (Ord. 175, 1995; Ord. 73E § 3.010(1), 1992; Ord. 140, 1991)

9.44.020 Exemptions from Requirements
Except for signs prohibited by this chapter, the following signs are exempt from the provisions of this Sign Code (9.44)

A. Incidental signs;

B. Grave markers;

C. Original art displays that do not constitute commercial speech;

D. Seasonal decorations, rope lights, string lights, holiday lights, or mini-lights.

9.44.030 Prohibited Signs
Except for Non-Conforming Signs, the following signs are unlawful and are considered nuisances:

A. Signs that blink, rotate, swing, revolve, or otherwise attract attention through movement or flashing of parts, including devices such as blinking strings of lights, or strings of pennants. Event banners, pennants, and flags may be permitted, provided they meet all other requirements of this title;

B. Roof signs painted directly on the roof surface;

C. Signs painted with phosphorescent or luminescent or sparkling paint;

D. Signs that violate any law of the State of Oregon;

E. Signs that imitate or obstruct the view of any official traffic control device or sign;

F. Signs, other than event signs, displayed on vehicles not incidental to the primary use of the vehicle;

G. Abandoned Signs;

H. Beacon Signs;

I. Flying Signs designed to be kept aloft by mechanical, wind, chemical or hot air means that are attached to the property, ground or other permanent structure, such as blimps, kites, or inflatable devices;

J. Signs emitting odor, noise or visible matter other than light;

K. Commercial speech affixed to any transmission facility;

L. Billboards;

M. Signs with a dynamic element, including but not limited to video and digital signs;

N. Any sign constructed, maintained or altered in a manner not in compliance with this sign code;

O. Any nonpublic sign constructed or maintained that, by reason of its size, location, movement, coloring or manner of illumination may be confused with or construed as a traffic control device or that hides from view any traffic control device;

P. Any sign (other than a government sign) constructed in such a manner or at such a location that it will obstruct access to any fire escape or other means of ingress or egress from a building or an exit corridor, exit hallway or exit doorway. No sign or supporting structure shall cover wholly or partially, any window or doorway in any manner that it will substantially limit access to the building in case of fire or other emergencies;

Q. Any sign located in a manner that could impede traffic on any street, alley, sidewalk, bikeway, or other pedestrian or vehicle travel way;

R. Any sign (other than a government sign) within the clear vision provisions contained in these development codes;

S. Any sign attached to a tree or plant, a fence, or a utility pole, except as otherwise allowed or required by the Yachats City Code;

T. Any sign within or over any public right of way, or located on private property less than two (2) feet from any area subject to vehicular travel, except for:

1. Public Signs;

2. Temporary Signs specifically allowed within the public right of way;

3. Temporary Signs, including banners, pennants, and wind signs;

U. Unlawful Signs;

V. Any sign judicially determined to be a public nuisance;

W. Signs with an external light source that changes intermittently.

9.44.040 Nonconforming Signs

Any sign deemed to be nonconforming at the time these sign regulations become effective shall be deemed to be in compliance if the sign was erected with an approved sign permit. In the event that a nonconforming sign is damaged or destroyed by any means to the extent of fifty (50) percent or more of its replacement value, the sign may not be rebuilt or used thereafter unless it conforms to all of the provisions of this title.

9.44.050 Temporary Signs

In addition to the allowances for signs provided by this section, temporary signs are allowed on private property and shall not affect the amount or type of signage otherwise allowed by this chapter. The signage shall not be restricted by content. Signage may be erected and maintained without a permit with the following standards:

A. Except as noted in this section, temporary signs are allowed to be erected and maintained for three (3) days.

B. Temporary signs are not permitted in the public right of way except as described in Section 9.44.060.A.

C. Temporary signs shall be a maximum of eight (8) square feet.

D. Temporary signs shall be attached to the site or constructed in a manner that both (a) prevents the sign from being easily removed by unauthorized persons or blown from its location and (b) allows for the easy removal of the sign by authorized persons.

