



PLANNING COMMISSION REGULAR SESSION AGENDA
Monday, January 23, 2023 - 7:00 PM
City Hall, Council Chambers, 169 SW Coast Hwy, Newport, OR 97365

All public meetings of the City of Newport will be held in the City Council Chambers of the Newport City Hall, 169 SW Coast Highway, Newport. The meeting location is accessible to persons with disabilities. A request for an interpreter, or for other accommodations, should be made at least 48 hours in advance of the meeting to Erik Glover, City Recorder at 541.574.0613, or e.glover@newportoregon.gov.

All meetings are live-streamed at <https://newportoregon.gov>, and broadcast on Charter Channel 190. Anyone wishing to provide written public comment should send the comment to publiccomment@newportoregon.gov. Public comment must be received four hours prior to a scheduled meeting. For example, if a meeting is to be held at 3:00 P.M., the deadline to submit written comment is 11:00 A.M. If a meeting is scheduled to occur before noon, the written comment must be submitted by 5:00 P.M. the previous day. To provide virtual public comment during a city meeting, a request must be made to the meeting staff at least 24 hours prior to the start of the meeting. This provision applies only to public comment and presenters outside the area and/or unable to physically attend an in person meeting.

The agenda may be amended during the meeting to add or delete items, change the order of agenda items, or discuss any other business deemed necessary at the time of the meeting.

1. CALL TO ORDER AND ROLL CALL

Commission Members: Jim Patrick, Bill Branigan, Bob Berman, Jim Hanselman, Gary East, Braulio Escobar, and John Updike.

2. APPROVAL OF MINUTES

2.A Approval of the Corrected Planning Commission Regular Session Meeting Minutes of November 28, 2022.

[CORRECTED - PC Reg Session Minutes 11-28-2022](#)

2.B Approval of the Planning Commission Regular Session Meeting Minutes of January 9, 2023.

[Draft PC Reg Session Minutes 01-09-2023](#)

3. CITIZENS/PUBLIC COMMENT

A Public Comment Roster is available immediately inside the Council Chambers. Anyone who would like to address the Planning Commission on any matter not on the agenda will be given the opportunity after signing the Roster. Each speaker should limit comments to three minutes. The normal disposition of these items will be at the next scheduled Planning Commission meeting.

4. ACTION ITEMS

4.A File 4-CUP-22: Final Order and Findings of Fact.

[Final Order](#)

[Findings of Fact](#)

5. PUBLIC HEARINGS

5.A File 1-CP-21: Comprehensive Plan Amendments to Adopt the Housing Capacity Analysis.

[File 1-CP-21 - Staff Report](#)

[Attachment A - PowerPoint, Dated November 14, 2022, by ECONorthwest](#)

[Attachment B - Updated Housing Goals and Policies](#)

[Attachment C - Housing Capacity Analysis, Dated November 2022](#)

[Attachment D - Notice of Public Hearing](#)

[Additional Testimony - Samuel Goldberg](#)

5.B File 4-Z-22: Amendments to NMC Chapter 14.06 and 14.16 Related to RV and Tent Camping on Residential Lots.

[File 4-Z-22 - Staff Report](#)

[Attachment A - November 30, 2022 Mark-up of Revisions to the Listed NMC Chapters](#)

[Attachment B - Minutes From the 11/28/22 Planning Commission Work Session](#)

[Attachment C - Notice of Public Hearing](#)

5.C File 5-CUP-22: Conditional Use Permit Seeking Relief From a Short-Term

Rental Land Use Standard.

File 5-CUP-22 - Staff Report

Attachment A - Completed Application Form

Attachment B - Application Narrative

Attachment C - County Assessor Tax Map 11-11-09-CB

Attachment D - Embarcadero Phase III Condominium Plat, Dated 5/13/77

Attachment E - Aerial Image of the Property

Attachment F - Letter from Maria Tesch, dated 1/8/23

Attachment G - Public Hearing Notice

6. NEW BUSINESS

7. UNFINISHED BUSINESS

8. DIRECTOR COMMENTS

9. ADJOURNMENT

MINUTES
City of Newport Planning Commission
Regular Session
Newport City Hall Council Chambers
November 28, 2022

Planning Commissioners Present: Jim Patrick, Bob Berman (*by video*), Braulio Escobar, Jim Hanselman, Gary East, Bill Branigan, and John Updike.

City Staff Present: Community Development Director (CDD), Derrick Tokos; and Executive Assistant, Sherri Marineau.

1. Call to Order & Roll Call. Chair Patrick called the meeting to order in the City Hall Council Chambers at 7:03 p.m. On roll call, Commissioners Patrick, Branigan, East, Hanselman, Berman, Escobar, and Updike were present.

2. Approval of Minutes.

Commissioners Branigan, Berman, Updike and Patrick noted minor changes to both sets of minutes.

A. Approval of the Joint City Council and Planning Commission Work Session Meeting Minutes of November 14, 2022.

MOTION was made by Commissioner Updike, seconded by Commissioner East to approve the Joint City Council and Planning Commission Work Session Meeting Minutes of November 14, 2022 with minor corrections. The motion carried unanimously in a voice vote.

A. Approval of the Planning Commission Regular Session Meeting Minutes of November 14, 2022.

MOTION was made by Commissioner Updike, seconded by Commissioner East to approve the Planning Commission Regular Session meeting minutes of November 14, 2022 with minor corrections. The motion carried unanimously in a voice vote.

3. Action Items.

A. File 3-CUP-22: Final Order and Findings of Fact Approving a Conditional Use Permit to do an Interior Remodel of a Historic Building (Ernest Bloch Home).

MOTION was made by Commissioner East, seconded by Commissioner Branigan to approve File 3-CUP-22 Final Order and Findings of Fact. The motion carried unanimously in a voice vote.

B. Initiate Legislative Amendment Process for Camping Related Land Use Amendments.

MOTION was made by Commissioner Branigan, seconded by Commissioner Updike to initiate the legislative amendment process for camping related land use amendments. The motion carried unanimously in a voice vote.

4. **Public Comment.** None were heard.

5. **Public Hearings.** At 7:06 p.m. Chair Patrick opened the public hearing portion of the meeting. He asked the Commissioners for declarations of conflicts of interest, ex parte contacts, bias, or site visits. None were heard. Patrick called for objections to any member of the Planning Commission or the Commission as a whole hearing this matter; and none were heard.

A. File 2-CUP-22-A (Continuation).

Tokos reviewed the staff memorandum. He reminded that a decision had not been made at the last meeting. There had been a three to three tie vote and the Commission chose to leave the hearing open so the seventh Commissioner could review the application and vote. Tokos reported that Commissioner Hanselman had reviewed the report in order to vote. He also acknowledged the new testimony submitted by owner, Ty Hildebrand and attorney, Zachary Dablow which had been shared with the Commission prior to the hearing. Tokos requested the Commission be clear on the rationale they were using to make their decisions, and to be clear on the reason for their vote.

Tokos pointed out the question on if a condition could be added to require the applicant to hold ten events a year was enforceable and he didn't recommend it. He thought they should take the applicant at their word that they would be doing those because it would be difficult for enforcement to stay on top of it. Tokos explained that if an issue was ever raised the City could respond on a complaint basis.

Proponents: Zachary Dablow, attorney for the applicant addressed the Commission. He noted the previous approval for the other real estate office in Nye Beach had been approved using the concepts that a broader definition of tourist area encompassed the idea of exploring and investing in real estate and served tourists and residents. Part of their argument was that before they got to the specifics of entertainment, Realty One had reported they had the same business plan idea to target tourists and provide education in the area as the previous location. Dablow explained that Realty One wanted to move to the ideal location that the business plan conceptualized, and this shouldn't be a punishment. The idea they were offering tourist direct and real estate services the same way Sea Shore Realty was, showed that they met the specific conditional use factors. Dablow noted that zone restrictions and conditional uses were useful for Commissioners to craft what they wanted to see in Newport, but thought the concern for saturation of the market would take care of itself. They urged the Commission to approve the conditional use permit.

Owner, Ty Hildebrand addressed the Commission. He explained they wanted to be given the same opportunity as Sea Shore Realty and Guild Mortgage who had already been given the green light in the Nye Beach area. He thought Realty One could add a lot for Nye Beach and tourists. Hildebrand added that their current location wasn't ideal because they were dealing with homeless issues there, and the location wasn't where they wanted to be.

Escobar asked if there were other locations the business had been located at in Newport. Hildebrand reported they had been at the current location for three years and it wasn't ideal. Escobar asked if they looked at any other locations in Newport. Hildebrand reported they hadn't, their original goal was to be located in Nye Beach. He reported that they had written a letter of intent for the location on the other corner of the street where they were at currently, but it wasn't accepted. Nye Beach was the area they wanted to be in. Escobar asked how many community type activities they had sponsored at their current location since May of 2019. Hildebrand reported there had been around five to six events. They had been doing the Toy for Tots and Pizza parties for their clients. Their current office wasn't great for these things because of the homeless population

there. Hildebrand asked when Guild Mortgage started business in Nye Beach. Tokos reported they started at the same time the other real estate office went in. A staff level conditional use approval was done at that time and they were approved.

CeCe Kelly addressed the Commission. She stated she was a licensed realtor and noted that their profession was one that people stopped in to offices without an appointments. Kelly had people stop in the office for other reasons than for real estate who then became clients. She explained how Realty One's dream had been squashed by Covid and their events had to be delayed because of it. Kelly appreciated the opportunity to continue the hearing. They really wanted their office to be in Nye Beach. Kelly reported that at their current location they had to have the doors locked because of certain incidences that were continuing to happen. Escobar asked if they had looked for other locations for the office. Kelly reminded that Hildebrand had already answered this, and she wasn't a part of the staff that looked for locations. Kelly stated that Hildebrand had his heart set at the location in Nye Beach but it wasn't available at the time they started in Newport.

Opponents: None were heard.

Chair Patrick closed the hearing at 7:34 p.m.

Escobar thought when the applicant brought up the safety of staff and problems with the homeless at their current location, it cast a new light on this. He thought Nye Beach should be tourist related. Escobar didn't think there was any compelling argument that the business would fail if it wasn't in a tourist area. He also noted that he hadn't heard testimony that there had been an effort to look anywhere else. Escobar noted that he didn't hear anything that would cause him to change his vote.

Branigan thought this was a tough choice. He noted that when Newport Municipal Code Chapter 14.03.040 was adopted it was clear that personal service oriented meant things like tax preparers, accountants, architects, and animal grooming. It was pretty clear that real estate was also included in this. Branigan understood why a real estate firm would want to be located there, and questioned if they needed to change the language to take real estate offices out of the code. Branigan affirmed his decision would be to deny.

Berman felt even more strongly that the Commission should override the staff denial because of the testimony that had been presented by the attorney. He said for fairness and consistency, they already approved the other real estate office that presented nothing for attracting tourists to that location. Berman thought the outreach to the public with the art gallery, and the other activities made it a good fit. He would vote to overturn the director's decision.

East agreed with Berman. He pointed out the current location had safety issues. East would vote overturn the director's decision.

Urdike agreed and thought the information provided at the meeting had been compelling. He felt the difficulties at their current location was a non-starter. Urdike thought there was a consistency issue with real estate in the same category. He thought in this instance the applicant was adding what they were looking for.

Patrick was on the fence on his decision and thought the lawyer's latest statement included some good points. He pointed out that he didn't know about the Guild Mortgage approval until this evening. Patrick thought choosing to look for another location wasn't the Commission's decision, neither was the business model. He was leaning toward approving this and thought they should strike real estate offices from the code. They needed to make a nexus between tourism and the

service providers to have some sort of tie to it. Patrick thought this would be better than deciding the number of same category of services that should be in the area.

Hanselman reported he missed attending the first hearing meeting but had watched the video of it and reviewed the record. He referenced a comment a Commissioner gave at the first hearing date concerning the concept of new business strategies. This was a concept where they had combinations of businesses at one location so they could try their hands out with doing business in zones they might not have been permitted in previously. Hanselman was stuck on what happened in 2011 when policy makers decided to draw specific definitions on what should exist and not exist in Nye Beach. Hanselman understood why the one real estate office had been grandfathered in. He didn't understand how another had been allowed in Nye Beach in 2018. The business in question currently was a realty office, which was prohibited in the original 2011 reorganization. Hanselman felt having realty offices in Nye Beach made this decision difficult. If more realty offices were wanted in Nye Beach they needed to change the rules and make them acceptable. Hanselman thought it was better to change the rules and come back to this it another time. He also questioned if the applicant had done their due diligence. The location for a business correlated to the zoning, and when someone purchased an office without seeing if their business plan fit directly with the zoning, it was their mistake. Hanselman explained that he was being held to the standard established in 2011 and was inclined to support the staff decision. Patrick agreed with both sides and reminded they did decide to allow a conditional use for someone else. Hanselman noted that that the previous conditional use was about a tv screen, not operating a real estate office in Nye Beach. Patrick asked if they went back and fixed things, would that change anybody's vote. Branigan thought that if they looked at this again, they would need to look at all personal services and strike out real estate.

Berman thought the issue of looking back at the personal services category would be good but that was not what they were looking at with this hearing. This request was to open a real state office in a area where they had previously approved the opening of a real estate office. Berman noted that the applicant made an effort in the business plan to conform to the tourist commercial and entertainment values. Patrick thought there was a good argument to go back and look at tourist commercial. He didn't want to see any empty spots in Nye Beach. Escobar noted the original intent in 2011 was that the application had to demonstrate that their business model was reliant upon being located in a tourist commercial area. He didn't think this application showed they had to be located in Nye Beach to be successful.

MOTION was made by Commissioner Berman, seconded by Commissioner Updike to override the staff decision and approve the Conditional Use Permit for File 2-CUP-22. Commissioners Patrick, East, Berman and Updike were an aye. Commissioners Branigan, Hanselman and Escobar were a nay. The motion carried in a voice vote.

6. **New Business.** None were heard.

7. **Unfinished Business.** None were heard.

8. **Director Comments.** Tokos referenced to the updated Planning Commission Work Program that was included in the work session meeting agenda. He noted the annexation hearing for the South Beach Church would be held on the January 9th meeting. The conditional use permit hearing for Toyota of Newport might be on the January 23rd meeting.

Tokos reported that he just had a meeting with the County, the DLCD and Boston Timber on the Urban Growth Boundary (UGB) land swap. The County wasn't satisfied with the land area that

was being swapped out and how it was being handled. The swap had been retooled and was different than what the City Council had looked at. The County wanted it to come back to the City to review. Tokos told the County he would agree to this if they would go on the record before the Council ultimately approved anything that the Commission was comfortable with, if there were no new arguments that would come out, and if they would do it in a timely manner. Boston Timber was willing to continue to work on this. Tokos reported there was a new third party involved, Terry Litenmeier, who's property would be coming out of the UGB. He appeared to be on board with new concepts. This would come in as a new application and it would be scheduled once it was submitted. Berman asked what the problems were that the Commission had concerning this. Tokos explained this had never been reviewed by to the Commission. The problem was the County said since it was coming out of the UGB they would force Litenmeier to change the zoning that they had applied, which was an RR-10 to a Commercial Forest or TCU timber conservation. This would have been highly restrictive on what Litenmeier could do. The accommodation was to change the 10 acre minimum size for timber conservation to a five acre minimum. This was because Litenmeier only wanted to do an equal land exchange which would give him the investment back expectation for developing the property. This was a prime example on why they needed to simplify the UGB amendment.

Escobar asked if there was a time sensitive reason to have the annexation hearing on January 9th. Tokos explained they were trying to get annexed in through a conditional use process, then have a building plan review, and then do the actual construction. They had to get off the property they were currently at in 2023. They wanted to move this quickly because they were afraid they wouldn't have a facility ready for occupancy by the time they had to vacate the current property. Tokos would talk to them to see if a two week delay would mean anything. He noted the annexation was not as big of an issue as the conditional use permit which would look at the proposed church use of the property consistent with the conditional use criteria. Hanselman asked if they had already purchased the property. Tokos confirmed they purchased it, and it was located near the Wilder subdivision on 40th Street. Escobar asked if this would be away from residences where noise would travel to. Tokos reported the church looked forward to not being that close to them and designing a building that would meet their needs.

9. Adjournment. Having no further business, the meeting adjourned at 8:04 p.m.

Respectfully submitted,

Sherri Marineau
Executive Assistant

Draft MINUTES
City of Newport Planning Commission
Regular Session
Newport City Hall Council Chambers
January 9, 2023

Planning Commissioners Present: Jim Patrick, Bob Berman, Braulio Escobar (by video), Jim Hanselman, Gary East, Bill Branigan, and John Updike.

City Staff Present: Community Development Director (CDD), Derrick Tokos; and Executive Assistant, Sherri Marineau.

1. **Call to Order & Roll Call.** Chair Patrick called the meeting to order in the City Hall Council Chambers at 6:00 p.m. On roll call, Commissioners Patrick, Branigan, East, Hanselman, Berman, Escobar, and Updike were present.

2. **Approval of Minutes.**

A. **Approval of the Planning Commission Regular Session Meeting Minutes of December 12, 2022.**

MOTION was made by Commissioner Branigan, seconded by Commissioner East to approve the Planning Commission Regular Session meeting minutes of December 12, 2022 as written. The motion carried unanimously in a voice vote.

3. **Action Items.**

A. **Annual Organizational Meeting.**

MOTION was made by Chair Patrick, seconded by Commissioner Berman to nominate Bill Branigan as the new Planning Commission Chair. The motion carried unanimously in a voice vote.

MOTION was made by Chair Branigan, seconded by Commissioner Patrick to nominate Bob Berman as the Planning Commission Vice-Chair. The motion carried unanimously in a voice vote.

4. **Public Comment.** None were heard.

5. **Public Hearings.** At 6:04 p.m. Chair Branigan opened the public hearing portion of the meeting. He asked the Commissioners for declarations of conflicts of interest, ex parte contacts, bias, or site visits. Commissioners Hanselman and Branigan reported drive-bys. Commissioners Patrick, Berman, East and Patrick reported site visits. Branigan called for objections to any member of the Planning Commission or the Commission as a whole hearing this matter; and none were heard.

A. **File 4-CUP-22:**

Tokos reviewed the staff report and showed an aerial map of the lot to illustrate the site and the areas that would be altered for the new dealership building and service building. He also covered the land use requirements the applicant would have to meet that included landscaping standards, State legislation for EV charging stations, light shielding, employee parking for carpooling or vanpooling spaces, separated bike lanes, additional sidewalks on the northside area of 35th Street,

and sign permits. Tokos thought the standards had been met for the Commission to be able to approve the request.

Berman asked if the vanpool rules had a minimum number of employees for when the rules kicked in. Tokos reported the dealership was over this threshold and the standards came into play only when they had employee parking. Berman asked about if 15 foot landscaping standard had been added to the Municipal Code. Tokos confirmed it had been included. Berman questioned if vehicle repair wasn't allowed in this zone under the code. Tokos explained that vehicle repair became a conditional use with the ordinance changes.

Updike asked if the details of landscaping they were implementing would be provided later. Tokos reported they would provide these details with their building permit plan submittal.

Hanselman asked if the applicant was going to include a body shop that did painting or if they were just servicing vehicles in the vehicle repair department. Tokos would deferred this question to applicant.

Proponents: Paul Kurth with LRS Architects addressed the Commission and noted he represented the applicant. He explained that the dealership would be designed as a showroom and vehicle repair. Hanselman asked if the parking spaces in drawing A.002 would be used for employees or the public. He also wanted to know if the repair shop would be body shop to do work to fix wrecks. If so, Hanselman wanted to know where the wrecks would be parked. Hanselman also asked where the EV charging stations would be located. Kurth reported he didn't see the dealership doing any body shop work inside of the structure. He noted they would have a number of EV charging locations but they hadn't identified any locations at that time. Hanselman suggested they make sure to keep the lighting directed onsite.

Branigan asked how many EV charging station there would be and if they would be fast chargers. Kurth reported he didn't have the information at that time. Berman asked if they were only required to put in the conduit for charging stations. Tokos confirmed this was correct.

Opponents: None were heard.

Chair Branigan closed the hearing at 6:34 p.m.

Hanselman thought the applicant had been thorough but thought they needed to explain a few more things. He hoped they would be good members of the community. Hanselman stated he would support an approval.

Patrick thought they met the criteria. He thought the conditions were reasonable and it would be an improvement. Berman, East and Updike agreed.

Escobar reminded that the Commission knew this application would be coming through when they did the adjustments to the zoning in South Beach. He thought this would enhance South Beach and he fully supported it because they met the criteria.

Branigan thought all the conditions had been met and felt this would be an improvement. He supported the renovation of the dealership.

MOTION was made by Commissioner Patrick, seconded by Commissioner Escobar to approve File 4-CUP-22 with the three conditions. The motion carried unanimously in a voice vote.

B. File 3-AX-22 / 7-Z-22:

Tokos reviewed the staff report for the annexation. He noted that a separate public hearing for a conditional use permit that would go before the Commission, then on to the City Council, when they had the details about what the Church intended to construct. This would happen at a later date when the Council did an ordinance. It would then go to the Oregon Department of Revenue who would officially modify their maps.

Berman asked if the property to the east of this location was public property. Tokos reported this was city owned property. It used to be part of the Seal Rock Water District and was subsumed by the city. Berman asked if there were any plans for this property. Tokos noted they would like to extend a trail down the Chestnut Street right-of-way and along the property back to the Wilder subdivision. Berman asked if there was involvement by the County to withdraw this property. Tokos reported the County didn't have involvement. The property would be withdrawn from the Lincoln County Library District and the Rural Fire District. The city already provided services to this area so this was a wash for the districts. There was also a Seal Rock Water District agreement that had outstanding debt that accrued before the city took over water service for this area. The city had to pay the small outstanding balance and it would soon go to the wayside.

Patrick asked what the policy was for landlocked lots. Tokos explained this wasn't a land locked lot and he showed the Commission where the access would be on the map.

Proponents: Luke Frechette with South Beach Church addressed the Commission. He reported that he was the owner of the property and was excited about the process to purchase the property. Frechette gave an overview on the progress they were going through to ultimately build on the lot.

Berman asked what their timeline to move to the property was. Frechette reported they would be building as fast as possible and hoped to break ground in March. They had to be out of their current location by December 31st of this year. If they were ready, they might try to apply for an extension of the least. If this didn't happen they would temporarily move until the new structure was complete.

Escobar asked what their plan was to mitigate noise at this parcel. Luke reported they were designing a building that was acoustically sound inside and out.

Opponents: None were heard.

Chair Branigan closed the hearing at 6:50 p.m.

Updike had no problems with the application and was in favor of it. East agreed. Berman thought it was the logical thing to do. Patrick agreed and thought the zoning fit. Hanselman said he was good with everything and thought this was the way to annexing.

MOTION was made by Commissioner Patrick, seconded by Commissioner Berman to make a favorable recommendation to the City Council for File 3-AX-22 / 7-Z-22. The motion carried unanimously in a voice vote.

C. File 5-Z-22:

Tokos reviewed the staff report that included the recommended changes to the Short-Term Rental (STR) Ordinance. Revisions included (a) adding a grace period for individuals or entities that purchase vacation rental properties in areas where they can immediately begin to use them for vacation rental purposes, so they can rent the property while working through the process to obtain a license; (b) codifying the process the City was using to administer the waiting list for the issuance of short-term rental business license endorsements; (c) tightening up code violation language by noting that any act occurring on real property that results in a civil infraction, be it related to the short-term rental or not, is a “strike” against the owner’s short-term rental endorsement; and (d) eliminating the option that allowed the City Council to adjust the cap on the number of available vacation rental licenses by resolution as long as the cap figure did not exceed 200. On May 6, of 2019, with Resolution No. 3850, the City Council established the current cap at 176 licenses.

Tokos acknowledged the public comment received from Cheryl Connell concerning the 30 day grace period for new owners to operate without a license. He reminded that what they were talking about were units that had been previously licensed and inspected. Tokos noted that it was an entirely legitimate and understandable issue for Miss Connell to raise, but thought it was somewhat of a mitigating factor and a little bit different than a unit that had never been inspected. He also explained that Connell opposed the 176 license cap because it only applied to licenses in the permissible area and not to ones outside of the boundary.

Berman asked where they were at in terms of the caps and the number of operational STRs within the zone. Tokos explained that the area within the zone was where the cap applied. The cap number had been set at 176 since the 2019 changes. Tokos explained that typically the city freed up around 20 licenses per year to make available to people on the waitlist. People on the waitlist typically waited around two to three years before they were offered a license.

Hanselman asked how many licensed units there were outside of the allowed zone. Tokos explained when the new ordinance started it was around the mid 40’s and currently was around the mid 30’s. These licenses typically went away when the property was sold, the owners closed their licenses, or when the owners changed the properties to long term renting or they no longer wanted to do short term rentals.

Escobar suggested the Commission do a work session meeting to discuss this before making a decision. He didn’t like the 30 grace period.

Berman asked if there was a parallel 30 day grace period for when the new owners of hotels received their licenses. Tokos explained that the city didn’t shut them down during the period they were obtaining their business licenses. Berman asked if hotels had inspections like STRs. Tokos reported their inspections were a little different, and the Fire Department did their own inspections. He noted that a hotel could operate without a business license while waiting for their license to be issued.

Berman wanted to revisit the 10 year phase out for STRs outside of the zone and thought a work session meeting should have a discussion about doing this. Tokos explained the Commission had the right to do this, but they needed to make it clear that this wasn’t a recommendation from the work group and that it came from the Commission. Updike asked if the work group discussed the phase out. Tokos reported there had been discussions, but they felt these licenses would go away over time. Branigan pointed out that he had served on the work group and reported that they had discussed this several times. They thought this was working fine as it was and it didn’t think it needed to be changed.

Escobar wanted the Commission to discuss operating without a license for 30 days. He agreed that things were better now than before the new rules went in place. Escobar thought the ordinance was favorably working. Hanselman supported a work session meeting about the grace period and doing a phase out. He thought STRs outside of the zone were going away but it wasn't constant. Escobar requested that members of the STR work group participate in a work session meeting. Tokos would ask members of the Work Group to join the meeting and suggested continuing hearing to February 13, 2023 at 7 p.m.

MOTION was made by Commissioner Berman, seconded by Commissioner Escobar to continue the public hearing for File 5-Z-22 to the February 12, 2023 meeting starting at 7 p.m., and schedule a work session meeting beforehand to discuss the changes. The motion carried unanimously in a voice vote.

Berman asked Tokos to bring language on a phase out to the work session. Tokos explained that he could do this, but if they were to entertain something like this, it would be a significant change that begged a much more public process. He cautioned that this wouldn't skate through with a number of limited public engaged. Tokos noted that if he brought forward language he expected the Commission would talk about it in the work session, and then discuss backing this out and doing a more robust public process. Otherwise, the public could say they never received notice it was being discussed. Berman thought this was the time to bring it up because the last time it was brought up at Council it was premature.

6. New Business.

A. 1886 Building and City Limitations on the Demolition of Historic Structures.

Tokos reviewed the memorandum concerning the demolition of the 1886 historical building in Newport. The current owner wanted to demolish and rebuild it with the same architectural aesthetics. He asked if the Commission wanted to take the building off the historical list. If so, this would require a Comprehensive Plan change to take it off the local inventory list and demolish the building. Tokos explained the Commission could then take more time to see if they wanted to make changes to the code itself and say they could allow demolition in certain circumstances. Tokos referenced the sample codes he provided concerning demolition. He reiterated that the 1886 building was in disrepair and could become a risk. Tokos explained the new owners had looked at what they could do with the building. An engineer looked at the property in the summer and said it wasn't an imminent risk but had serious issues. The new owners found that it would be around \$2 million to rectify the problems. Tokos reported they bought the building to rectify the situation and to in part protect their investment next door. The owners didn't see a viable option to remodeling it. Tokos noted the owners were open to working with the Historical Society to talk to them about any documents they would want, or to incorporate some significant elements into their redesign.

Berman asked if there were any provisions in the code that had to do with historical buildings that had been properly brought to enforcement in the last 20 to 40 years. Tokos didn't know of any but noted there were limited building maintenance provisions in the nuisance code. Berman wanted to keep this from happening again and asked if the Commission should be working with the historical code to have periodic inspections on the buildings and consequences for not fixing things from one year to the next. Tokos wasn't sure what this would look like or how effective this approach had been for other jurisdictions. He thought the most effective thing to do was to take this property off the historical list through the conditional use modification. Then initiate work on the historic

to look at the other buildings on the list, if there are other buildings to add to the list, to look at creating a process for this.

Hanselman noted that Jump Off Joes was still listed. Tokos reminded the Castle, Sylvia Beach and Earnest Bloch sites had been reviewed by the Commission. Updike asked how many buildings were on the State inventories. Tokos didn't know and would have to get the numbers for him. Updike had a problem with awarding a demolition through neglect. He thought they needed to be careful on what they did for this decision, and how precedential it could be for other similar buildings. Updike wanted to see some protections added to the language. Escobar asked if they could focus on this request to remove the one structure as a historical building and then discuss other issues in the future. He thought that Mo's had been a good citizen in the community and pointed out they stated in their letter they submitted that they wanted to preserve the same type of skyline adjacent to their existing building.

Commissioner Escobar made a motion to allow the removal of the 1886 building from the city's historical designation.

Tokos noted this motion would mean that the Commission was giving him the green light to prepare amendments to the comprehensive plan to do this. He thought they could justify an emergency adoption of the ordinance so the building didn't fall down. Updike expressed concerns that if they went down the path for an exit ramp for situations like this in the future in the code, he didn't think the letter they submitted was a robust financial analysis of building new versus rehabbing the old. Updike thought \$1.5 million wasn't an accurate cost estimate. Patrick reminded that there wasn't a way to fix this property. Updike was concerned about letting them make changes based on neglect. Patrick thought that when they did a new ordinance they would build in an emergency order for this. He reminded they could give them an emergency order because there wasn't anything in the current ordinance requiring them to maintain the building.

Tokos thought if the Commission initiated the process to amend this on the Comprehensive Plan level, it wouldn't be unreasonable to request that the McEntee's provide additional information before the public hearing. Updike wanted to avoid a precedent of need. Tokos thought they could ask the McEntee's to provide more details on the problems of the structure and why demolition was the only way forward. He thought the Commission could also do more in-depth work on how they should restructure the historical review process, how to create a safety valve for allowing demolition in certain circumstances, and how to make sure there wasn't an incentive to not maintain buildings. Patrick wanted a survey done on what shape the current historical buildings were currently. Tokos reported the Fire Department was currently putting together a plan for responding to protect the rest of the structures that are adjacent to the building in question.

Tokos reminded that when the McEntee's purchased the property they knew the building was a problem. They purchased it in part to address the risk it posed to their own investments immediately adjacent to it. Tokos noted they didn't understand the historical significance of it at that time. Patrick asked if they could put a condition on this that they build something similar to what was there. Tokos reminded the conditional use would allow them to add conditions that it be consistent with the development character of the area, relative to its size and height.

MOTION was made by Commissioner Escobar, seconded by Commissioner Hanselman to initiate the legislative process to modify the Comprehensive Plan so the 1886 structure was delisted as a historical building and to allow the demolition of the building. The motion carried unanimously in a voice vote.

Tokos would send the notice to the state and get a public hearing scheduled.

7. **Unfinished Business.**

A. **Planning Commission Work Program Update.**

Tokos reported he would give updates to the Commission on the work program as it evolved.

8. **Director Comments.** None were heard.

9. **Adjournment.** Having no further business, the meeting adjourned at 7:39 p.m.

Respectfully submitted,

Sherri Marineau
Executive Assistant

**BEFORE THE PLANNING COMMISSION
OF THE CITY OF NEWPORT,
COUNTY OF LINCOLN, STATE OF OREGON**

**IN THE MATTER OF PLANNING COMMISSION)
FILE #4-CUP-22, A CONDITIONAL USE PERMIT)
APPLICATION FOR TOYOTA OF NEWPORT) **FINAL**
(PAUL KURTH, APPLICANT; JO ANN PACHECO,) **ORDER**
AUTHORIZED REPRESENTATIVE; STEVEN JACKSON,)
JACKSON AUTMOTIVE GROUP, OWNER))**

ORDER APPROVING A CONDITIONAL USE PERMIT, a Conditional Use Permit to construct a 26,000+/- sq. ft. auto dealership with a showroom and vehicle repair. Existing buildings are to be removed. The property is located at 3234 SW Coast Highway (Tax Lots 02000, 02100 and 02200 of Lincoln County Assessor’s Map 11-11-17-DB (Lots 4, 5 and 6, Plat of Sunset Dunes), and it is 3.74 acres in size.

WHEREAS:

- 1.) The Planning Commission has duly accepted the application filed consistent with the Newport Municipal Code; and
- 2.) The Planning Commission duly held a public hearing on the request, with such hearing occurring on January 9, 2023; and
- 3.) At the public hearing on said application, the Planning Commission received testimony and evidence; and
- 4.) At the conclusion of said public hearing, after consideration and discussion, upon a motion duly seconded, the Planning Commission **APPROVED** the request.

THEREFORE, LET IT BE RESOLVED by the City of Newport Planning Commission that the attached findings of fact and conclusions (Exhibit "A") support the approval of the requested conditional use permit with the following condition(s):

- 1. Approval of this land use permit is based on the submitted written narrative and plans listed as Attachments to the staff report. No use shall occur under this permit other than that which is specified within these documents. It shall be the responsibility of the applicant/property owner to comply with these documents and the limitations of approval described herein.
- 2. Applicant shall provide an updated set of plans with the building permit submittal that demonstrates the following requirements have been satisfied:
 - a. Consistent with Newport Municipal Code (NMC) Section 14.14.050, electric vehicle charging infrastructure shall be provided consistent with the Oregon Structural Specialty Code, including rules implementing HB 2180 (2021).

- b. Light fixture details shall be provided, and pole placement locations identified, to establish that exterior lighting of parking areas will not glare onto neighboring residential properties (Section 14.14.090(E)).
 - c. Preferential carpool/vanpool spaces shall be identified on the site plan in a manner consistent with Section 14.14.090(I) if parking areas are to include designated employee parking spaces.
 - d. Landscape islands or planting areas with trees are to be installed to breakup parking areas into rows of not more than 12 contiguous parking spaces (Section 14.19.050(D)). Such islands or planters are to be a minimum of 48 sq. ft. in size with a minimum dimension of not less than 6-feet. Areas where additional island/planters are needed to satisfy this requirement include the inventory parking area facing US 101, the interior inventory parking area immediately to the west, and inventory parking areas that face vacated SW Anchor Way.
 - e. The property owner shall sign consent to participate in any local improvement districts that the parcels abutting US 101 would be part of once those districts are formed, for the purpose of constructing a separated bicycle lane along US 101 between the Yaquina Bay Bridge and 35th Street. Said consent and agreement shall be a separate document recorded upon the subject lots. The document shall be recorded by the property owner prior to occupancy.
 - f. Sidewalk shall be added along SW 35th Street beginning at the 35th/US 101 intersection, and extending west to end of the property frontage (Section 14.44.060(I)). Such sidewalk shall be installed and accepted by the Newport Public Works Department prior to occupancy.
3. A sign permit shall be obtained establishing that the signs shown comply with the requirements of Chapter 10.10 of the Newport Municipal Code, including the provision limiting each street frontage to no more than 200 sq. ft. of display area for all non-exempt signs other than mural signs (Section 10.10.085(G)).

BASED UPON THE ABOVE, the Planning Commission determines that this request for a Conditional Use Permit is in conformance with the provisions of the Comprehensive Plan and the Zoning Ordinance of the City of Newport, and the request is therefore granted.

Accepted and approved this 23rd day of January, 2023.

Bill Branigan, Chair
Newport Planning Commission

Attest:

Derrick I. Tokos, AICP
Community Development Director

EXHIBIT "A"

Case File No. 4-CUP-22

FINDINGS OF FACT

1. On November 29, 2022, Paul Kurth (Jo Ann Pacheco, authorized representative)(Steven Jackson, Jackson Automotive Group, owner) applied for a Conditional Use Permit to construct a 26,000+/- sq. ft. auto dealership with a showroom and vehicle repair. Existing buildings are to be removed.

2. The subject property is located at 3234 SW Coast Highway (Tax Lots 02000, 02100 and 02200 of Lincoln County Assessor's Map 11-11-17-DB (Lots 4, 5 and 6, Plat of Sunset Dunes). The property is 3.74 acres in size.

3. Staff reports the following facts in connection with the application:
 - a. Plan Designation: Commercial.
 - b. Zone Designation: C-1/"Retail and Service Commercial."
 - c. Surrounding Land Uses: Vacant commercial, OMSI Camp Gray, and mixed residential use to the west; retail to the south; mixed light-industrial and retail to the east; and vacant commercial to the north.
 - d. Topography and Vegetation: The property is relatively flat, paved, and largely devoid of vegetation.
 - e. Existing Structures: An auto dealership and repair building at the north end of the site and industrial warehouse/storage buildings on the south half of the property (five buildings total).
 - f. Utilities: All are available to the site.
 - g. Development Constraints: Tsunami Hazard Overlay.
 - h. Past Land Use Actions: File No. 1-CP-22/2-Z-22 – Amended the Comprehensive Plan Map from Industrial to Commercial and rezoned the property from I-1 to C-1. Highway setbacks were reduced and landscaping standards were amended. File No. 1-SUB-13 – Plat of Sunset Dunes. Created the three lots in their current configuration, realigned SW Abalone Street, and vacated SW Anchor Way once Abalone/SW 35th Street connected to US 101.

4. Upon acceptance of the application, the Community Development (Planning) Department mailed notice of the proposed action on December 9, 2022, to affected property owners required to receive such notice by the Newport Zoning Ordinance, and to various city departments, agencies, and public utilities. The notice referenced the criteria by which the application was to be assessed. The notice was also published in the Newport News-Times on December 30, 2022 as required by NMC 14.23.020. No comments were received regarding the application.

5. A public hearing was held on January 9, 2023. At the hearing, the Planning Commission received the staff report and heard testimony from the applicant. No other parties elected to testify. Minutes from the January 9, 2023 hearing are hereby incorporated by reference. The Planning Staff Report with Attachments is also incorporated by reference into the findings. The Planning Staff Report Attachments included the following:

- Attachment "A" – Application Form
- Attachment "B" – Lincoln County Assessor Property Record Card
- Attachment "C" – Lincoln County Assessor Map
- Attachment "D" – Applicant's Narrative
- Attachment "E" – Site Plan and Elevations by LRS Architects, dated 11/4/22
- Attachment "F" – Zoning and Utility Map
- Attachment "G" – Plat of Sunset Dunes
- Attachment "H" – Public Hearing Notice
- Attachment "I" – Memo from Kittelson and Associates, dated 11/7/22

6. **Explanation of the Request:** In their narrative, the applicant indicates that they are seeking conditional use approval for the existing and continued use of a vehicle retail sales and service operation, including on-site vehicle storage and display, as currently operated on the subject property. In addition, the applicant proposes a new one-story auto dealership and enclosed service building. Inventory parking is proposed at the north end of the property. The facility is scheduled to be open Monday thru Saturday during normal business hours. Customers can purchase vehicles and drop-off vehicles for service on-site. Indoor customer waiting areas will be provided. Construction will be phased to allow continued business operations during construction (Attachment "D").

7. **Conditional Use Permit Required:** Per Newport Municipal Code (NMC) Section 14.03.070(2)(b), auto sales are classified as a bulk-retail use that requires conditional use approval in the C-1/"Retail and Service Commercial" zone district. Vehicle repair is also a conditional use in the zone (NMC 14.03.070(4)). The applicant intends to replace the existing, single-story auto dealership and repair shop with a new 26,000 +/- sq. ft., single-story dealership and repair facility. Accordingly, conditional use review is required. All existing buildings will be removed, access will be consolidated along US 101 from three driveways to one, two driveways will serve the site from SW 35th, and paved parking and landscaping will be installed as depicted on the site plan prepared by LRS Architects, dated November 4, 2022 (Attachment "E").

8. **Applicable Criteria:** The applicable criteria for the conditional use request are found in NMC Section 14.34.050:

- a. The public facilities can adequately accommodate the proposed use.
- b. The request complies with the requirements of the underlying zone or overlay zone.
- c. The proposed use does not have an adverse impact greater than existing uses on nearby properties; or impacts can be ameliorated through imposition of conditions of approval.

- d. A proposed building or building modification is consistent with the overall development character of the neighborhood with regard to building size and height, considering both existing buildings and potential buildings allowable as uses permitted outright.

CONCLUSIONS

Regarding the applicable criteria for the conditional use request, the following conclusions can be made:

A. Criterion #1. *The public facilities can adequately accommodate the proposed use.*

1. The applicant points out that existing and continued use will not significantly alter or increase traffic to the site. Vehicle traffic will continue to be served by existing access from US 101 and SW 35th Street. Off-street parking is provided on-site to customers and employees. New storm water runoff will be treated and connected to existing storm drains. All other existing utilities can adequately serve the existing and continued use (Attachment "D").
2. Public facilities are defined in the Zoning Ordinance as sanitary sewer, water, streets and electricity. All public facilities are available and presently serve the property. Water service is available via a 12-inch main along SW 35th Street. Wastewater service is available from 8-inch mains in SW 35th and SW 32nd Street. A structured storm drainage system directs run-off into a water quality treatment swale on the east side of US 101, opposite the property or a piped system running along US 101 and 35th Street. A zoning and utility map shows the location of the services relative to the applicant's property (Attachment "F").
3. Considering the above, the Planning Commission concludes that the public facilities can adequately accommodate the remodel and expansion with the conditions noted.