E. No objects shall be attached to temporary signs, including balloons, banners, and flying objects.

F. Except as provided in this code, temporary signs shall not be attached to trees, shrubbery, utility poles, or traffic control signs or devices.

G. No temporary sign shall be erected or maintained that, by reason of its size, location or construction, constitutes a hazard to the public.

H. During the period from ninety (90) days before a public election or the time the election is called until ten (10) days after the election, temporary signs not exceeding six (six) square feet in area and four (4) feet in height are allowed.

I. During the period when a property is for sale, lease, or rent in residential zones R-1, R-2, and R-3 until fifteen (15) days after the completed transaction, temporary signs not exceeding six (6) square feet in area and four (4) feet in height are allowed.

J. During the period when a property is for sale, lease, or rent in residential zones R-4, C-1, and P-F until fifteen (15) days after the completed transaction, temporary signs not exceeding six (6) square feet in area and four (4) feet in height are allowed.

9.44. 060 Signs not requiring permits

The following signs are allowed in all sign districts without a permit. Use of these signs does not affect the amount or type of signage otherwise allowed by this chapter. The painting, repainting, cleaning, maintenance and repair of an existing sign shall not require a permit. The changing of a sign copy or message shall not require a permit. All signs listed in this section are subject to all other applicable requirements of this Chapter.

A. A-Frame signs;

1. A-Frame signs may be placed on private property.
2. A-Frame signs may be placed within the right of way on a sidewalk, however a minimum four (4) feet of lateral clearance shall be maintained on a sidewalk. A-Frame signs may not impede pedestrian access or opening of vehicle doors. Placement of A-Frame signs on Highway 101 sidewalks are subject to agreement with the Oregon Department of Transportation.
3. A-Frame signs shall be a maximum of six (6) square feet with maximum dimensions of two (2) feet wide by three (3) feet tall.
4. A-Frame signs shall be weighted and secured so as not to be easily moved or blown.
5. No objects shall be attached to A-Frame signs, such as balloons or banners.
6. A-Frame signs are only permitted during business hours or event duration and should be removed during periods of high winds;

B. Integral signs;

C. Government signs;

D. One indirectly illuminated or non-illuminated sign not exceeding one and one-half square feet in an area placed on any non-multifamily residential lot. This type of sign is typically used as a name plate;

E. Vehicle signs that are not prohibited signs under 9.44.030;

F. Signs displayed upon a bus or light rail vehicle owned by a public transit district;

G. Historical signs or historical or landmark markers;

H. Handheld signs;

I. A sign up to six (6) square feet constructed or placed within a parking lot. These signs are typically used to direct traffic and parking;

J. A sign within the public right of way that is erected by a governmental agency, utility or contractor doing authorized work within the right of way;

K. A sign that does not exceed eight (8) square feet in area and six (6) feet in height, and is erected on property where there is a danger to the public or to which public access is prohibited;

L. Non-illuminated interior signs designed primarily to be viewed from a sidewalk or street, provided the sign does not obscure more than twenty-five (25) percent of any individual window;

M. Illuminated interior signs designed primarily to be viewed from a sidewalk or street, provided the sign face is less than four (4) square feet in area;

N. One (1) suspended sign for each principal use erected on property which is not considered public right of way, under an attached first floor awning or canopy upon a building with direct exterior pedestrian access, provided the sign does not exceed six (6) square feet in area and has a minimum of eight (8) feet of clearance;

O. An exterior sign erected next to an entrance, exit, rest room, office door, or telephone, provided the sign is no more than four (4) square feet in area. This type of sign is typically used to identify and locate a property feature;

P. Signs located within a sports stadium or athletic field or other outdoor assembly area that are intended for viewing by persons within the facility. The signs shall be placed so as to be oriented towards the interior of the field and the viewing stands;

Q. Signs incorporated into vending machines or gasoline pumps;

R. Temporary signs as allowed under Section 9.44.050 of this chapter;

S. Utility signs;

T. Signs for hospital or emergency services and railroad signs.

9.44.070 Sign Permits required in Zones

A. Except as herein provided, no sign shall be erected, replaced, altered or relocated without the sign owner first obtaining a sign permit and the property owner (if different) granting permission for a sign permit, demonstrating that the sign is or will be in compliance with all provisions of this Chapter.