B. Criterion #2. *The request complies with the requirements of the underlying zone or overlay zone.*

1. The applicant notes that, per City of Newport Ordinance No. 2196, Chapter 14.03.070, the use is allowed as a conditional use, in the C-1 zone. The site will include Retail Sales and Service: Sales-Oriented, Bulk Retail and Vehicle Repair. The use as an auto dealership is existing and will continue similar activities in the proposed scope of work (Attachment "D").
2. Compliance with the underlying zone or overlay zone includes other elements of the Zoning Ordinance applicable to the proposed use. This includes satisfying height limitations (NMC Chapter 14.10), setback requirements (NMC Chapter 14.11), density limitations (NMC Chapter 14.13), parking and loading requirements (NMC Chapter 14.14), clear vision areas (NMC Chapter 14.17), landscaping standards (NMC Chapter 14.19), transportation standards (NMC Chapter 14.44), traffic analysis (NMC Chapter 14.44), vehicular access and circulation (NMC Chapter 14.46) and pedestrian access (NMC Chapter 14.47).
3. Applicant's site plan and elevation drawings (Attachment "E") and memo from Kittelson and Associates (Attachment "I") illustrate that the project satisfies these requirements, with the following exceptions:

- a. The project is substantially compliant with the City's parking and loading requirements of NMC Chapter 14.14; however, there are a few additional details that need to be addressed. This chapter of the code applies to required parking. As indicated in Section 14.14.030, required parking must be available to customers and employees and does not include spaces for storage or sale of merchandise. An automotive dealership is a bulk retail use, and the applicant accurately notes that such uses require one parking space for every 600 square feet of floor area. For a 26,000 sq. ft. facility, that equates to 44 spaces. Applicant provides the required parking east and south of the building. The balance of the parking is dedicated to inventory and service use. Section 14.14.050 requires that accessible and electric vehicle parking be provided consistent with the Oregon Structural Specialty Code. The location of accessible parking is shown on the site plan; however, it is not clear how the electrical vehicle requirements will be met. Per ORS 455.417 (HB 2180) this project will be required to address the electrical service and conduit needs for at least 20 percent of the required parking.
- b. Section 14.14.090(E) of the parking chapter requires that lighting from parking lots be designed and located as to not glare onto neighboring residential properties. The closest residential properties are to the northwest, and given the distance the applicant could address this standard by shielding lighting so that it is downward directed.
- c. Section 14.14.090(I) notes that parking areas that have designated employee parking and more than 20 parking spaces must provide at least 10% of the employee parking spaces as preferential carpool/vanpool spaces. Such spaces must be located closer to the building than other spaces (except ADA). The site plan identifies employee parking areas; however, it is not clear that they will be formally designated as such. If they are, then this standard will need to be addressed.
- d. Landscaping standards for parking areas are not limited to required parking, but apply to all parking areas provided on a property (NMC Section 14.19.050(D)). This code section requires that landscape islands or planting areas with trees be installed to breakup parking areas into rows of not more than 12 contiguous parking spaces. Landscape islands or planters must be a minimum of 48 sq. ft. in size with a minimum dimension of 6-feet. An additional island/planter is needed for inventory parking facing US 101 and the interior inventory parking area immediately to the west. Three additional planting areas are needed for inventory parking next to vacated SW Anchor Way.
- e. Section 14.44.050(A) requires that streets adjacent to a development satisfy the requirements of Section 14.44.060. US 101 was recently rebuilt adjacent to the subject property, with sidewalk and bike lanes. While the Transportation System Plan calls for a separated bike facility between the bridge and 35th Street, that project should be constructed as part of a future highway improvement to avoid creating safety issues for motorists. Accordingly, the City can accept a non-remonstrance agreement in lieu of requiring the improvement at this time (Section 14.44.050(D)). Sidewalk is required and needed along the property's SW 35th Street frontage (Section 14.44.060(I)). There is sufficient area within the right-of-way and easements to place the sidewalk, and the site plan needs to be modified to show the improvement.

4. Given the above, the Planning Commission finds that it is feasible the applicant can modify their proposal to address the issues outlined above and that a revised plan be provided with building permit application. Conditions of approval for each item are included herein and, as conditioned, the Commission concludes that this criterion has been satisfied.

C. Criterion #3. The proposed use does not have an adverse impact greater than existing uses on nearby properties; or impacts can be ameliorated through imposition of conditions of approval.

1. In their narrative, the applicant notes that the existing and continued use will improve the area by increasing activity within the building and site. Site improvements will be designed to meet current jurisdiction requirements. These include minimum landscaping areas, landscaping along frontages, and landscape islands within parking areas. A traffic engineer has determined that the traffic impact on the site will be minimal. Pending city approval, the traffic engineer suggests that no trip-based thresholds are triggered to require a full traffic study. The proposal will reduce the number of driveways on the highway, which meets ODOT traffic management principles. Additionally, the surrounding properties on all sides are zoned with the same commercial zone designation and are therefore complementary with this use (Attachment "D").

2. With respect to whether or not the project triggers the City's traffic analysis requirements, Section 14.45.010(C) requires the analysis for proposals that generate 500 or more average daily trips or 50 PM peak hour trips. The memo from Kittelson and Associates (Attachment "I") shows that when deducting the impact of the existing dealership use, the project will add 394 new daily trips and 34 PM peak hour trips, meaning that the project falls below the threshold that would require traffic analysis.

3. Given the above, the Planning Commission concludes that the proposed use does not have an adverse impact greater than existing uses on nearby properties.

D. Criterion #4. A proposed building or building modification is consistent with the overall development character of the neighborhood with regard to building size and height, considering both existing buildings and potential buildings allowable as uses permitted outright.

1. The applicant notes that, per City of Newport Ordinance No. 2196, Chapter 14.13.010, the property will adhere to density requirements stated in Table "A". The proposed building height is approximately 27'-6" (50'-0" max). The building setback is greater than the minimum requirement of 15'-0" from US 101 with no setback requirements along the side and rear. The height of the proposed building is complementary to the surrounding one to three story buildings.

2. Further, the applicant points out that per City of Newport Ordinance No. 2196, Tax Lots 02000, 02100, and 02200 were changed from Industrial to Commercial and Zoning Map from I-1/"Light Industrial" to C-1/"Retail & Service Commercial". This amendment states: "In addition to the map amendment, the Commission found that vehicle repair uses should be conditionally allowed in the C-1 zone as opposed to the use being prohibited (its current status). Vehicle sales is conditional in the C-1 zone and vehicle repair is often paired with that use. The Commission concluded that vehicle repair enclosed within a building, as now proposed,

can be compatible with the C-1 zone district and that a conditional use process is an appropriate mechanism for determining if a project involving vehicle repair is, or is not, compatible.” The proposed building use satisfies the required parameters listed above (Attachment "D").

3. South Beach includes a mix of commercial and industrial buildings of various sizes. At 26,000 sq. ft. the building will be larger than many in the immediate vicinity of the site; however, it is well below the size of some structures such as Rogue Brewery to the north, the Oregon Coast Aquarium to the east and the former Central Lincoln maintenance facility to the southeast.

4. Signage included on the applicant’s site plan appears to exceed the 200 square foot maximum display area per street frontage for non-exempt signs other than mural signs (NMC 10.10.085(G)). This is with regards to the east facing elevation, considering the wall and monument signage. It is feasible that the signage can be adjusted to conform with this requirement, and City review and approval of a sign permit is an appropriate mechanism for confirming compliance.

5. Given the above, the Planning Commission concludes that the use will be consistent with the overall development character of the neighborhood regarding building size and height.

OVERALL CONCLUSION

Based on the application material, the Planning Staff Report, and other evidence and testimony in the record, the Planning Commission concludes that the above findings of fact and conclusions demonstrate compliance with the criteria for a conditional use permit found in Section 14.34.050 of the Newport Municipal Code (NMC); and, therefore, the requested conditional use permit is hereby approved with the imposition of the following conditions of approval:

1. Approval of this land use permit is based on the submitted written narrative and plans listed as Attachments to the staff report. No use shall occur under this permit other than that which is specified within these documents. It shall be the responsibility of the applicant/property owner to comply with these documents and the limitations of approval described herein.
2. Applicant shall provide an updated set of plans with the building permit submittal that demonstrates the following requirements have been satisfied:
 - a. Consistent with Newport Municipal Code (NMC) Section 14.14.050, electric vehicle charging infrastructure shall be provided consistent with the Oregon Structural Specialty Code, including rules implementing HB 2180 (2021).
 - b. Light fixture details shall be provided, and pole placement locations identified, to establish that exterior lighting of parking areas will not glare onto neighboring residential properties (Section 14.14.090(E)).
 - c. Preferential carpool/vanpool spaces shall be identified on the site plan in a manner consistent with Section 14.14.090(I) if parking areas are to include designated employee parking spaces.

- d. Landscape islands or planting areas with trees are to be installed to breakup parking areas into rows of not more than 12 contiguous parking spaces (Section 14.19.050(D)). Such islands or planters are to be a minimum of 48 sq. ft. in size with a minimum dimension of not less than 6-feet. Areas where additional island/planters are needed to satisfy this requirement include the inventory parking area facing US 101, the interior inventory parking area immediately to the west, and inventory parking areas that face vacated SW Anchor Way.
 - e. The property owner shall sign consent to participate in any local improvement districts that the parcels abutting US 101 would be part of once those districts are formed, for the purpose of constructing a separated bicycle lane along US 101 between the Yaquina Bay Bridge and 35th Street. Said consent and agreement shall be a separate document recorded upon the subject lots. The document shall be recorded by the property owner prior to occupancy.
 - f. Sidewalk shall be added along SW 35th Street beginning at the 35th/US 101 intersection, and extending west to end of the property frontage (Section 14.44.060(I)). Such sidewalk shall be installed and accepted by the Newport Public Works Department prior to occupancy.
3. A sign permit shall be obtained establishing that the signs shown comply with the requirements of Chapter 10.10 of the Newport Municipal Code, including the provision limiting each street frontage to no more than 200 sq. ft. of display area for all non-exempt signs other than mural signs (Section 10.10.085(G)).

PLANNING STAFF MEMORANDUM
FILE No. 1-CP-21

I. Applicant: City of Newport. (Initiated pursuant to authorization of the Newport Planning Commission on November 14, 2022).

II. Request: The proposed legislative amendments repeal and replace the “Housing” Section of the “Socioeconomic Characteristics” Chapter of the Newport Comprehensive Plan, adding the substantive provisions of a Housing Capacity Analysis, prepared by the consulting firm ECONorthwest. The Housing Capacity Analysis identifies Newport’s housing needs for the next 20-years, and inventoried its buildable residential lands to confirm that there is sufficient land to meet those needs. The amendments have been prepared in accordance with Statewide Planning Goal 10 and the statutes and administrative rules that implement it (ORS 197.295 to 197.314, ORS 197.475 to 197.490, and OAR 600-008).

III. Planning Commission Review and Recommendation: The Planning Commission reviews proposed amendments to the Comprehensive Plan and provides a recommendation to the City Council. At a later date, the City Council will hold an additional public hearing prior to any decision on the amendments.

IV. Findings Required: The Newport Comprehensive Plan Chapter entitled “Administration of the Plan” (p. pp. 428-437) allows amendments of this nature if findings can be made that there is (a) a significant change in one or more conclusions; or (b) a public need for the change; or (c) a significant change in community attitudes or priorities; or (d) a demonstrated conflict with another plan goal or policy that has a higher priority; or (e) a change in a statute or statewide agency plan. Revisions must comply with applicable Statewide Planning Goals.

V. Planning Staff Memorandum Attachments:

- Attachment "A" PowerPoint, dated November 14, 2022, by ECONorthwest Summarizing Key Components of the Housing Capacity Analysis
- Attachment "B" Updated Housing Goals and Policies
- Attachment "C" Housing Capacity Analysis, dated November 2022 (New Appendix "D" to the Newport Comprehensive Plan)
- Attachment "D" Notice of public hearing

VI. Notification: Notification for the proposed amendments included notification to the Department of Land Conservation & Development (DLCD) in accordance with the DLCD requirements on December 2, 2022. Notice of the Planning Commission hearing was also published in the Newport News-Times on January 18, 2023 (Attachment "D").

VII. Comments: No comments were received in response to the notice.

VIII. Discussion of Request: HB 2003 (2019) requires that cities update their housing needs and buildable lands inventories, now termed a Housing Capacity Analysis (HCA), every 6 to 8 years to address a series of new benchmarks and to develop a Housing Production Strategy (HPS) that lists specific actions

a city will take to promote the development of needed housing. The requirement that cities prepare an HPS is a new state mandate. The Oregon Department of Land Conservation and Development (DLCD) identified Newport as one of the communities that must update its plans in 2022/23.

The City secured grant funds and hired the consulting firm ECONorthwest to complete the analysis. A Project Advisory Committee has also been formed, and they will meet nine (9) times over an 18-month period to inform and shape ECONorthwest's work. As of this date, the Committee has met seven (7) times and has completed its review of the HCA.

A joint City Council and Planning Commission work session was held on November 14, 2022 to provide policymakers an opportunity to review, and ask questions about the results of the HCA. Beth Goodman, with ECONorthwest, prepared a PowerPoint presentation highlighting the documents key elements and findings (Attachment "A"). Per the City's grant agreement with the State, it must formally adopt the HCA by ordinance. At the conclusion of the work session, the Commission elected to initiate the legislative adoption process at its 7:00 pm regular meeting.

The HCA is a technical document identifying anticipated housing needs and buildable lands suitable for the construction of needed housing. It is intended to help shape the development of housing strategies, but does not set out those strategies. Steps that the City can take to facilitate the construction of needed housing will be included in the Housing Production Strategy (HPS). The Project Advisory Committee is beginning its work on the HPS, and that effort is likely to extend into the middle of calendar year 2023.

IX. Conclusion and Recommendation: The Planning Commission should review the recommended amendments to the Newport Comprehensive Plan and make a recommendation to the City Council. As this is a legislative process, the Commission may recommend changes to the amendments. If the Commission provides a favorable recommendation, then an ordinance for the Comprehensive Plan amendments will be prepared identifying that there is a public need for the change, which is one of the factors that justifies a Comprehensive Plan Amendment. Other relevant factors would be addressed, and the ordinance will include the requisite goal findings for the City Council's consideration. The Council may also make changes to the proposal prior to, or concurrent with, the adoption of an implementing ordinance.



Derrick I. Tokos AICP
Community Development Director
City of Newport

January 20, 2023



Newport Housing Capacity Analysis Planning Commission and City Council Work Session

November 14, 2022

ECONNorthwest
ECONOMICS • FINANCE • PLANNING

File No. 1-CP-21
Attachment "A"
Planning Staff Memorandum

Why do a Housing Capacity Analysis and Housing Production Strategy?

Answer questions...

- How much growth in 20-years?
- Where is the buildable land?
 - Vacant; unconstrained physically or by policy
- Does Newport have enough buildable residential land to accommodate expected growth?
- What policies are needed to meet Newport's housing needs?
 - Changes to regulatory policies to allow and support development of housing
 - Programs or actions to support development of housing affordable at all income levels



Components of this Project

Housing Capacity Analysis*

Technical report about:

- Buildable lands inventory
- Housing market
- Demographic and socioeconomic characteristics of residents
- Housing affordability
- Forecast of new housing
- Land sufficiency

*New name for a Housing Needs Analysis (HNA)

Housing Production Strategy

- Measures to accommodate needed housing
- Housing Affordability
- Housing needs for different demographic groups
- Infrastructure needed to support housing development
- Funding options

Revised Comprehensive Plan

- Updated information (*HCA*)
- Updated policies (*Housing Strategy*)

Changes to Zoning Code

Housing Policies and Programs

Housing policies not addressed through Comprehensive Plan updates

Changes made after this project is completed

Outcomes of the Housing Capacity Analysis

- Forecast for housing growth and land need
- Inventory of buildable land
 - Analysis of land constructability
- Identification of housing needs by income level and demographic analysis
- Determination of whether Newport has enough land to accommodate population growth
- Identification of unmet housing needs.



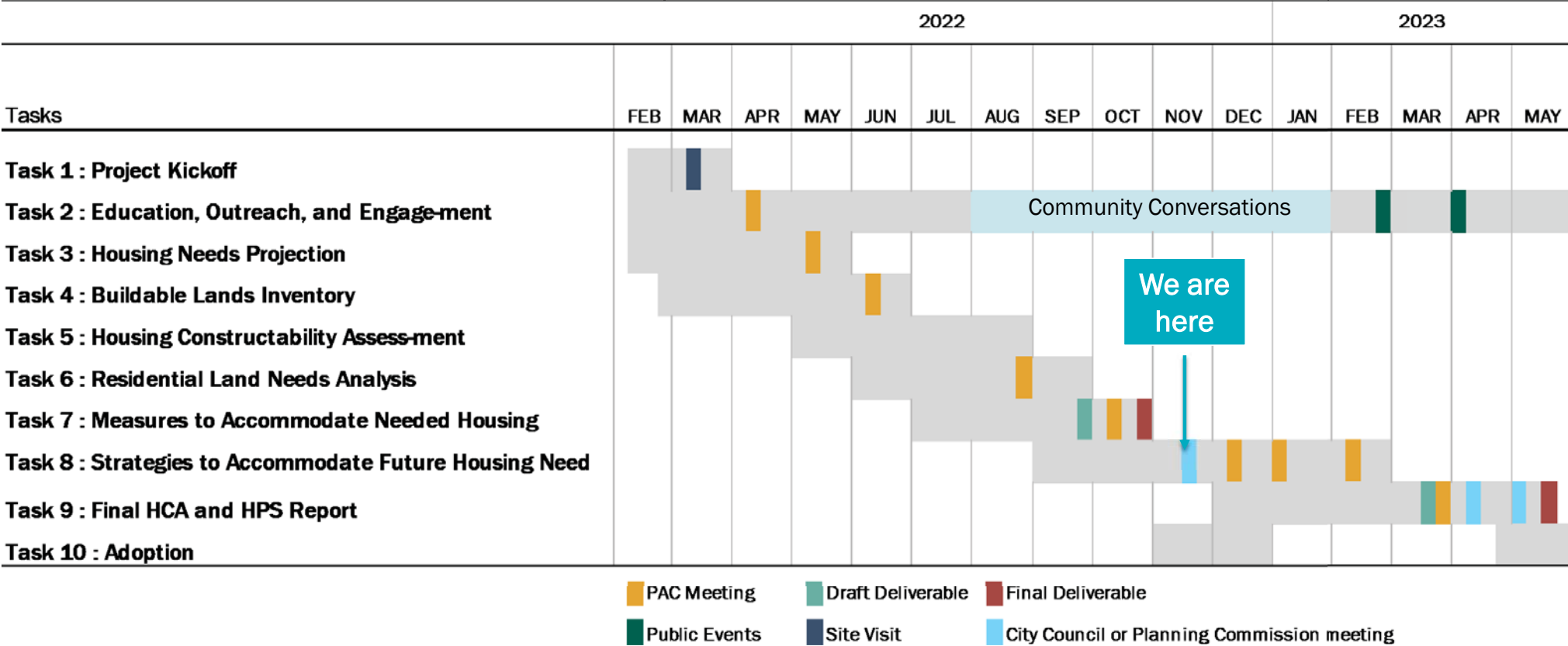
Engagement:

- Project Advisory Committee
- Newport Housing Conversations
- Public Events
- Interviews
- Planning Commission and City Council meetings

Key Stakeholders

- Community members and housing consumers
 - Underrepresented community members
- Developers
 - Affordable housing and market-rate housing
- Service providers
- Elected and appointed officials

Project Schedule and Primary Tasks

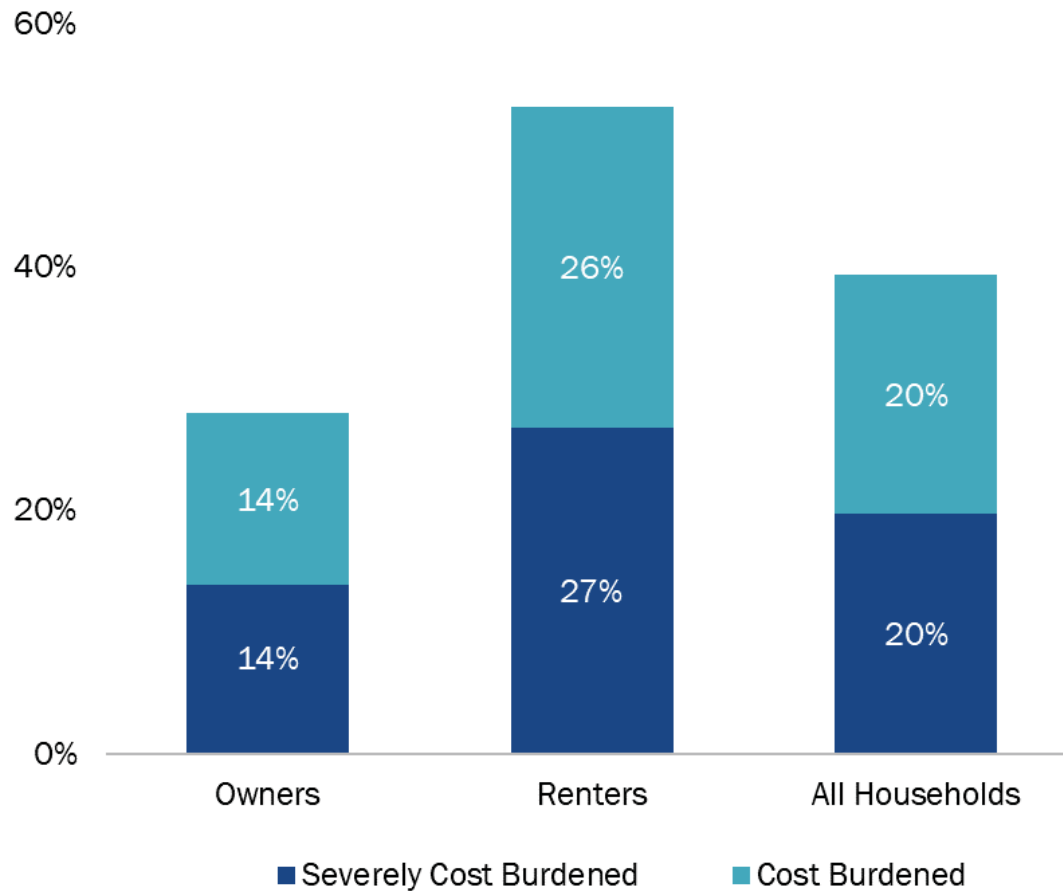




Newport Housing Needs

ECONNorthwest
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Cost Burden by Tenure, Newport



About 53% of Newport's renters were cost burdened or severely cost burdened, compared to 28% of homeowners.

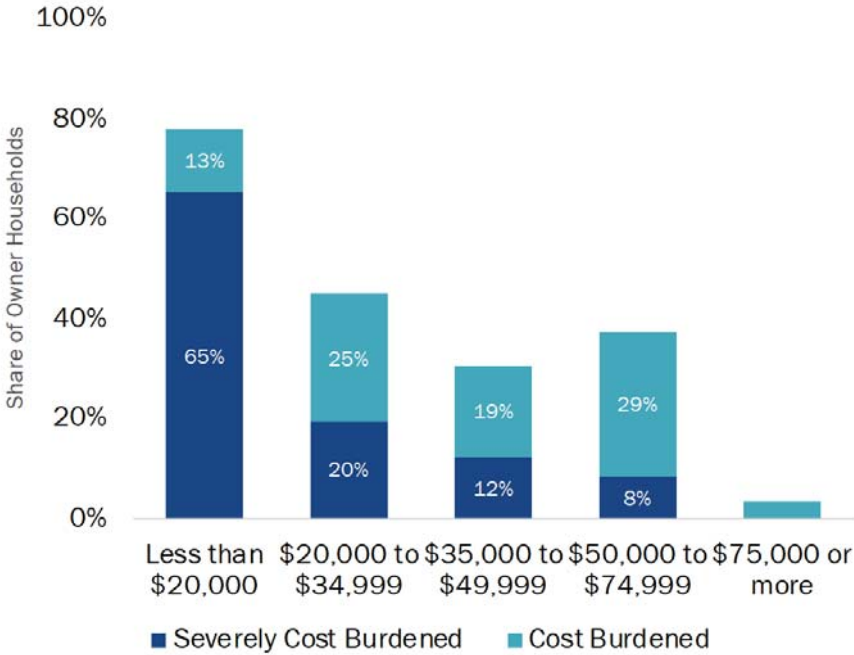
Source: U.S. Census, ACS 2016-2020, Tables B25091 and B25070

Cost Burden by Tenure and Income, Newport

Cost-Burdened Renter Households, by Income, Newport, 2016-2020

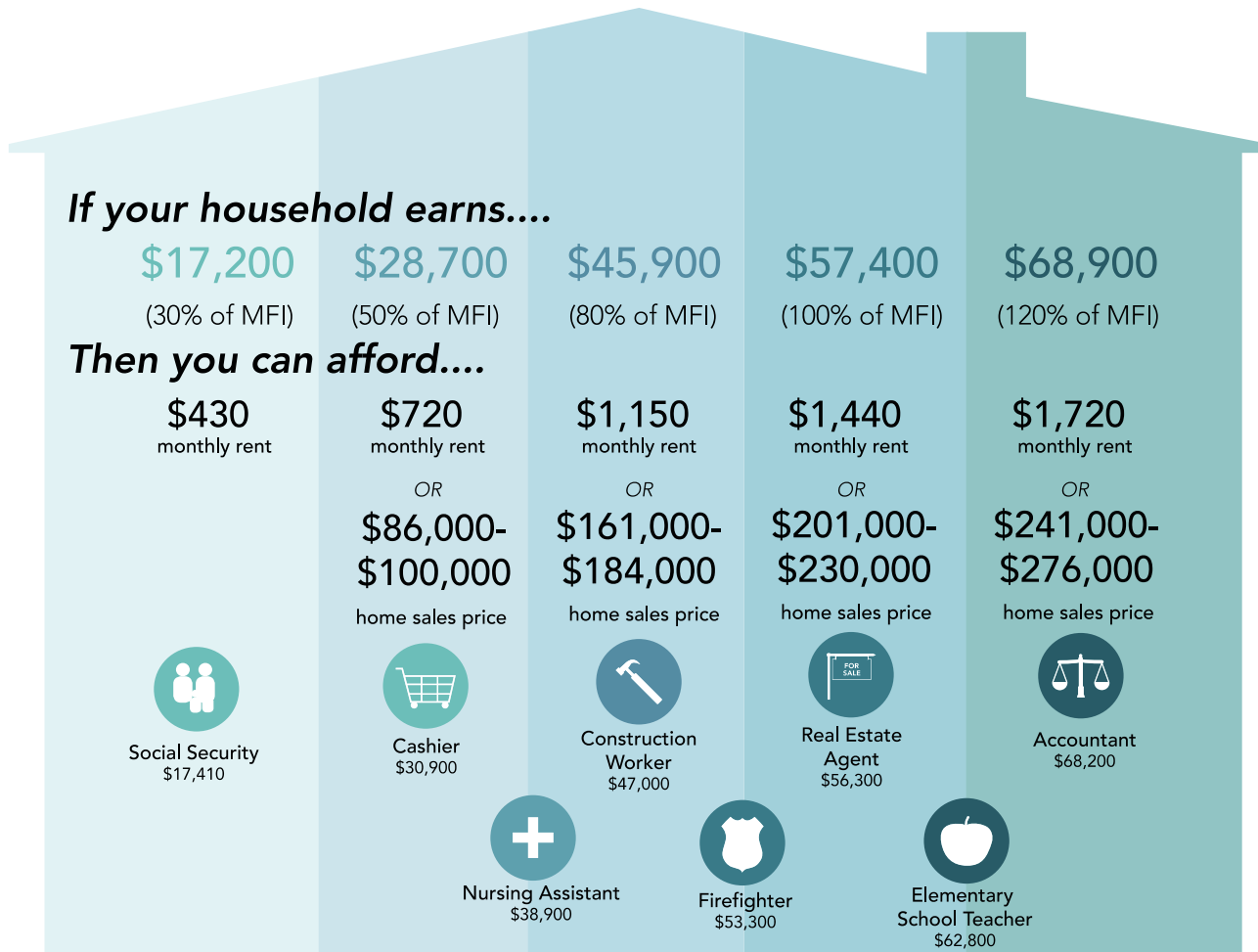


Cost-Burdened Owner Households, by Income, Newport, 2016-2020



Source: U.S. Census, ACS 2016-2020, Tables B25095 and B25074

Financially Attainable Housing, Newport

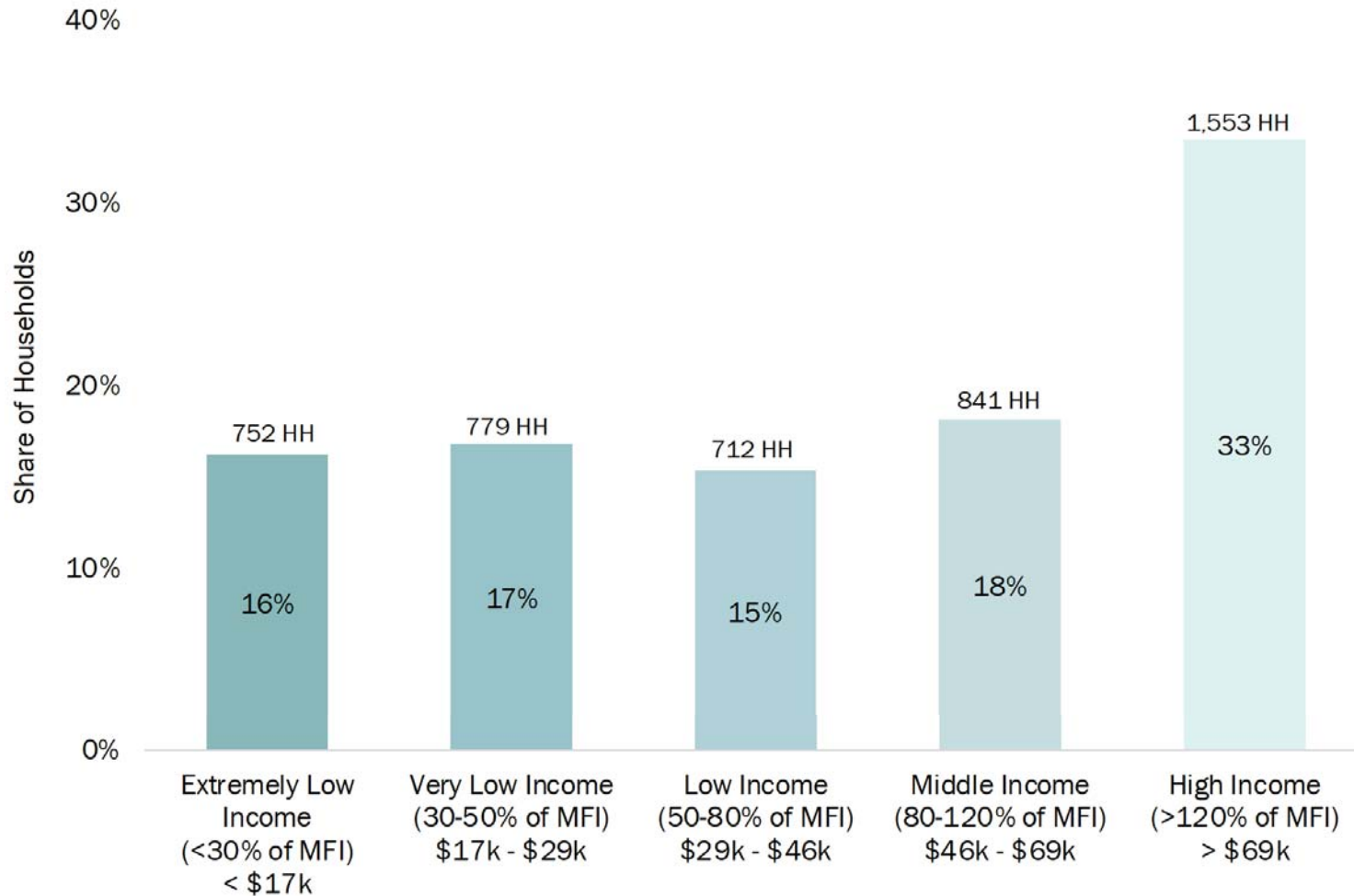


Median Home Sale Price: \$403,500
(property radar)
Requires \$107,000 income (186% of MFI) to afford

Average Monthly Rent: \$1,360 (not including utilities)
(CoStar)
Requires \$54,400 income (95% of MFI) to afford

Source: US Department of Housing and Urban Development, Lincoln County, 2021. Oregon Employment Department.

Existing Households by Income Level, Newport



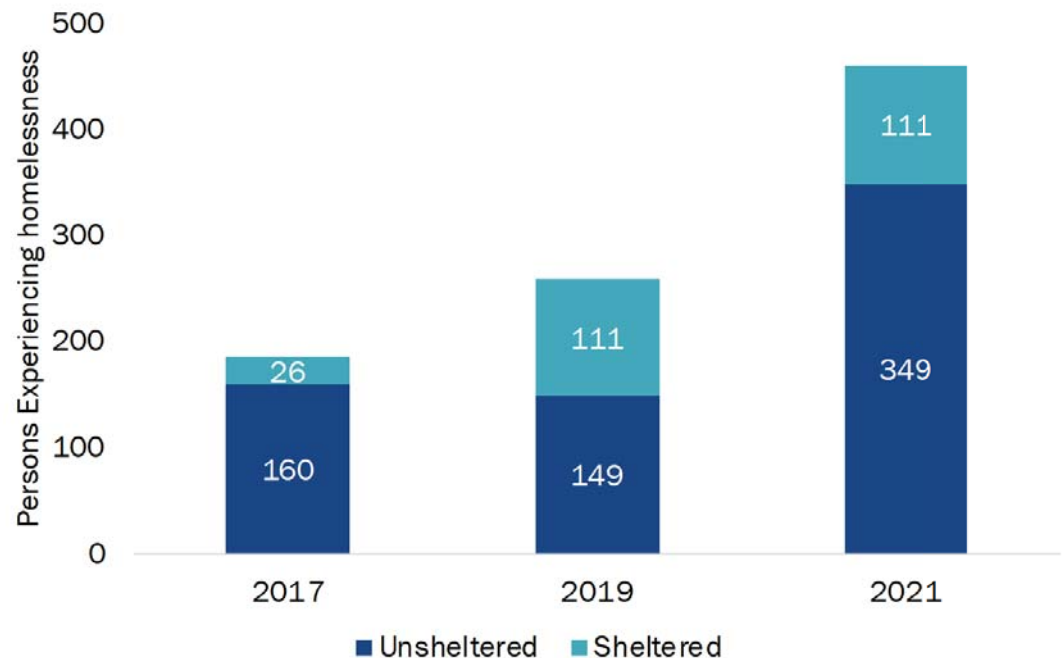
This chart is based on the HUD MFI for Lincoln County and the ACS household income distribution for Newport.

Source: US Department of Housing and Urban Development, Lincoln County, 2021. Oregon Employment Department.

Housing Needs Often Differ by Group

- People experiencing homelessness:
 - Temporarily or chronically
 - Alone or with children
- Racial or ethnic groups
- People over 65 years old
- People with disabilities

Point-in-Time Homelessness Estimates, Lincoln County, 2017-2021



Source: Oregon Housing and Community Services.

Note: OHCS reported two counts in 2021 – estimated and reported counts. This is the estimated counts.



Buildable Lands Inventory

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1. Gather and Assemble Data
2. Classify Land
3. Identify and Remove Constraints
4. Verification
5. Summarize Results
6. Constructability Analysis
 - Identify land with services where development could reasonably happen in the next 20 years
 - Pro forma analysis of financially feasible development, considering construction and infrastructure costs

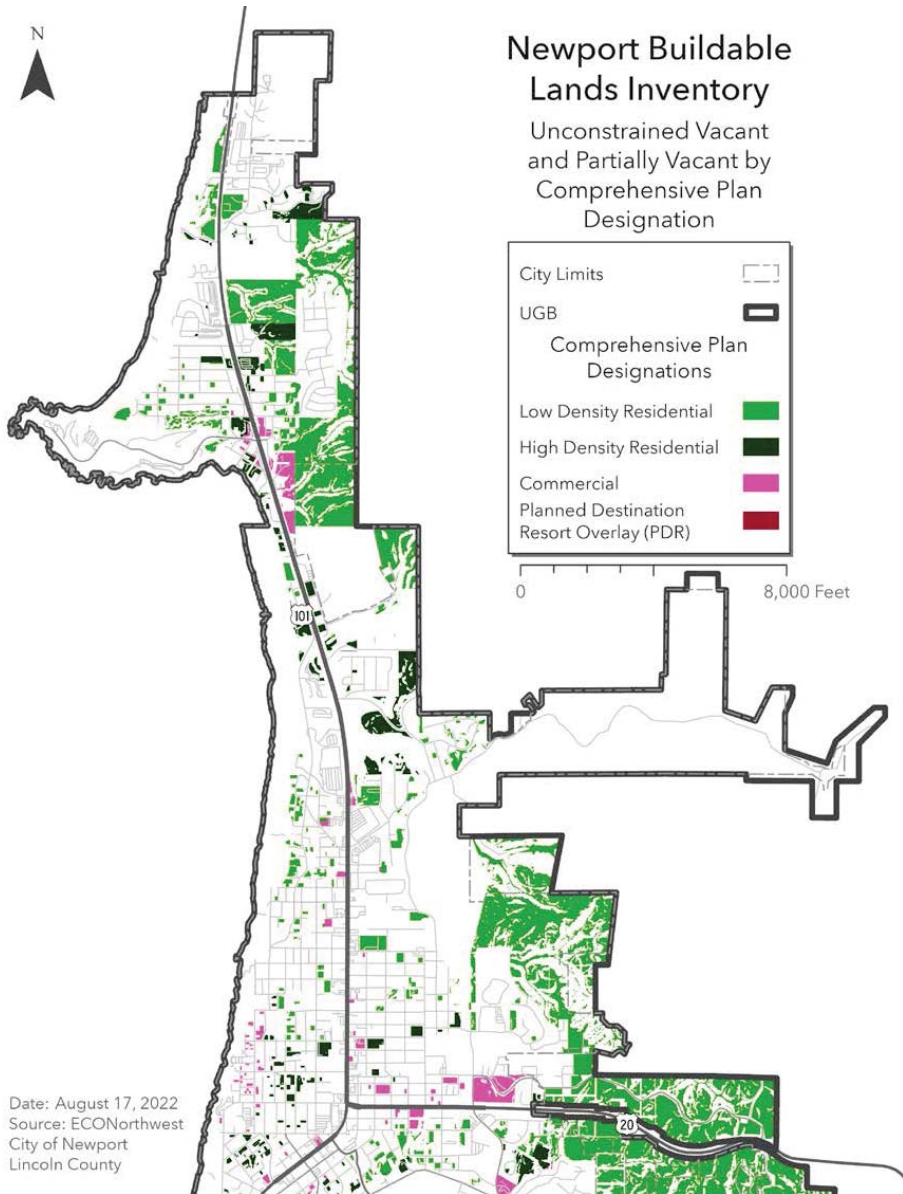


Newport Buildable Lands Inventory

Unconstrained Vacant and Partially Vacant by Comprehensive Plan Designation

City Limits	
UGB	
Comprehensive Plan Designations	
Low Density Residential	
High Density Residential	
Commercial	
Planned Destination Resort Overlay (PDR)	