B. Permits are issued for a specific property only. Permits may transfer with ownership provided the signage is not altered or moved except to bring it into compliance with this chapter.

C. Fees for sign permits shall be established by resolution of the city council, and shall be paid prior to the sign being placed or altered. See 9.44.130(C) Filing fees.

D. Conforming signs that are damaged by acts of nature, vandalism or accident shall not be assessed a new sign permit fee when repaired to the pre-damaged condition.

E. A building permit shall be required for all free-standing signs as specified in the Oregon Structural Specialty Code, which shall be issued prior to sign placement, construction, or alteration.

9.44.080 Zone requirements for Signage.

A. In the R-1, R-2, and R-3 zones: One (1) sign shall be allowed and shall be limited to the following types**,** sizes and restrictions:

1. Wall sign

a. One (1) wall sign not exceeding two (2) square feet in size accessory to a single-family dwelling or a home occupation,
b. One (1) wall sign not exceeding six (6) square feet for a bed and breakfast inn.
c. In R-3 zone only, one (1) wall sign not exceeding twenty-four (24) square feet in size accessory to any other permitted or conditional use in the zone.

2. One (1) freestanding sign is permitted with a maximum size of three (3) square feet and maximum height of three (3) feet.
3. No moving or flashing signs, illuminated signs, roof signs, A-Frame signs, or banner signs shall be allowed in these zones.
4. No sign shall be placed within ten (10) feet of any government-installed sign within a street right of way (stop signs, traffic control sign, etc.).

B. In the R-4, C-1, P-F, and S-P zones:

1. General sign requirements:

a. The maximum amount of internally lit signs shall be limited to a total of twenty-four (24) square feet.

b. Additionally, one (1) open/closed sign with a maximum size of two (2) square feet is allowed.

c. No sign shall be placed within ten (10) feet of any government-installed sign within a street right of way (stop signs, traffic control signs, etc.)

2. Requirements for sign types:

a. Building Signs.

i. Wall signs. A maximum ten (10) percent of a building façade is allowed to have signs. The maximum size of any one sign shall be limited to ten (10) percent of the façade. A building façade is an exterior side of a building excluding the roof.

ii. Window signs. Windows are part of a building façade. Therefore, window signs are included in the maximum ten (10) percent of a building façade described above.

iii. Projecting signs. Projecting signs may extend a maximum five (5) feet from a building**.** Projecting signs may extend over a sidewalk within the public right of way with a minimum clearance of seven and one-half (7.5) feet from the ground so as to not affect pedestrian traffic. Placement of projecting signs on Highway 101 sidewalks are subject to agreement with the Oregon Department of Transportation.

iv. Roof signs.

1. No signs shall be painted directly on a roof or installed in the plane of the pitch of the roof.

2. Roof signs shall not exceed sixteen (16) feet in height above the adjacent street grade nor exceed the peak of the roof.

3. A roof sign on a flat roof shall be limited to a maximum of sixteen (16) feet above the street grade but not more than three (3) feet above the roofline.

4. The maximum total area of roof signs is twenty-four (24) square feet.

b. Permanent freestanding signs.

i. No more than one free-standing sign is permitted per street frontage per property.

ii. Single pole signs are prohibited.

iii. Freestanding signs shall have a maximum of:

1. Eight (8) feet in height as measured from the elevation of the centerline of the adjacent street.

2. Five (5) feet in width and thirty-two (32) square feet of area on lots having up to three hundred (300) linear feet of street frontage

3. Eight (8) feet in width and fifty (50) square feet of area on lots with more than three hundred (300) linear feet of street frontage.