0 8,000 Feet



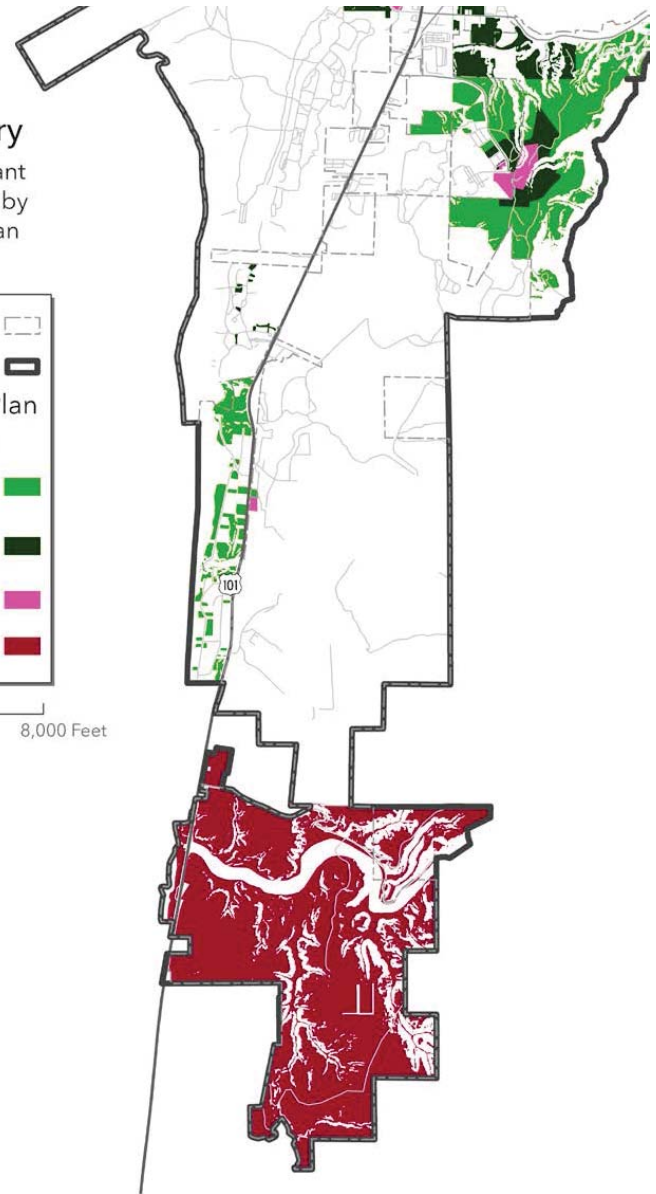
Date: August 17, 2022
Source: ECONorthwest
City of Newport
Lincoln County

Newport Buildable Lands Inventory

Unconstrained Vacant and Partially Vacant by Comprehensive Plan Designation

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0 8,000 Feet



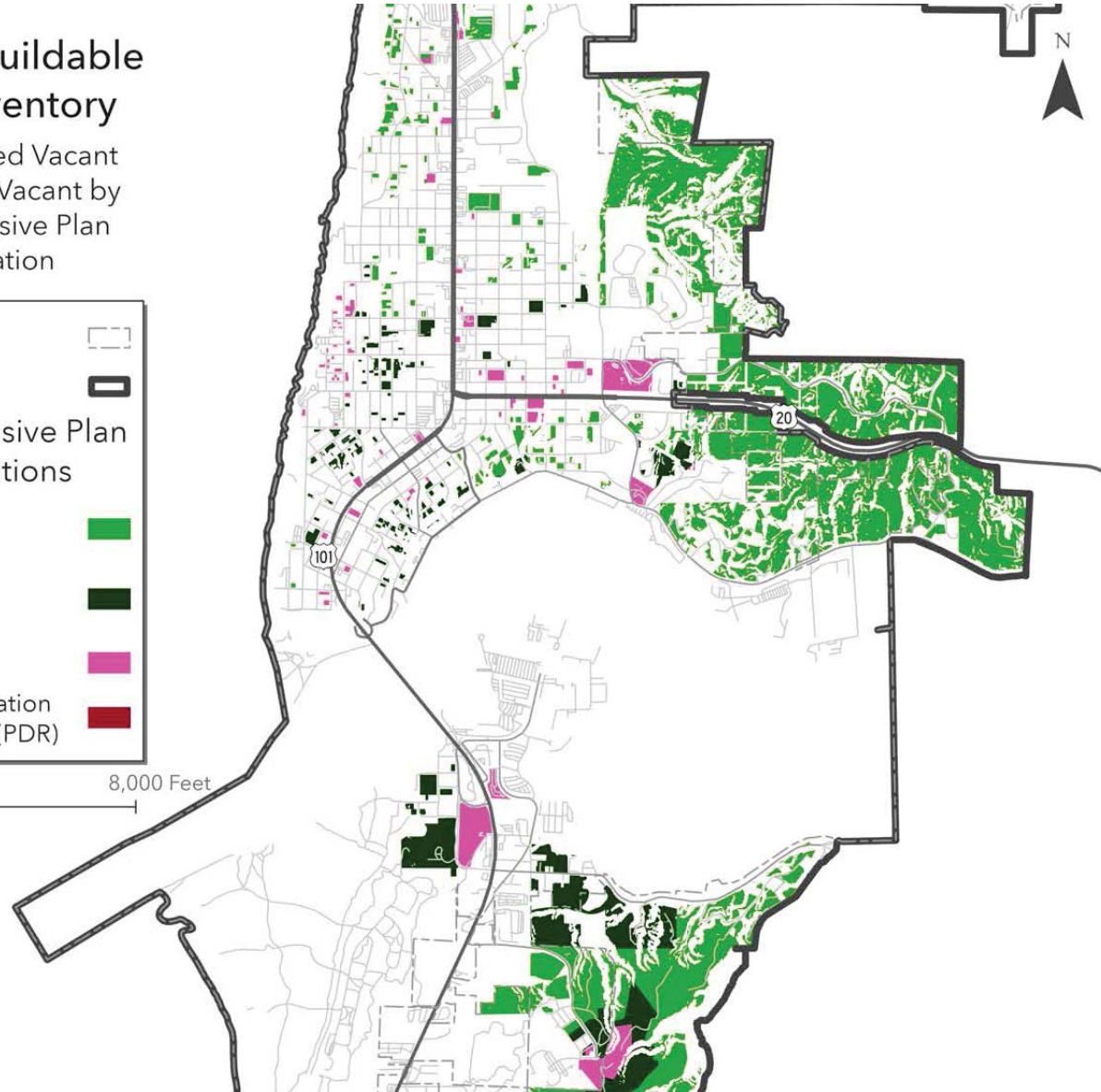
Date: August 17, 2022
Source: ECONorthwest
City of Newport
Lincoln County

Newport Buildable Lands Inventory

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Commercial	
Planned Destination Resort Overlay (PDR)	

0 8,000 Feet

Date: August 17, 2022
 Source: ECONorthwest
 City of Newport
 Lincoln County

Unconstrained Vacant & Partially Vacant Lands

Total Unconstrained Buildable Acres: 1,443

48% of buildable land is in the Low Density Residential and 11% is High Density Residential (excluding the Resort Overlay)

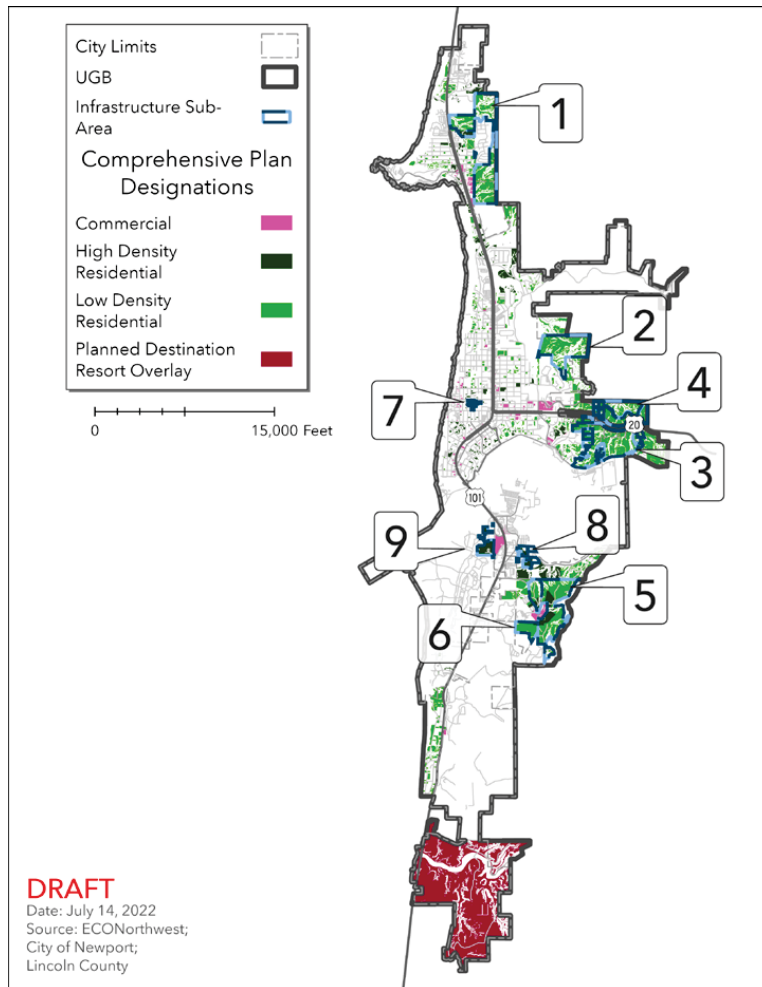
Plan Designation	Total Buildable acres	Buildable acres on vacant lots	Buildable acres on partially vacant lots
High Density Residential	155	97	58
Planned Destination Resort Overlay	539	486	53
Low Density Residential	690	523	167
Commercial	59	42	18
Total	1,443	1,148	295

Note: This does not include 17 acres of land with partially vacant areas, with existing plats. Those will be added into the analysis at the next step, through the analysis of capacity.

Purpose

- Provide a rough indication of whether residential development on key vacant & partially vacant land is likely to be feasible given estimated infrastructure costs – can development afford to build the needed infrastructure?
- Refine assessment of housing capacity to account for infrastructure barriers and challenges

Constructability Analysis: Overview of Subareas

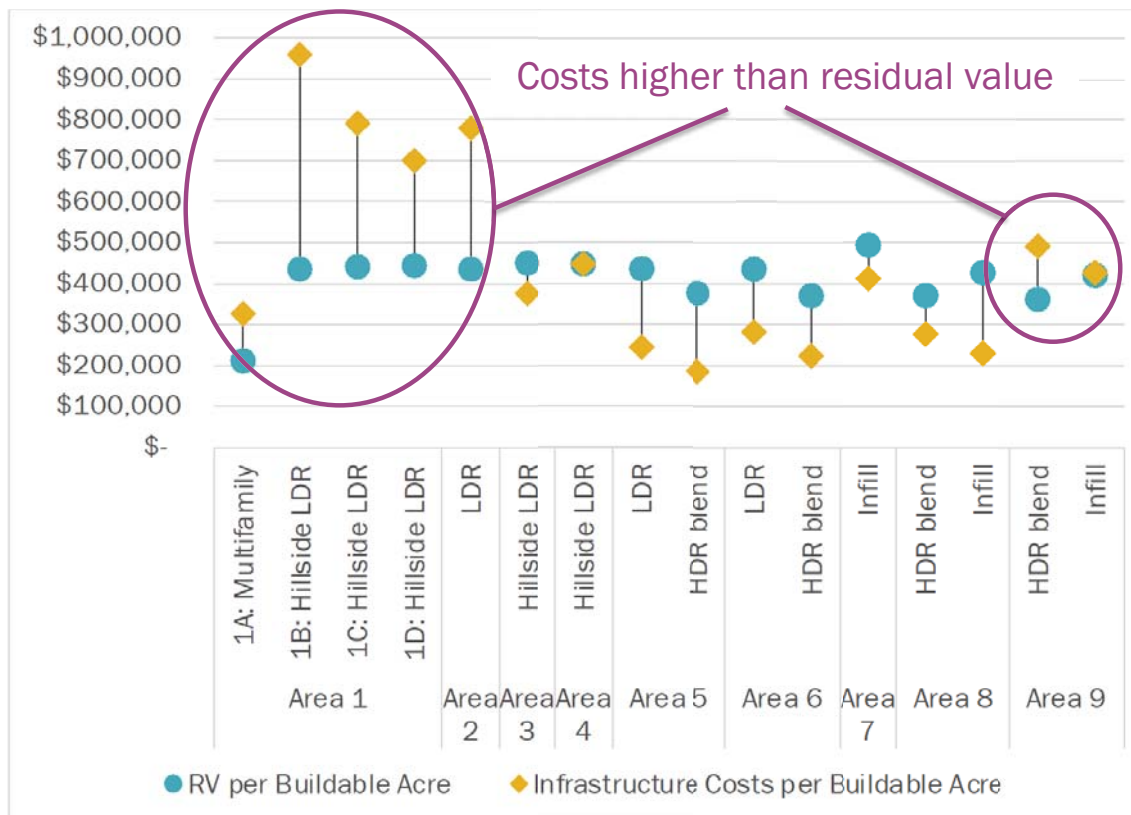


Limitations of the Analysis

- Analysis has a high margin of error – many unknowns. Provides a rough indication only. Refined information could change results.

Infrastructure Costs vs. Residual Value of Development

Conclusion: Much of Newport’s buildable land is not likely to develop with housing over the next 20 years without substantial infrastructure investments, likely larger investments than the city can afford on its own.



Area	Development Type	RV compared to costs
Area 1	1A: Multifamily	65%
	1B: Hillside LDR	45%
	1C: Hillside LDR	56%
	1D: Hillside LDR	63%
Area 2	LDR	56%
Area 3	Hillside LDR	120%
Area 4	Hillside LDR	100%
Area 5	LDR	179%
	HDR blend	203%
Area 6	LDR	154%
	HDR blend	165%
Area 7	Infill	120%
Area 8	HDR blend	134%
	Infill	186%
Area 9	HDR blend	73%
	Infill	99%



Land Sufficiency

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Alternative Housing Forecast, Newport UGB, 2022 to 2042

Variable	New Dwelling Units (2022-2042)
Change in persons	1,348
Average household size	2.21
New occupied DU	610
<i>times</i> Vacancy rate	2.6%
<i>equals</i> Vacant dwelling units	16
Total new dwelling units	626
Annual average of new dwelling units	31

Growth Forecast is based on Newport's Historic Growth Rate 2010-2021

Number: 1,348 residents

AAGR: 0.53%

PSU's official state forecast is for growth of 248 people, resulting in 115 new dwelling units.

Alternative Forecast of New Housing, 2022 to 2042

Newport is forecast to add **626** new dwellings

Single-Family
Detached



313
New Units
(50%)

Single-Family
Attached



63
New Units
(10%)

Duplex,
Triplex,
Quadplex



94
New Units
(15%)

Multifamily
(5+ units)



157
New Units
(25%)

Land Sufficiency

- Newport has enough land to accommodate the alternative forecast for growth
 - Excludes land identified as financially infeasible for development in the constructability analysis
- May still overstate development capacity because not all vacant land was considered in the constructability analysis
 - Newport may have capacity for about 2,000 units of new housing, if the results of the constructability analysis were applied to all unconstrained buildable residential land in Newport.

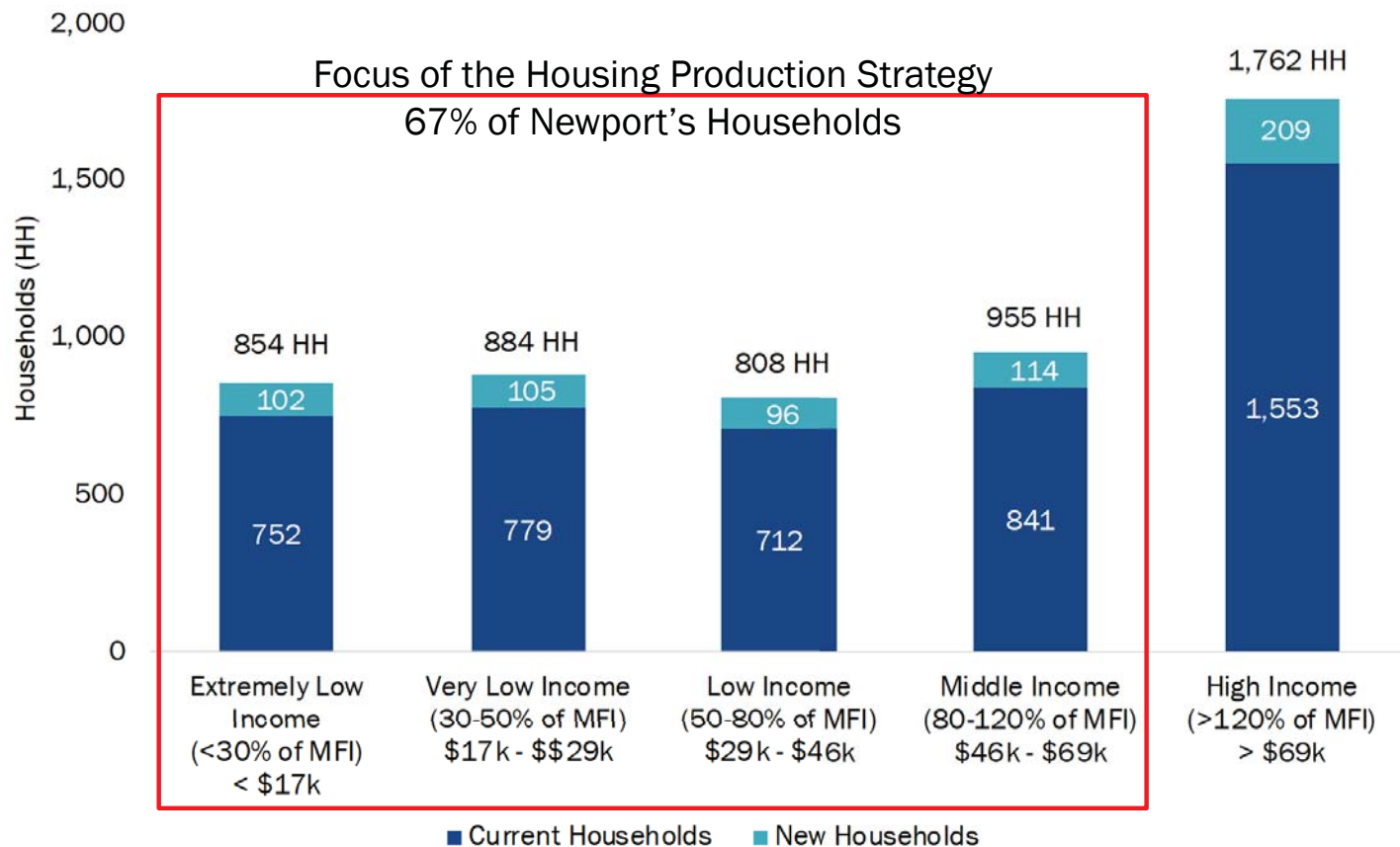
Plan Designation	Total Capacity (Dwelling Units)	Demand (Dwelling Units)	Capacity less Demand (Dwelling Units)
Low Density Residential	1,676	300	1,376
High Density Residential	1,714	276	1,438
Commercial	408	50	358
Total	3,798	626	3,172

Note: Does not include vacant land in the Plan Destination Resort Overlay and land identified as financially infeasible for development in the constructability analysis

Newport's Existing Housing Needs

- Will the forecast of housing growth fully address Newport's existing unmet needs? No...
 - Vacancy rate very low, suggesting an unhealthy housing market
 - Newport (and the entire state) have historically underproduced housing
 - Existing high rates of cost burden, indicating that many households cannot afford housing
 - 70% of workers at businesses in Newport commute to Newport
 - Over the next 20 years, Newport needs growth of more multifamily housing (the forecast of 157 units is not enough to address existing housing affordability problems)
- These are issues that will be taken up in the Housing Production Strategy.

Existing and Forecast of Dwelling Units by Income

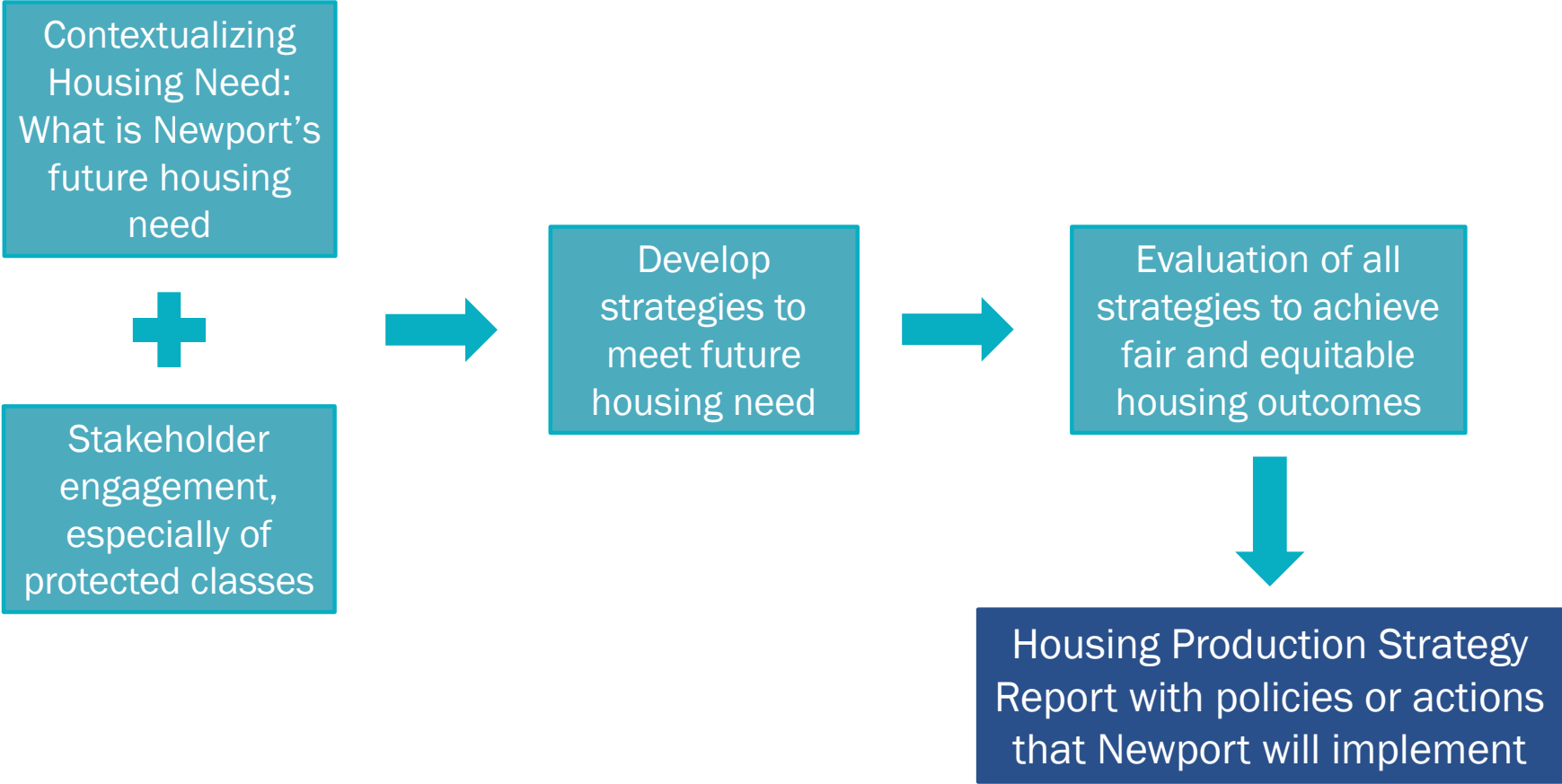


Source: Source: U.S. Census Bureau, 2015-2019 ACS 5-year estimate, Table B19001, U.S. Department of HUD 2021 MFI, Population Research Center, Portland State University, 2021. Note: Median Family Income (MFI) is estimated for a family of 4

The HCA Adoption Process

- Planning Commission will initiate the Legislative Process (by motion) to adopt the HCA (November 14th)
- Staff will develop a draft ordinance and notify DLCD 35 days prior to the hearing
 - Ordinance will likely remove implementation strategies from the Comprehensive Plan; new strategies will be in the HPS
- Planning Commission will have a hearing and make a recommendation to the City Council (January 9th or January 23rd meeting)
- City Council will have a hearing and make a decision about adoption of the HCA

A Housing Production Strategy is an 8 Year Action Plan

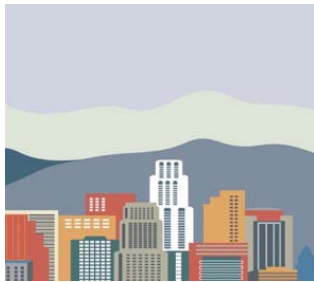


- Housing Capacity Analysis Adoption
- Continue work on the Housing Production Strategy

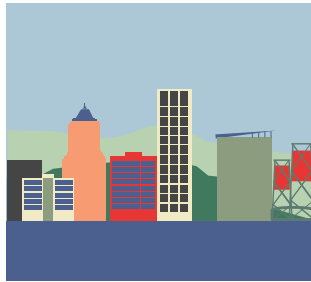


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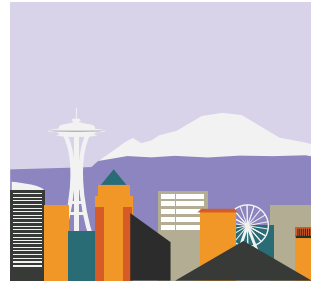
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HOUSING GOALS AND POLICIES

Goals:

Goal 1: To provide for the housing needs of the citizens of Newport in adequate numbers, price ranges, and rent levels which are commensurate with the financial capabilities of Newport households.

Goal 2: To provide adequate housing that is affordable to Newport workers at all wage levels.

Policy 1: The City of Newport shall assess the housing needs of Newport residents to formulate or refine specific action programs to meet those needs. The Newport Housing Production Strategy will describe the tools the City has or may implement to support development and preservation of housing.

Policy 2: The city shall work with private developers, nonprofits, and federal, state, and local government agencies in the provision and improvement of government assisted and workforce housing, affordable to households with income below 60% of Median Family Income and households with incomes of 60% to 120% of Median Family Income.

Policy 3: The city shall encourage diversity and innovation in residential design, development and redevelopment that is consistent with community goals.

Policy 4: The City of Newport shall designate and zone land for different housing types in appropriate locations. Higher density housing types shall be located in areas that are close to major transportation corridors and services.

Policy 5: The City of Newport shall coordinate planning for housing with provision of infrastructure. The Community Development Department shall coordinate with other city departments and state agencies to ensure the provision of adequate and cost-effective infrastructure to support housing development.

Policy 6: The City of Newport shall discourage, and in some cases, prohibit the development of residences in known environmentally hazardous or sensitive areas where legal and appropriately engineered modifications cannot be successfully made. In support of this policy, the city shall inventory, and to the greatest extent possible, specifically designate areas that are not buildable or require special building techniques.

Policy 7: As much as possible, the City of Newport shall protect residential development from impacts that arise from incompatible commercial and industrial uses; however, the city also recognizes that some land use conflicts are inevitable and cannot be eliminated. Where such conflicts occur, the uses shall be buffered, where possible, to eliminate or reduce adverse effects. Residences that develop next to objectionable uses are assumed to be cognizant of their actions, so no special effort by the adjacent use is required. The residential development will, therefore, be responsible for the amelioration of harmful affects.

Policy 8: The City of Newport recognizes that mobile homes and manufactured dwellings provide an affordable alternative to the housing needs of the citizens of Newport. The city shall provide for those types of housing units through appropriate zoning provisions.

Policy 9: Consistent with the 2022 Newport Housing Capacity Analysis by ECONorthwest (Appendix “D”), the City of Newport will encourage development of multifamily housing, including student housing, throughout the City in areas that allow multifamily development. Increasing the supply of multifamily housing is crucial to meeting the needs of Newport’s workforce and lower-income households, as well as to supporting student growth at the Hatfield Marine Science Center. The City will identify and implement appropriate tools to support multifamily and student housing development.

DRAFT

City of Newport

2022–2042 Housing Capacity Analysis

November 2022

Prepared for: City of Newport



ECONorthwest
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Acknowledgements

ECONorthwest prepared this report for the City of Newport. ECONorthwest and the City of Newport thank those who helped develop the Newport Housing Capacity Analysis. This project is funded by Oregon general fund dollars through the Department of Land Conservation and Development (DLCD). The contents of this report do not necessarily reflect the views or policies of the State of Oregon.

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Executive Summary

Newport has changed considerably since the City of Newport last adopted its Housing Element of its Comprehensive Plan in 2011. Newport grew from 9,989 people in 2010 to 10,591 people in 2021, an addition of 602 people or 6% growth. Between 2012 and 2021 the City of Newport permitted 396 new units, of which 45% were for single-family units and 55% were for multifamily units.

Housing has long been unaffordable for many in Newport and the surrounding region and has become harder to afford for many people over the last decade. In 2000, 36% of households in Newport were cost burdened and by 2016-2020, 40% of households were cost burdened. Cost burden was most common among renters, 53% of whom were cost burdened in 2016-2020 and 27% of whom were severely cost burdened.

Homeownership is also becoming less affordable in Newport and the surrounding region. The median sales price of housing in Newport in December 2021 was \$403,500. Between December 2016 to December 2021, the median sales price in Newport increased by \$198,000 (96%).

This report presents Newport's Housing Capacity Analysis for the 2022 to 2042 period. It considers these issues and is intended to comply with statewide planning policies that govern planning for housing and residential development, including Goal 10 (Housing) and OAR 660 Division 8. The methods used for this study generally follow the *Planning for Residential Growth* guidebook, published by the Oregon Transportation and Growth Management Program (1996).

This report focused on the technical analysis to understand Newport's housing needs over the next 20 years. It presents information about buildable land and residential capacity in Newport, as well as expected population and housing growth. It identifies key housing needs and provides information necessary to develop policy responses to Newport's housing needs. The *Newport Housing Production Strategy* proposes policies and actions to meet those housing needs.

The technical analysis, which is the focus of this report, required a broad range of assumptions that influenced the outcomes. The City of Newport and ECONorthwest solicited input about these assumptions from the City's Project Advisory Committee, Planning Commission, City Council, and the public. Local review and community input were essential to developing a locally appropriate and politically viable housing capacity analysis that will feed into the *Newport Housing Production Strategy* report.

How much population growth is Newport planning for?

Newport’s population within its urban growth boundary (UGB) is expected to grow by around 1,348 people between 2022 and 2042, at an average annual growth rate of 0.5%. This is based on Newport’s historical growth rate over the 2000 to 2021 period.¹

Exhibit 1. Forecast of Population Growth, Newport UGB, 2022 to 2042

Source: ECONorthwest based on US Decennial Census 2000, and Portland State University, Population Research Center 2021.

12,010	13,358	1,348	11% increase
Residents in 2022	Residents in 2042	New Residents 2022 to 2042	0.5% AAGR

How much housing will Newport need?

To accommodate the city’s forecasted population growth of 1,348 people, Newport needs to plan for 626 new dwelling units or about 31 new dwelling units per year over the 20-year planning period.² About 50% of new housing will be single-family detached; 10% will be single-family attached; 15% will be duplexes, triplexes, and quadplexes; and 25% will be multifamily housing (with five or more units per structure).

How much buildable residential land does Newport currently have?

Newport has 863 acres of vacant or partially vacant land which can accommodate over 6,800 dwelling units. When removing land included in the Constructability Analysis (which includes land that the City identified as potentially being difficult to serve with infrastructure), Newport still has 413 acres of vacant or partially vacant unconstrained land which can accommodate nearly 3,800 dwelling units. Newport has sufficient land to accommodate population growth. Chapter 6 estimates Newport’s capacity for new housing based on Newport’s unconstrained buildable acres.

¹ Newport’s official population forecast from the Oregon Population Forecast Program through Portland State University (PSU) projects that Newport will increase by 248 people between 2022 and 2042, at an annual average growth rate of 0.1%. Newport considered this growth for the official analysis of land sufficiency within the Newport UGB, as required by Goal 10, OAR 660-008, and OAR 660-032.

Given that Newport’s growth rate over the past 20 years has been much greater than the current official forecast, it is reasonable to assume that the official forecast may be under projecting the future population. For planning purposes, this report relies on the historical growth rate rather than the official population forecast, which will allow the City to better prepare for an uncertain future. Even when using the historical growth rate to project future population growth, Newport has sufficient land capacity to accommodate growth.

² Newport’s official population forecast from the Oregon Population Forecast Program through Portland State University (PSU) projects that Newport will increase by 248 people between 2022 and 2042. The City would need about 115 new dwelling units to accommodate this growth.

What are the key housing needs in Newport?

- **Newport’s existing housing mix is predominately single-family detached.** In the 2015-2019 period, 64% of Newport’s housing was single-family detached, 7% was single-family attached, 13% was multifamily housing (with two to four units per structure), and 16% was multifamily housing (with five or more units per structure). Between 2012 and 2021, Newport issued building permits for 396 units, of which 45% were single-family units (both single-family detached and attached) and 55% were multifamily of all types.
- **Demographic changes across Newport suggest increases in demand for single-family attached housing and multifamily housing.** The key demographic and socioeconomic trends that will affect Newport’s future housing needs are an aging population, increasing housing costs, and housing affordability concerns for millennials, Generation Z, and Latino populations. The implications of these trends are increased demand from smaller, older (often single-person) households and increased demand for affordable housing for families, both for ownership and rent.
- **Newport needs more affordable housing types for homeowners.** Housing sales prices increased in Newport over the last four years. Between 2016 and 2021, the median sales price in Newport increased by \$198,000 (96%).

A household earning 100% of Newport’s median household income (\$57,400) could afford a home valued between about \$201,000 and \$230,000, which is less than Newport’s median home sales price of \$403,500. A household can start to afford median home sales prices in Newport at about 186% of Newport’s median household income.
- **Newport needs more affordable housing types for renters.** To afford the average asking rent of \$1,360 (which does not include basic utility costs), a household would need to earn about \$54,400 or 95% of MFI. About 54% of Newport’s households earn less than \$54,000 and cannot afford these rents. In addition, about 16% of Newport’s households have incomes of less than \$17,220 (30% of MFI) and are at risk of becoming homeless.

What are the key findings of the Housing Capacity Analysis?

The key findings and conclusions of the Newport's Housing Capacity Analysis are that:

- **Newport may grow faster than the official population forecast from Portland State University.** According to Newport's official population forecast from Portland State University, Newport's UGB is forecast to grow by 248 people between 2022 and 2042, resulting in the demand for 115 new dwelling units over the 20-year planning period. However, if Newport grew at the same pace it did between 2000 and 2021, it would add 1,348 new people and 626 new dwelling units. Given that Newport's growth rate over the past 20 years has been much greater than current projections, it is reasonable to assume that the official forecast may be under projecting the future population. For planning purposes, this report relies on the historical growth rate rather than the official population forecast.
- **Newport has sufficient land to accommodate population growth over the 20-year planning period.** Even using the historical growth rate which is greater than the official population forecast from Portland State University, Newport has sufficient land to accommodate population growth. The barriers to growth in Newport are more about infrastructure deficiencies, ability to build housing that is affordable, and other issues discussed below.
- **Newport's needed housing mix is for an increase in housing affordable to renters and homeowners, with more attached and multifamily housing types.** Historically, about 64% of Newport's housing was single-family detached. While 50% of new housing in Newport is forecast to be single-family detached, the City will need to provide opportunities for the development of new single-family attached housing (10% of new housing); duplexes, triplexes, quadplexes (15% of new housing); and multifamily structures with 5 or more units (25% of new housing).
 - The factors driving the shift in types of housing needed in Newport include changes in demographics and decreases in housing affordability. The aging of baby boomers and the household formation of millennials and Generation Z will drive demand for renter and owner-occupied housing, such as single-family detached housing, accessory dwelling units, townhouses, cottage housing, duplexes, triplexes, quadplexes, and multifamily structures. These groups may prefer housing in walkable neighborhoods, with access to services.
 - Newport complied with the requirements of House Bill 2001 to allow duplexes on lots where single-family detached housing is allowed. Newport also allows other missing middle housing types, such as cottage housing, townhouses, duplexes, triplexes, and quadplexes. Allowing this wider range of housing in more areas will likely result in a change in mix of housing developed over the next 20 years, especially in areas with large areas of vacant buildable land.
 - Without diversification of housing types and policies to support development of housing affordable to households with incomes below 80% of MFI (\$57,400), lack of

affordability will continue to be a problem, possibly growing in the future if incomes continue to grow at a slower rate than housing costs. About 40% of Newport's households are cost burdened (paying more than 30% of their income on housing), including a cost burden rate of 53% for renter households.

- **Newport has a need for additional housing affordable to lower and middle-income households.** Newport has a need for additional housing affordable to households with extremely low incomes and very low incomes, people experiencing homelessness, and households with low and middle incomes. These needs include existing unmet housing needs and likely housing needs for new households over the 20-year planning period.
 - About 33% of Newport's households have extremely low incomes or very low incomes, with household incomes below \$28,700. At most, these households can afford \$720 in monthly housing costs. Median gross rent in Newport was \$896 in the 2015-2019 period and has increased since, but rents were generally closer to \$1,360 (or more) for currently available rental properties. Development of housing affordable to these households (either rentals or homes for sale) rarely occurs without government subsidy or other assistance. Meeting the housing needs of extremely low-income and very low-income households will be a significant challenge to Newport.
 - About 33% of Newport's households have low or middle incomes, with household incomes between \$28,700 and \$68,900. These households can afford between \$720 to \$1,720 in monthly housing costs. Households at the lower end of this income category may struggle to find affordable rental housing, especially with growing costs of rental housing across Oregon. Some of the households in this group are likely part of the 40% of all households that are cost burdened. Development of rental housing affordable to households in this income category (especially those with middle incomes) can occur without government subsidy.
 - The need for these types of affordable housing have impacts on Newport's economy if people who live in Newport cannot find housing, much less affordable housing, to locate in Newport. People working in Newport frequently commute from places like Toledo, Lincoln City, Waldport, Corvallis, and unincorporated areas of Lincoln County.
- **Housing for people experiencing homelessness is an increasingly pressing problem.** The Point-in-Time count for Lincoln County in 2021 estimated 460 people experiencing homelessness, up from 260 people in 2019. The Point-in-Time count is acknowledged to be an undercount of homelessness, suggesting that the number of people in Lincoln County is higher, not lower, than the 2021 estimate.

- **Newport’s housing market is affected by groups of people who live part of the year in Newport.** These include:

- **Second homeowners.** Second homes are likely to continue to grow in Newport. It is reasonable to expect that Newport may add about 100 new second homes over the 20-year period. Possibly more if Newport attracts more second homeowners. In addition, some existing housing may convert to second homes over time. Second homes are most likely to be in areas with views of the ocean, especially in areas with lower development densities.
- **Vacation rentals.** Newport regulates vacation rentals, requiring conditional use permits to authorize vacation rentals and regulating where they are allowed to locate. Newport caps the number of vacation rentals to 176 throughout the city. As a result, there should not be growth in the number of new, legal vacation rentals in Newport.
- **Student housing.** OSU expects the number of students present in Newport to grow from 100 students in summer (when most students are present) to between 200 and 250 students. OSU owns land in the Wilder area and plans to build 50 to 80 dwelling apartment units, with a mix of studios to four-bedroom units. OSU expects to have two students per dwelling unit and that development of this housing will be completed in 2023.
- **Seasonal employees.** The number of seasonal employees who need housing increases substantially in the summer with increased tourism and the summer fishing season. Seasonal employees in tourism-related industries typically need to seek out their own lower-cost housing during their time in Newport. Seasonal employees in the fishing/seafood processing industries often rely on employer-provided workforce housing. However, employers have struggled to acquire property in Newport that is affordable and meets their workforce housing needs, instead renting rooms for their seasonal workforce in local hotels.

Temporary housing that could meet the needs of seasonal workers includes smaller shared units, such as dormitory housing, studio apartments, accessory dwelling units, student housing, and other small, less costly housing. Some of these types of development could be employer-supplied workforce housing.

- **Newport has sufficient land to accommodate growth but there are key barriers to growth in Newport.** The constructability analysis examined the financial feasibility of different development types given costs of development and the estimated costs of building infrastructure necessary for housing. This analysis found:

- **Infrastructure deficiencies.** Many areas within Newport have significant infrastructure deficiencies, such as the need for collector and local roads, bridges, culverts, water pipes and pump stations, water storage tanks, wastewater pipes and lift stations, and other types of infrastructure. The areas with the highest costs and largest infrastructure deficiencies were in northern Newport to the east of Highway

101 and areas around Highway 20 above the Bay Front. Infrastructure cost limitations could impact close to 300 acres of buildable land, which has capacity for more than 2,000 dwelling units.

- **Development costs.** Development costs are higher in Newport. Local developers report that lack of local contractors for certain types of work, limited suppliers for building materials, requirements for deep foundations and special materials and design to meet building code, the need for geotechnical reports, and the need for more extensive grading and retaining walls in hilly areas all contribute to higher development costs. Builders and developers estimated roughly 10-20% higher construction costs than in the mid-Willamette Valley.
- **Areas of greater development feasibility.** Areas in South Beach, such as the Wilder area or the adjacent land south of the Oregon Coast Community College, appear to have greater financial feasibility for development. In these areas, a mix of housing types appears financially feasible. These areas may provide better opportunities for development over the next 5 to 10 years, including for development of housing affordable to people who live and work in Newport.
- **There is potential for infill, but costs can still be problematic.** The smaller infill areas studied in the constructability analysis did not have major infrastructure needs, but with small sites, even the need for extending local streets, making frontage improvements, or upgrading existing pump capacity could make development challenging.
- **Challenges in other areas.** The constructability analysis did not include all land in Newport. It is probable that lands not included in the constructability analysis also have a range of developability status and similar issues with infrastructure deficiencies in some places.
- **Addressing the infrastructure gap.** Given the estimated cost of infrastructure development from the constructability analysis (over \$100 million, excluding the cost of local roads, across the nine areas examined), Newport is not going to be able to address the infrastructure gap without outside assistance.