4. The Planning Commission may grant a waiver of Section 9.44.040 for pre-existing nonconforming signs as of the date the sign ordinance is adopted.

5. One vacancy/no vacancy sign up to six (6) square feet and attached to this sign is permitted.

c. Banner signs.

i. One freestanding banner sign is allowed per business.

ii. Banner signs shall not exceed twenty (20) square feet.

iii. Ground-mounted banner signs may be placed on private property. Such signs shall not be mounted in or extend into public right of way. Ground mounted banner signs shall be setback fifteen (15) feet from the street at ingress/egress locations.

iv. Banners that are attached to a building and that extend over a public right of way shall have a minimum clearance of seven and one-half (7.5) feet from the ground.

v. Only city-provided banners shall be placed in flagpole holes along Highway 101 in front of the Commons, and no banners shall be placed in the city-owned planters.

9.44.090 Maintenance and appearance of signs.

All signs, together with all of their supports, braces, guys, and anchors shall be kept in good repair and be maintained in a safe condition. All signs and the site upon which they are located shall be maintained in a neat, clean, and attractive condition. Signs shall be kept free from excessive rust, corrosion, peeling paint or other surface deterioration. The display surfaces of all signs shall be kept neatly painted or posted. Signs that are faded, torn, damaged, unsightly, or in a state of disrepair shall be immediately repaired or removed.

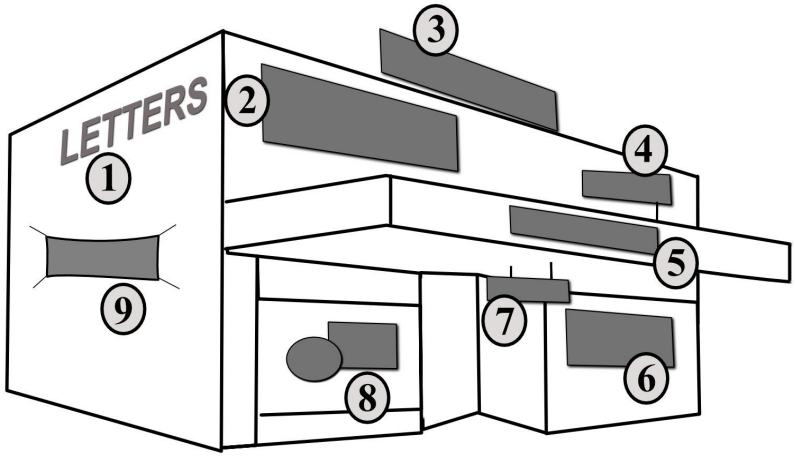
9.44.100 Variances and Adjustments.

A. Variance. To provide for reasonable interpretation of this Chapter, and in certain instances where this Chapter will produce a hardship, a business owner (with permission from the property owner, if different) may apply for a variance pursuant to Chapter 9.44.100 of this Code and must meet the Adjustment criteria listed in B below.

B. Adjustments.
   1. Up to a five (5) percent adjustment to the numeric standards of this section shall be allowed only in compliance with this subsection. Adjustments allowing the use of prohibited signs, or allowing signage other than that specifically allowed by this code, are not permitted.
   2. Requests for adjustments shall be submitted to the City on a form provided by the City, and accompanied by a fee as approved by the City Council. An adjustment request may be handled administratively.