The *Newport Housing Production Strategy* will include recommendations for a wide range of policies to support the development of housing for people experiencing homelessness and housing for extremely low to middle-income households. The *Housing Production Strategy* will also include recommendations that are intended to improve equitable outcomes for housing development, as well as strategies to support the development of all types of housing.

1. Introduction

Newport has long had a housing affordability problem. Newport is home to many industries, from fisheries to research to services for visitors and residents of Newport. The people working at these businesses need affordable places to live. Newport is also home to retirees, students, and many other long-term residents. In addition, Newport has second homes and housing used for short-term rentals by visitors.

Housing has become increasingly difficult for many residents in Newport to afford. Rental costs increased by 27% between 2011 and 2021, while household income changed little during that 10-year period. Homeownership is also becoming less affordable in Newport. The median sales price of housing in Newport in December 2021 was \$482,000. Between December 2016 to December 2021, the median sales price in Newport increased by \$198,000 (96%).

Increases in housing costs along with limited income growth is driving decreasing housing affordability. In 2000, 36% of households in Newport were cost burdened³ and by 2016-2020, 40% of households were cost burdened. Cost burden was most common among renters, 53% of whom were cost burdened in 2016-2020 and 27% of whom were severely cost burdened. Some groups of people have higher rates of cost burden than the average, such as seniors or People of Color.

The City of Newport last updated the Housing Element of its Comprehensive Plan in 2011. Since then, Newport has had several policy changes that affect residential development, including:

- Regulatory changes to allow and encourage development of a wider range of housing types, such as accessory dwelling units, cottage housing, duplexes, and other potentially more affordable housing types.
- Regulated the number of short-term rental units allowed in Newport.
- Updated policies that guide systems development charges (SDCs) to encourage development of smaller, more affordable housing.
- Adopted property tax abatements to support development of affordable housing.
- Provided support to partners to create affordable home ownership opportunities and help keep low-income owners in their homes
- Implemented a construction excise tax (CET) to pay for policies that support development of affordable housing.

³ The Department of Housing and Urban Development's guidelines indicate that households paying more than 30% of their income on housing experience "cost burden" and households paying more than 50% of their income on housing experience "severe cost burden."

- Used Urban Renewal financing to catalyze redevelopment in key areas, including supporting new housing development.

These and other policy changes will be discussed in depth in the *Newport Housing Production Strategy* report, which builds on the information in this report.

These changes make this a good time to update Newport's Housing Capacity Analysis (HCA), allowing the City to plan to meet the housing needs of its residents over the next 20 years. This report provides Newport with a factual basis to update the Housing Element of the City's Comprehensive Plan and zoning code, as well as supports future planning efforts related to housing and options for addressing unmet housing needs in Newport. It provides the city with newer information about the housing market in Newport and describes the factors that will affect future housing demand in the city, such as changing demographics.

This report presents Newport's Housing Capacity Analysis (HCA) for the 2022 to 2042 period. It is intended to comply with statewide planning policies that govern planning for housing and residential development, including Goal 10 (Housing) and OAR 660 Division 8.

This analysis will help decision makers understand whether Newport has enough land to accommodate growth over the next 20 years. The HCA includes analysis about need for infrastructure to support housing in selected areas of Newport, which has implications for future development in these areas. In addition, it provides information used in developing the *City of Newport Housing Production Strategy*, which is an action plan intended to support the development of needed housing in Newport over the next eight years.

Framework for a Housing Capacity Analysis

Housing is a bundle of services for which people are willing to pay, shelter certainly, but also proximity to other attractions (employment, shopping, recreation), amenities (type and quality of fixtures and appliances, landscaping, views), prestige, and access to public services (quality of schools). Because it is impossible to maximize all these services and simultaneously minimize costs, households must, and do, make trade-offs. What they can get for their money is influenced both by economic forces and government policy. Moreover, different households will value what they can get differently. They will have different preferences, which in turn are a function of many factors like income, age of household head, number of people and children in the household, number of workers and job locations, number of automobiles, and so on.

Most of the housing in the United States is built by the private market and, therefore, responds to economic and market factors. These economic and market forces have resulted in the production of units that have housed most of our nation's households. But they have consistently left lower-income communities and communities of color with fewer housing options, competing for a limited supply of affordable housing units. The last two decades have seen significant increases in housing costs, with much slower growth in household income, resulting in increasing unmet need for affordable housing.

This report provides information about how the choices of individual households and the housing market in Lincoln County and Newport have interacted, focusing on implications for future housing need in Newport over the 2022 to 2042 period. The *Newport Housing Production Strategy* provides policy options that can influence future housing development, considering opportunities to increase access to affordable housing for lower-income communities and communities of color, as well as housing needs for all residents of Newport.

Statewide Planning Goal 10

Oregon has long been a national leader in planning to accommodate growth. The state mandates local government compliance with 19 statewide planning goals, which include public engagement, planning for natural areas, planning for housing, and planning for adequate land to support economic development and industry growth, among others. Oregon’s Goal 10 requires each city to develop a housing capacity analysis, which must tie twenty years of projected household growth to units of varying densities and then determine whether there is adequate land inside the city’s urban growth boundary to accommodate those units. Goal 10 directs cities to plan for “housing that meets the housing needs of households of all income levels.” Oregon’s statewide land use planning system requires one of the most comprehensive approaches to planning for housing in the country.

Goal 10 provides guidelines for local governments to follow in developing their local comprehensive land use plans and implementing policies. At a minimum, local housing policies must meet the requirements of Goal 10 and the statutes and administrative rules that implement it (ORS 197.295 to 197.314, ORS 197.475 to 197.490, and OAR 600-008). Goal 10 requires incorporated cities to complete an inventory of buildable residential lands. Goal 10 also requires cities to encourage the numbers of housing units in price and rent ranges commensurate with the financial capabilities of its households.

Goal 10 defines needed housing types as “all housing on land zoned for residential use or mixed residential and commercial use that is determined to meet the need shown for housing within an urban growth boundary at price ranges and rent levels that are affordable to households within the county with a variety of incomes, including but not limited to households with low-incomes, very low-incomes and extremely low-incomes.” ORS 197.303 defines needed housing types:

- (a) Housing that includes, but is not limited to, attached and detached single-family housing and multifamily housing for both owner and renter occupancy.
- (b) Government-assisted housing.⁴
- (c) Mobile home or manufactured dwelling parks as provided in ORS 197.475 to 197.490.
- (d) Manufactured homes on individual lots planned and zoned for single-family residential use that are in addition to lots within designated manufactured dwelling subdivisions.

⁴ Government-assisted housing can be any housing type listed in ORS 197.303 (a), (c), or (d).

(e) Housing for farmworkers.

Newport must identify needs for all the housing types listed above as well as adopt policies that increase the likelihood that needed housing types will be developed. This Housing Capacity Analysis was developed to meet the requirements of Goal 10 and its implementing administrative rules and statutes.

Public Process

At the broadest level, the purpose of the project was to understand how much Newport will grow over the next 20 years. This project focused on the technical analysis to understand Newport's housing needs over the next 20 years. The *Newport Housing Production Strategy* proposes policies and actions to meet those housing needs. The technical analysis, which is the focus of this report, required a broad range of assumptions that influenced the outcomes; the housing strategy is a series of high-level policy choices that will affect Newport residents.

The intent of the public process was to establish broad public engagement throughout the project as work occurs and to get input from stakeholders and decision makers in Newport. Public engagement was accomplished through various avenues, discussed below.

Project Advisory Committee Engagement

The City of Newport and ECONorthwest solicited public input from the Project Advisory Committee (PAC) to develop both the Housing Capacity Analysis and Housing Production Strategy. The PAC was composed of Newport community members, people involved in development, agency partners, service providers and employees, faith-based organizations, and elected/appointed officials. During the development of the Housing Capacity Analysis, the PAC met four times⁵ to discuss project assumptions, results, and implications. Future PAC meetings will focus on the Housing Production Strategy.

The project relied on the Project Advisory Committee to review draft products and provide input at key points (e.g., before recommendations and decisions were made and before draft work products were finalized).

Broader Public Engagement

During the development of the Housing Capacity Analysis, members of the PAC hosted Community Conversations with community members from different backgrounds. Participants were encouraged to (1) share their perspectives on housing needs and preferences in Newport as well as (2) provide input on potential actions that the City could take to promote the development of needed housing in a fair and equitable way.

⁵ Project Advisory Committee meeting dates: April 7, 2022; May 12, 2022; June 8, 2022; and August 25, 2022.

These conversations are part of a broader public engagement process which includes one-on-one interviews, public events, advisory committee meetings, and public meetings. Many of these engagement processes span the entire Housing Capacity Analysis and Housing Production Strategy project. However, since engagement is primarily focused on understanding housing needs and the actions the City can take to address these housing needs, engagement findings have stronger implications for the development of the Housing Production Strategy.

Planning Commission and City Council Engagement

ECONorthwest will present results of this analysis, in combination with information from the *Newport Housing Production Strategy*, at meetings with the Planning Commission and City Council in 2023.

Organization of This Report

The rest of this document is organized as follows:

- **Chapter 2. Residential Buildable Lands Inventory** presents the methodology and results of Newport's inventory of residential land.
- **Chapter 3. Historical and Recent Development Trends** summarizes the state, regional, and local housing market trends affecting Newport's housing market.
- **Chapter 4. Demographic and Other Factors Affecting Residential Development in Newport** presents factors that affect housing need in Newport, focusing on the key determinants of housing need: age, income, and household composition. This chapter also describes housing affordability in Newport relative to the larger region.
- **Chapter 5. Housing Need in Newport** presents the forecast for housing growth in Newport, describing housing need by density ranges and income levels.
- **Chapter 6. Residential Land Sufficiency in Newport** estimates Newport's residential land sufficiency needed to accommodate expected growth over the planning period.

2. Residential Buildable Lands Inventory

This chapter presents the Buildable Lands Inventory for the City of Newport. The methods used for this study are consistent with many others completed by ECONorthwest that have been acknowledged by DLCD and LCDC. A detailed discussion of the methodology used in this study is provided in Appendix A.

The BLI for Newport includes all residential land designated in the comprehensive plan within the Newport UGB. From a practical perspective, this means that all lands within tax lots identified by the Lincoln County Assessor’s Office that fall within the UGB were inventoried. ECONorthwest used the most recent tax lot shapefile from Lincoln County for the analysis. The inventory then builds from the tax lot-level database to estimate buildable land by plan designation.

Residential Buildable Lands Inventory Results

Land Base

The land base for the Newport residential BLI includes all tax lots in the urban growth boundary (UGB) in residential plan designations or plan designations where housing development is allowed with clear and objective standards. Exhibit 2 shows the land base by plan designation in the UGB.

Exhibit 2. Land Base by Plan Designation, Newport UGB, 2022

Source: Lincoln County, ECONorthwest analysis.

Note: The number of tax lots represented is greater than the actual total number of tax lots in the analysis due to split plan designations.

Plan Designation	Number of taxlots	Percent	Total taxlot acreage	Percent
Low Density Residential	2905	46%	1,657	48%
High Density Residential	2379	37%	711	21%
Planned Destination Resort Overlay	67	1%	743	22%
Commercial	997	16%	319	9%
Total	6,348	100%	3,430	100%

Development Status

Exhibit 3 shows the total acres of residential tax lots classified by development status. We used a rule-based classification (described in Appendix A) to define an initial development status. We confirmed development status through a series of reviews by ECONorthwest and City staff, based on local knowledge and review of aerial maps.

Exhibit 3. Development Status, Constraints Not Applied by Plan Designation, Newport UGB, 2022
Source: Lincoln County, ECONorthwest analysis.

Plan Designation	Total acres	Committed acres	Constrained acres	Buildable unconstrained acres
Low Density Residential	1,657	465	501	691
High Density Residential	711	358	198	155
Planned Destination Resort Overlay	743	25	179	539
Commercial	319	228	32	59
Total	3,430	1,076	911	1,444

Development Constraints

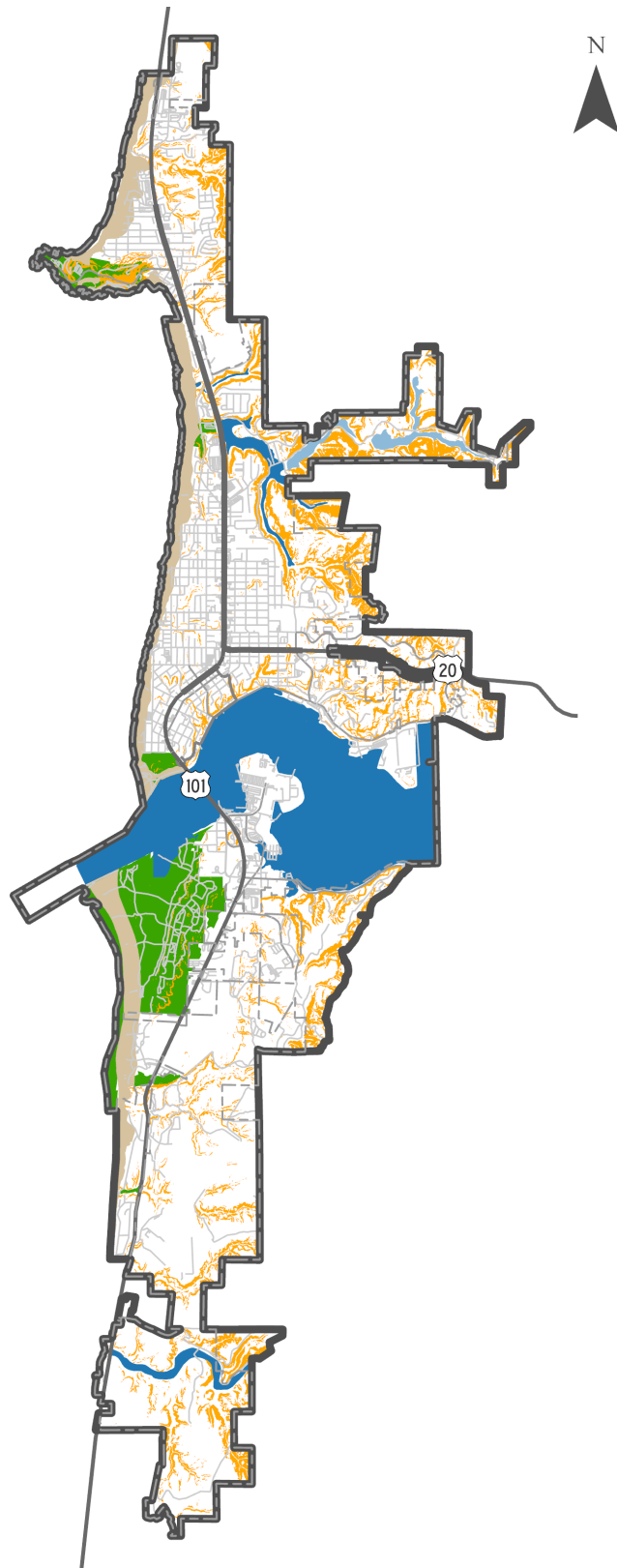
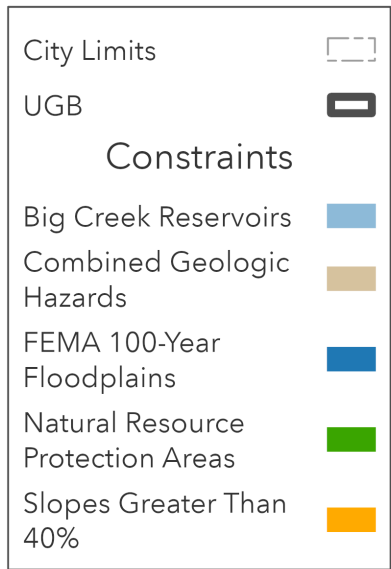
The buildable lands inventory identifies the following conditions as constraints that prohibit development: FEMA 100-Year Floodplains and Regulatory Floodway, slopes greater than 40%, dune and bluff erosion zones identified as Active or High Hazard Zones (Combined Geologic Hazards), parks and natural areas, and significant habitats (Natural Resource Protection Areas). Exhibit 4 shows these constraints for the entire city, with detail shown in areas of the city in Exhibit 5 to Exhibit 7.

Next, we apply the constraints to the development status shown in Exhibit 3, to show areas that are vacant or partially vacant with constraints shown. Exhibit 8 shows development status with constraints applied, with details shown in Exhibit 9 to Exhibit 11. Vacant or partially vacant land with these constraints is considered unavailable for development and removed from the inventory of buildable land.

Exhibit 4. Development Constraints, Newport UGB, 2022
 Source: Lincoln County, ECONorthwest analysis.

Newport Buildable Lands Inventory

Constraints



Date: August 22, 2022
 Source: ECONorthwest
 City of Newport
 Lincoln County

Exhibit 5. Development Constraints, Northern Newport, Newport UGB, 2022
 Source: Lincoln County, ECONorthwest analysis.