9.44.110 Diagrams of Signs

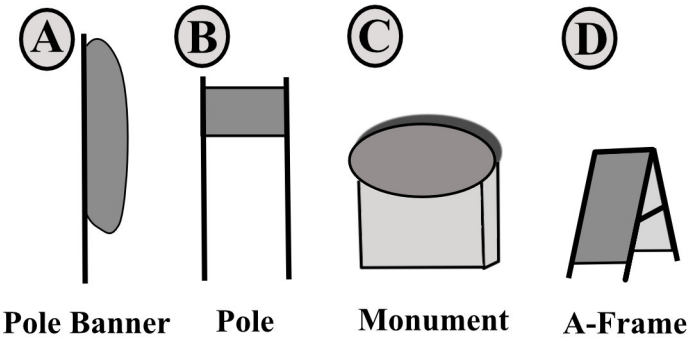
Building Signs



#	SIGN TYPE	ZONES R-1, R-2, R-3	ZONES R-4, C-1, S-P, P-F
	Freestanding Sign (*See Detail below*)	1 sign, SFD/home occupation: max 2 sf B&B: max 6 sf R-3: max 24 sf	Max 8 ft above adjacent grade Max 5 ft width and 32 sf area with up to 300 linear feet of street frontage Max 8ft width and 50 sf area with > 300 linear feet of street frontage.

1,2, 6	Wall Sign- Letters, Wall Sign	1 sign, SFD/home occupation: max 2 sf B&B: max 6 sf R-3: max 24 sf	Max 10% of façade sf
3	Roof Sign	Not allowed	Max 16 ft above adjacent grade Max 3 ft height above roofline-flat roof Max area 24 sf No painting on roof
4, 7	Projecting Sign, Hanging Sign	Not allowed	Max Projection 5 ft Min clearance 7.5 ft above sidewalk/ROW
5	Awning, Canopy, Marquee Sign	Not allowed	Max: lesser of 32 sf or 50% of awning, canopy, or marquee
8	Window Sign	Not allowed	Included in wall sign 10% facade
9	Banner Sign	Not allowed	1 sign per business Max 20 sf Min 7.5 ft clearance above sidewalk/ROW Ground Mounted 15ft back from ROW at ingress/egress location

Freestanding Signs



#	TYPE	REGULATIONS	Height	Width	Area
A	Pole/Flag/Banner Sign –	allowed as temporary (No permit req)	--	--	8 sf
B	Pole Sign -	allowed as permanent (permit req)	3 sf (R-1, R-2, R-3)	3 ft	--
			8 ft (R-4, C-1, S-P, P-F)	5 ft	32–50sf
C	Monument Sign -	allowed as permanent (permit req)	3 sf (R-1, R-2, R-3)	3 ft	--
			8 ft (R-4, C-1, S-P, P-F)	5 ft	32–50sf
D	A-Frame Sign -	allowed as temporary (No permit req))	3 ft	2 ft	6 sf

Prohibited Signs

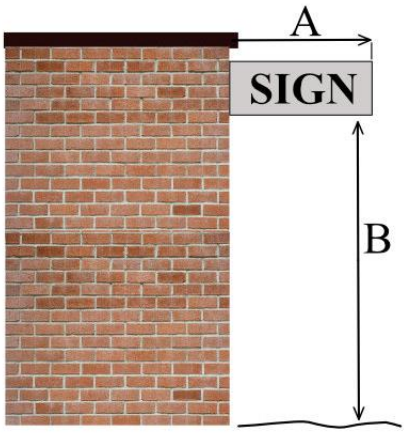
Single Pole Sign

Inflated Moving Signs & Flying Signs

Blinking or progressive lit signs

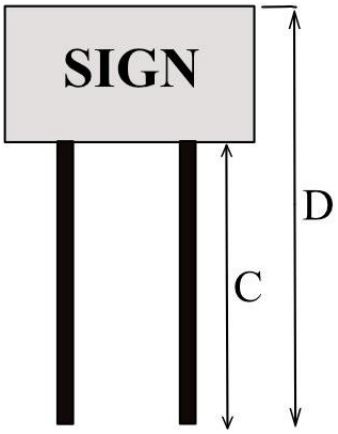
Balloons attached to & tethered signs

Projecting Signs



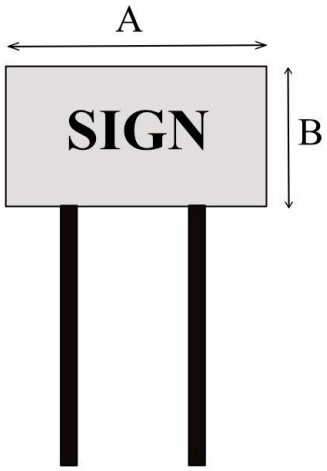
A = Projection from Wall
B = Clearance

Sign Height

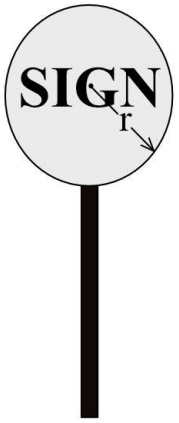


C = Clearance
D = Sign Height

Area of Sign (Face)

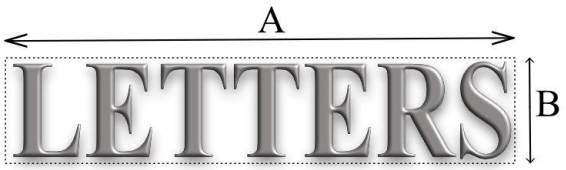


Area = A x B



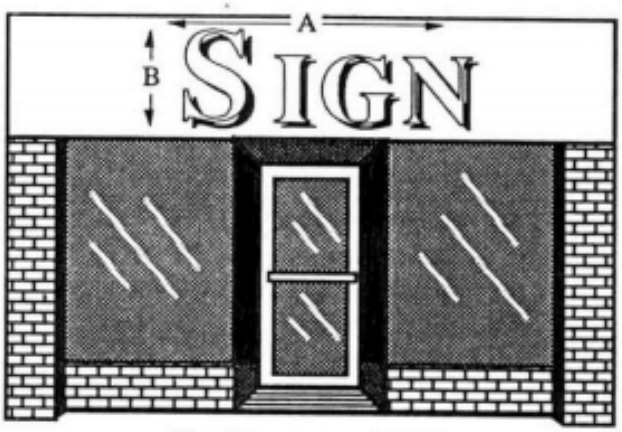
Area = πr^2

$\pi = 3.14$



Area = A x B
(box/shape encompassing letter faces)

Sign Face Measurements



Sign Face Area = (A)(B)

No Signs in Clear Vision Areas

9.44.120 Additional Specific Sign Requirements

A. Abandoned signs.

1. Any business-identifying sign shall be removed when the associated business or event has been discontinued or completed, or when the sign is no longer properly maintained as required by this Chapter.

2. Abandoned non-conforming signs shall be removed in their entirety within ninety (90) days of abandonment.

B. Awning, Canopy and Marquee Signs. The sign area shall not exceed the lesser of: 1) thirty-two (32) square feet; or 2) fifty (50) percent of the area of the awning, canopy or marquee to which the sign is attached.

C. Freestanding Ground Signs. These signs shall conform to general requirements as described in 9.44.080 with no further specific requirements.

D. Home Business and Bed and Breakfast Inn Signs. A home business or bed and breakfast may have one (1) freestanding sign with a maximum of three (3) square feet. This sign shall conform to the standards and procedures governing conditional uses within this chapter. Properties abutting two (2) or more noncontiguous streets shall be permitted signage at each street with each sign not exceeding three (3) square feet.

E. Projecting Signs.

1. The bottom edge of a projecting sign shall be a minimum of seven and one-half (7.5) feet above adjacent grade.

2. The projecting sign shall not extend more than five (5) feet from the building wall to which the sign is attached.

3. The sign does not project above the roof line or parapet wall, whichever is higher.

F. Illuminated Signs

1. No sign, light, lamp, bulb, tube, or device shall be used or displayed in violation of this section.

2. Regardless of the maximum wattages or milliampere rating capacities allowable under Section 9.44.120 of this chapter, no light source shall create an unduly distracting or hazardous condition to a motorist, pedestrian or the general public. Lighted signs shall be placed, shielded or deflected so as not to shine into residential dwelling units or structures, or impair the road vision of the driver of any vehicle.

3. External light sources for a sign shall be directed and shielded to limit direct illumination of any object other than the sign.

4. The illumination of signs shall comply with the following standards:

a. No bulb or lamp light source exceeding twenty-five (25) watts shall be exposed to direct view from a public street or highway.

b. No LED light source exceeding the equivalent of a twenty-five (25) watt incandescent bulb shall be exposed to direct view from a public street or highway.

c. When neon tubing is employed on the exterior or interior of a sign, the capacity of such tubing shall not exceed three-hundred [300] milliamperes rating for white tubing nor one-hundred [100] milliamperes rating for any colored tubing.

d. When fluorescent tubes are used for interior illumination of a sign, such illumination shall not exceed an illumination equivalent to eight-hundred [800] milliampere rating tubing behind a sign face spaced at least nine (9) inches, center to center.

9.44.130 Sign Permit Applications

A. Application Form. Applications for sign permits shall be submitted at the City office on prescribed application forms. Applications shall include the following information:

1. The names, addresses and telephone numbers of the applicant, the owner of the property on which the sign is to be installed, the owner of the sign, and the person or company who will install the sign;

2. The location of the building, structure or lot on which the sign is to be installed;

3. A site plan of the property, showing accurate placement thereon of the proposed sign;

4. Plans with configurations of the proposed sign and an accurate depiction of the sign with drawings to scale, covering the materials and methods of construction and installation. Plans shall include details of dimensions, materials, weight and other relevant factors.

5. The written consent of the owner of the building, structure or property on which the sign is to be installed;

6. Such other information as the City may require to determine full compliance with this and other applicable ordinances of the City;

7. If a business, evidence that owner has a city business license;

D. Permits Are Licenses. All rights and privileges acquired under the provisions of this chapter are mere licenses and, as such, are at any time revocable for just cause by the City. All permits issued pursuant to this chapter are subject to this provision.

Section 2. Severability. Any provision of this Ordinance which proves to be invalid, void, or illegal shall in no way affect, impair or invalidate any other provision of this Ordinance, and the remaining provisions of this Ordinance shall remain in full force and effect.

Section 3. Effective Date. This ordinance shall take effect on the 30th day after its adoption.

Passed and adopted by the Yachats City Council this _____ day of _____. 20___

	YES	NO	NOT PRESENT
John Moore, Mayor	☐	☐	☐
Max Glenn	☐	☐	☐
James Kerti	☐	☐	☐
Jim Tooke	☐	☐	☐
Leslie Vaaler	☐	☐	☐

_____
W. John Moore, Mayor

Attest by:

_____
Shannon Beaucaire, City Manager

VR License Holders – Consistantly Renting Revised

1. 1st Street - 198
2. 1st Street - 291 Front
3. 1st Street - 291 Back
4. 1st Street W - 420
5. 2nd Street E - 525
6. 2nd Street W - 265
7. 2nd Street W - 362
8. 2nd Street W - 420
9. 2nd Street W - 431 Rock Park Beach House

10. 3rd Street E - 403
11. 3rd Street W - 472 A-Frame
12. 3rd Street W - 503 Royal Chinook East
13. 3rd Street W - 505 Royal Chinook West
14. 3rd Street W - 563 Unit #2
15. 7th Street W - 575
16. Aqua Vista Loop - 330
17. Aqua Vista Loop - 365
18. Aqua Vista Loop - 368
19. Aqua Vista Loop - 575

20. Aqua Vista Loop - 583
21. Aqua Vista Loop - 591
22. Aqua Vista Loop - 851
23. Bay View Terrace - 508
24. Cape View Drive - 537 Rooms With a View
25. Cedar Avenue - 200
26. Center Way - 507
27. Combs Circle - 264
28. Combs Circle - 280
29. Combs Circle - 328

30. Combs Circle - 384
31. Combs Circle - 522

32. Coolidge Lane - 503
33. Coolidge Lane - 641 Surfside House

34. Crestview Drive - 22
35. Driftwood Lane - 1091
36. Driftwood Lane - 820
37. Gender Dr. - 45
38. Gender Drive - 62
39. Gender Drive - 93
40. Greenhill Drive - 18
41. Greenhill Drive - 78

42. Hwy 101 N - 81
43. Hwy 101 S - 270
44. Hwy 101 S - 46
45. Hwy 101 S - 530
46. Hwy 101 S - 562
47. Jennifer Drive - 236

48. Joni's Way - 40
49. King Street - 1430 Aha Lodge
50. King Street - 355
51. Lemwick Lane - 610
52. Lemwick Lane - 625 Arbor House South
53. Lemwick Lane - 635 Arbor House North
54. Lincoln Avenue - 149
55. Marine Drive - 373
56. Ocean View Drive - 1209 Beyond the Sea
57. Ocean View Drive - 170
58. Ocean View Drive - 180
59. Ocean View Drive - 360
60. Ocean View Drive - 370
61. Ocean View Drive - 466
62. Ocean View Drive - 540
63. Ocean View Drive - 622
64. Ocean View Drive - 651
65. Ocean View Drive - 687
66. Ocean View Drive - 753
67. Ocean View Drive - 761
68. Ocean View Drive - 786
69. Ocean View Drive - 789

70. Ocean View Drive - 791
71. Ocean View Drive - 811
72. Ocean View Drive - 841
73. Ocean View Drive - 933
74. Ocean View Drive - 961
75. Ocean View Drive - 979
76. Overleaf Loop - 2050
77. Overleaf Loop - 2055
78. Overleaf Loop - 2065
79. Overleaf Loop - 2090
80. Overleaf Loop - 2120
81. Overleaf Loop - 2130
82. Overleaf Loop - 2140

83. Reeves Circle - 174
84. Reeves Circle - 177
85. Reeves Circle - 181
86. Shell Street - 15
87. Shell Street - 154

88. Shell Street - 176
89. Shell Street - 195
90. Shell Street - 267
91. Shellmidden Way - 435
92. Shellmidden Way - 438
93. Shellmidden Way - 460
94. Stonebridge Court - 80
95. Surfside Drive - 40
96. Surfside Drive - 60
97. Village Lane - 370

98. Windy Way - 53

99. Yachats Ocean Rd 236
100. Yachats Ocean Rd 264
101. Yachats Ocean Rd 390
102. Yachats Ocean Rd 509
103. Yachats Ocean Road - 523 Lower

104. Yachats Ocean Road - 523 Upper
105. Yachats Ocean Rd 530

Not Renting VR License

106. 1st Street - 270
107. 2nd Street E - 364
108. 3rd Street W - 563 Unit #3
109. 7th Street E - 60
110. Combs Circle - 360 Heron House
111. Gender Drive - 62
112. Greenhill Drive - 111
113. Hwy 101 N - 131 Ona's Perch
114. King Street - 1046
115. Marine Drive - 412
116. Marine Drive - 655
117. Ocean View Drive - 1031
118. Ocean View Drive - 190
119. Ocean View Drive - 586
120. Ocean View Drive - 668
121. Ocean View Drive - 861
122. Reeves Circle - 230
123. Reeves Circle - 50
124. Shellmidden Way - 431
125. Spring Hill Road - 116
126. Windsong Street - 230
127. Windy Way - 33

Renting Very little

128. 7th Street W - 551 Sea Breeze
129. Combs Circle - 336
130. Coolidge Lane - 455
131. Hill Court - 261
132. Jennifer Drive - 250
133. Pontiac Street - 61
134. Shell Street - 17

135. Windy Way - 23