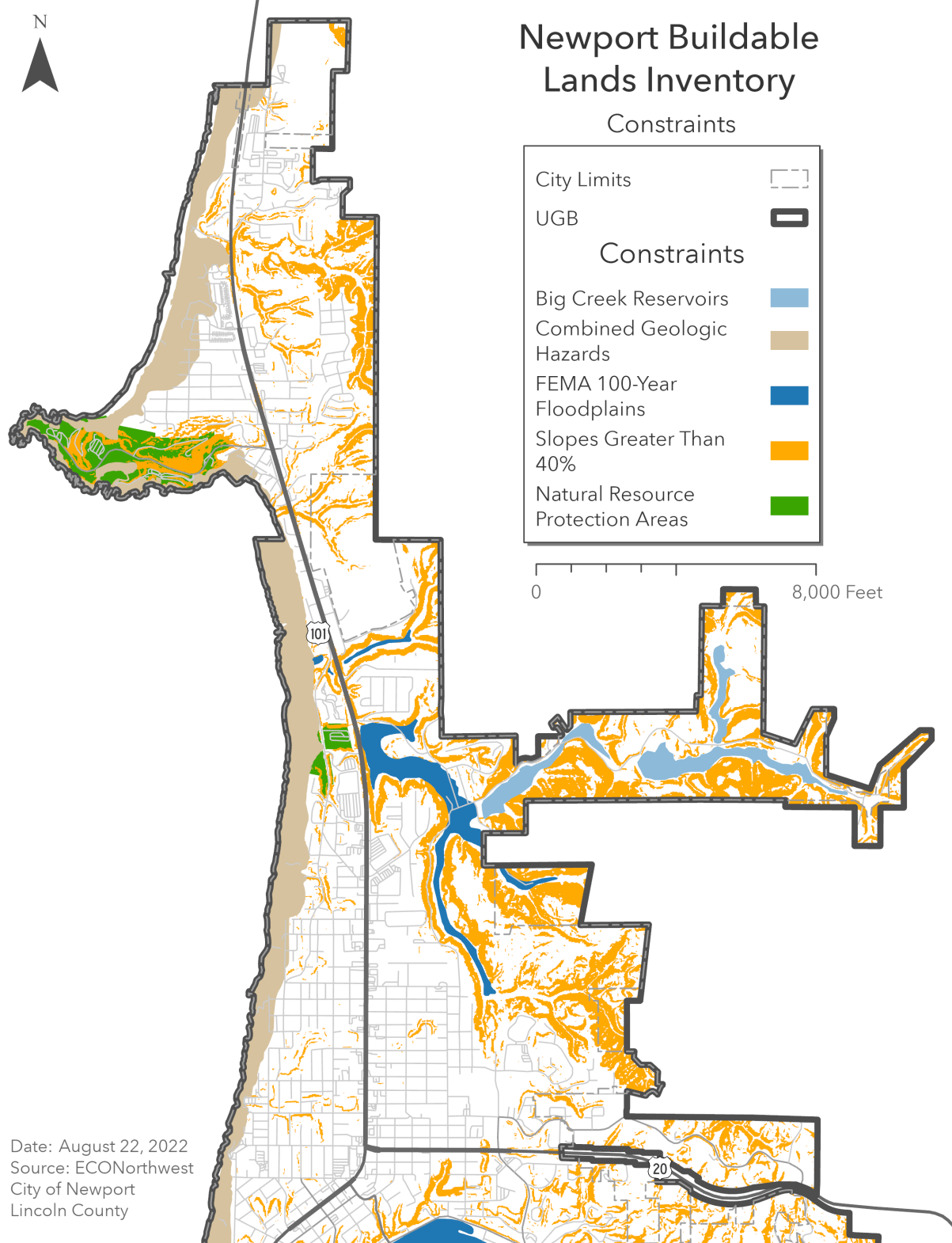









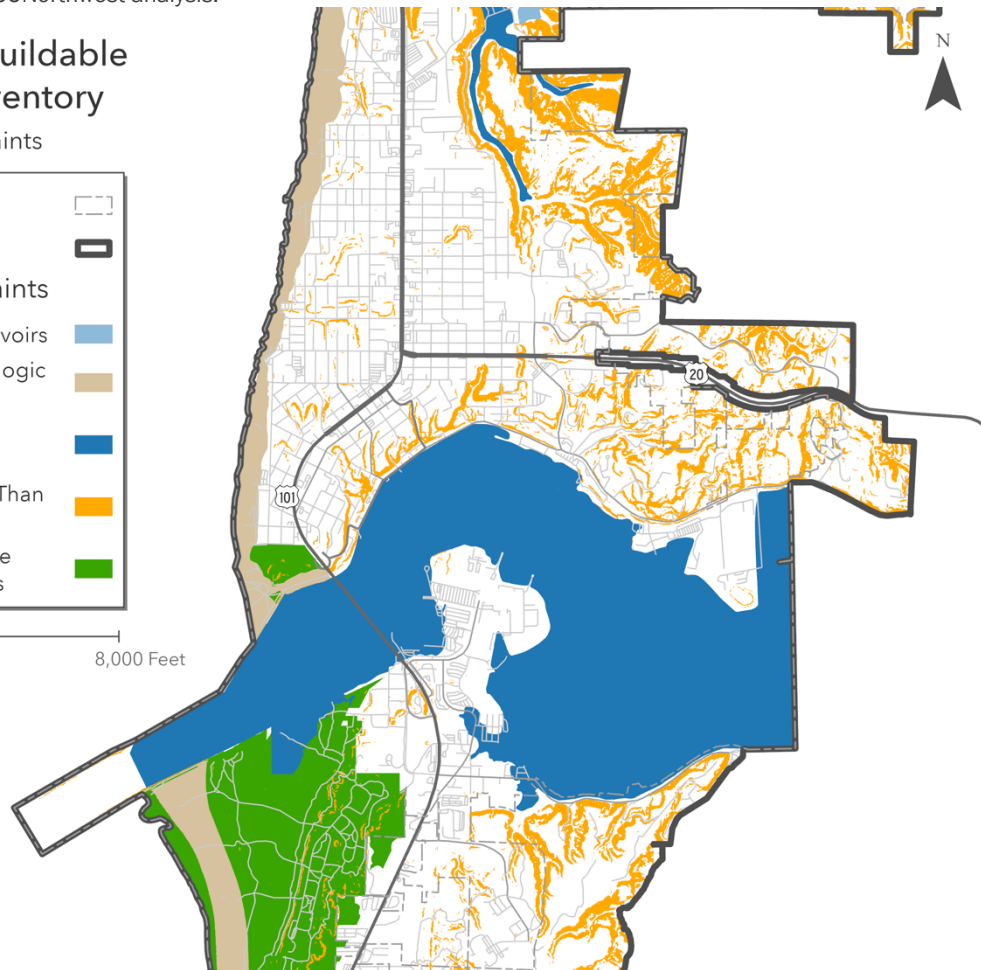
Exhibit 6. Development Constraints, Central Newport, Newport UGB, 2022
 Source: Lincoln County, ECONorthwest analysis.

Newport Buildable Lands Inventory

Constraints

City Limits	
UGB	
Constraints	
Big Creek Reservoirs	
Combined Geologic Hazards	
FEMA 100-Year Floodplains	
Slopes Greater Than 40%	
Natural Resource Protection Areas	

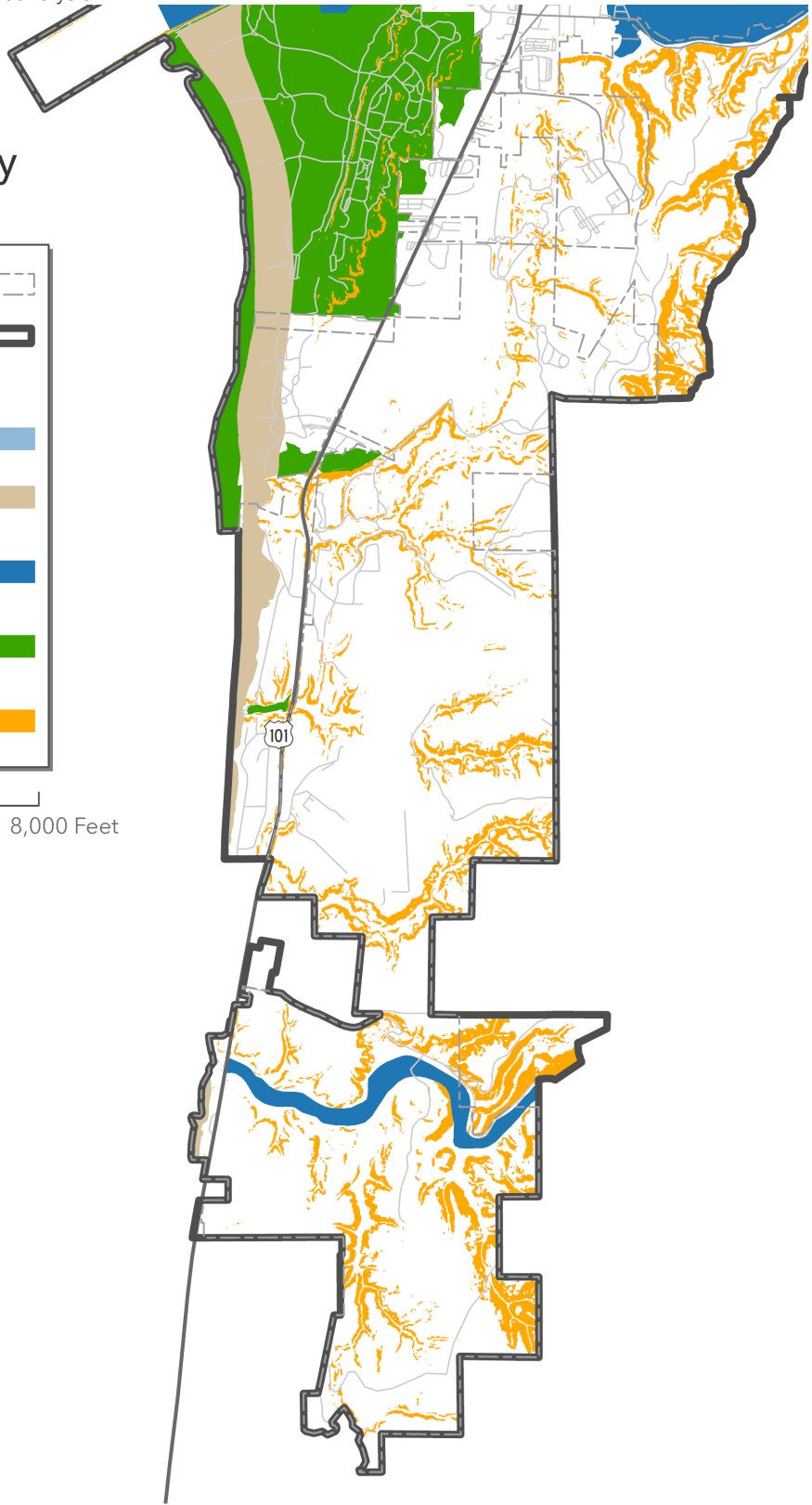
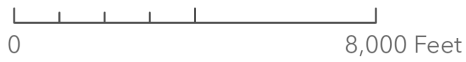
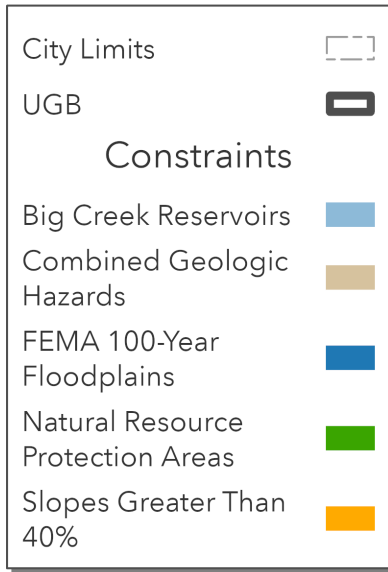
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Date: August 22, 2022
 Source: ECONorthwest
 City of Newport
 Lincoln County

Exhibit 7. Development Constraints, Southern Newport, Newport UGB, 2022
 Source: Lincoln County, ECONorthwest analysis.

Newport Buildable Lands Inventory Constraints

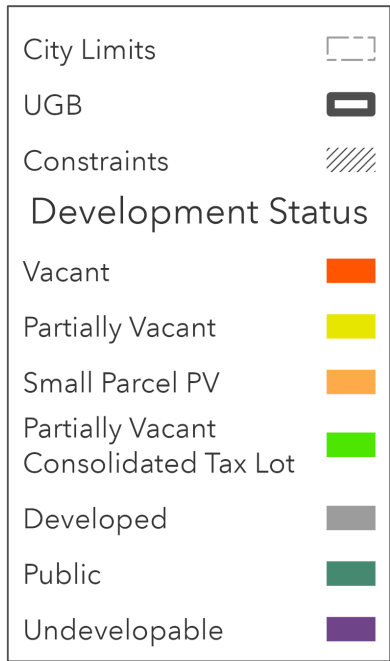


Date: August 22, 2022
 Source: ECONorthwest
 City of Newport
 Lincoln County

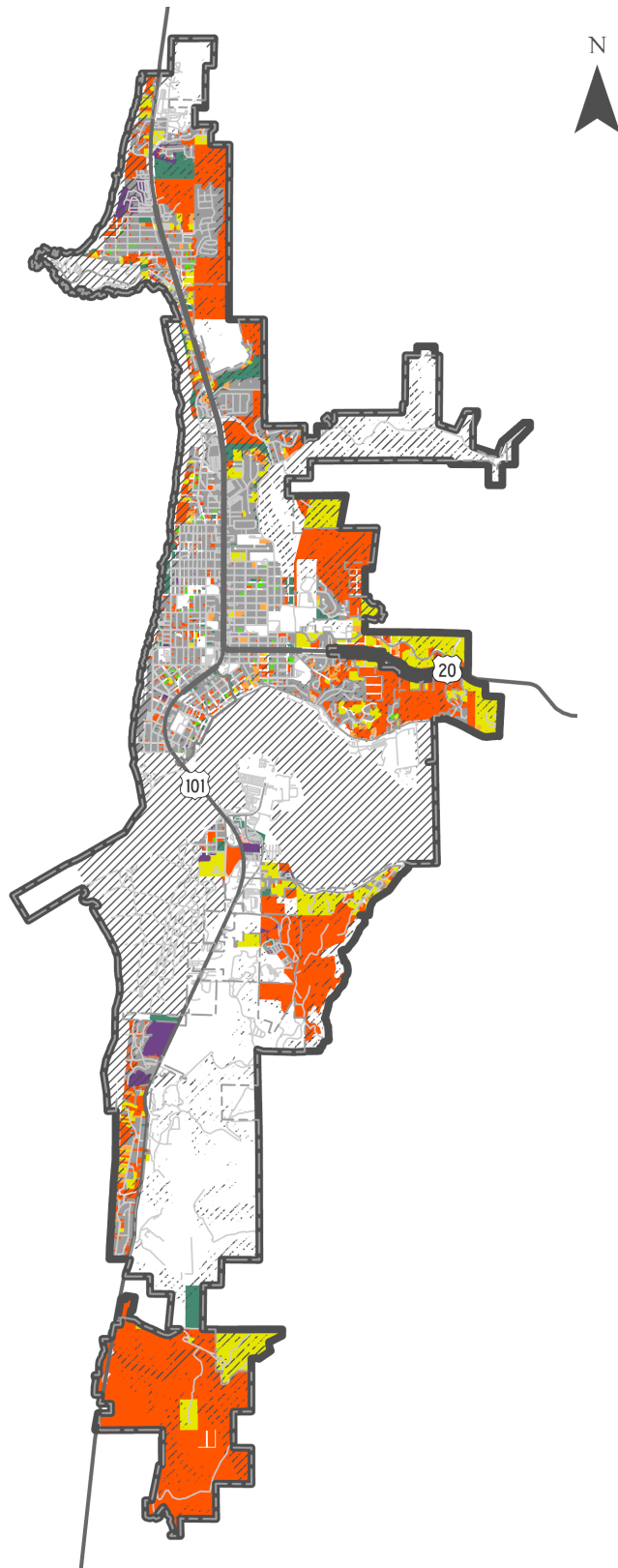
Exhibit 8. Development Status with Constraints, Newport UGB, 2022
 Source: Lincoln County, ECONorthwest analysis.

Newport Buildable Lands Inventory

Development Status

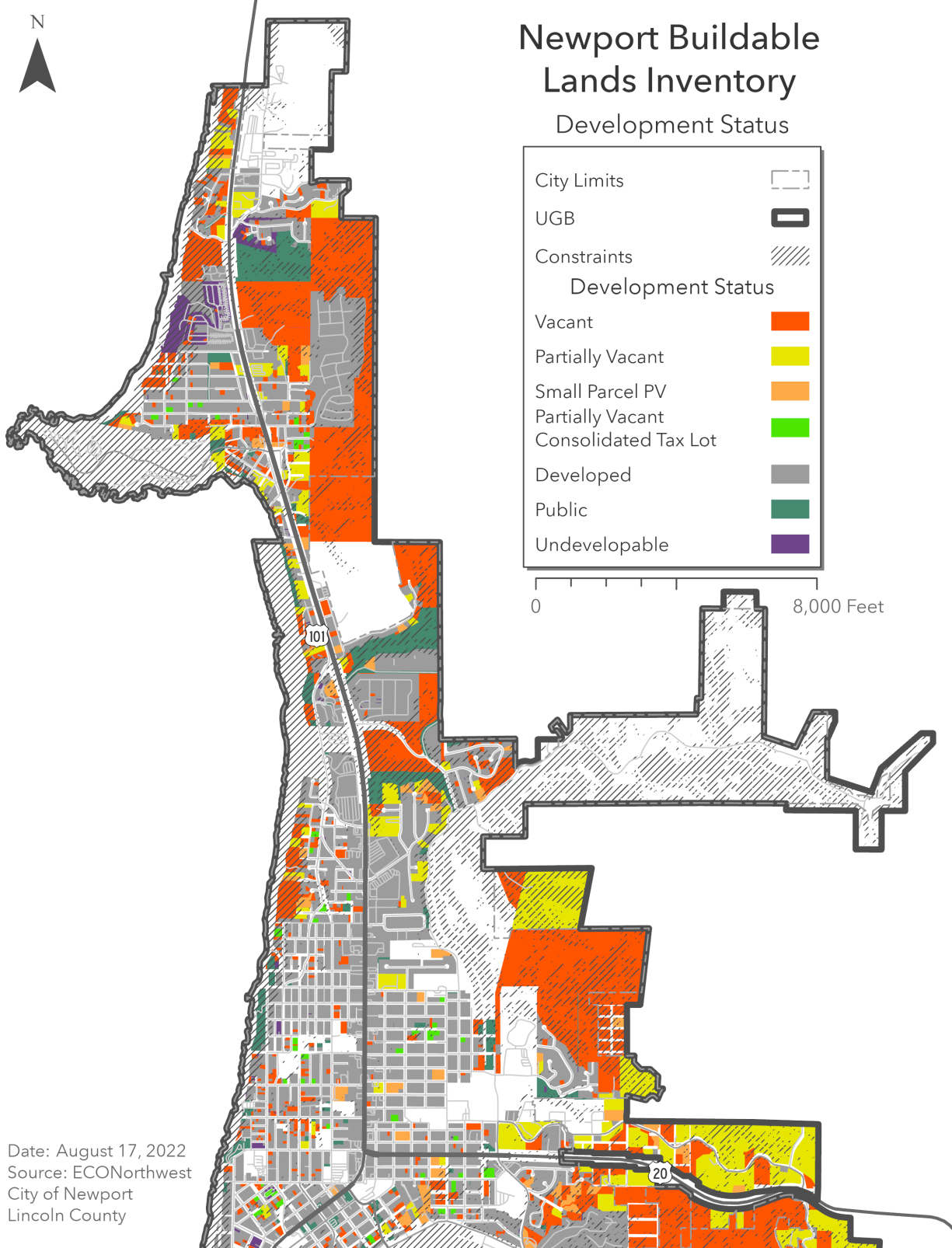


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Date: August 17, 2022
 Source: ECONorthwest
 City of Newport
 Lincoln County

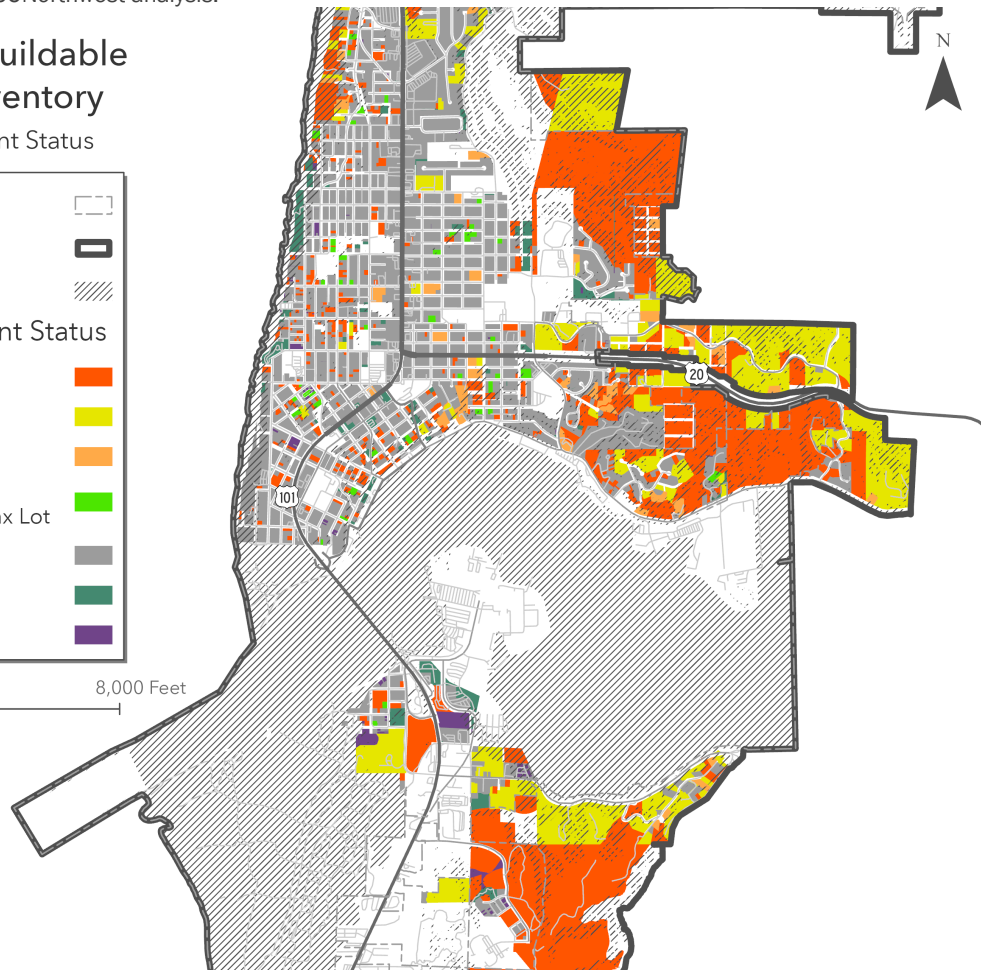
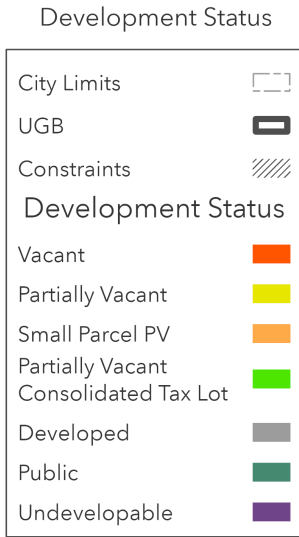
Exhibit 9. Development Status with Constraints, Northern Newport, Newport UGB, 2022
 Source: Lincoln County, ECONorthwest analysis.



Date: August 17, 2022
 Source: ECONorthwest
 City of Newport
 Lincoln County

Exhibit 10. Development Status with Constraints, Central Newport, Newport UGB, 2022
 Source: Lincoln County, ECONorthwest analysis.

Newport Buildable Lands Inventory













Date: August 17, 2022
 Source: ECONorthwest
 City of Newport
 Lincoln County

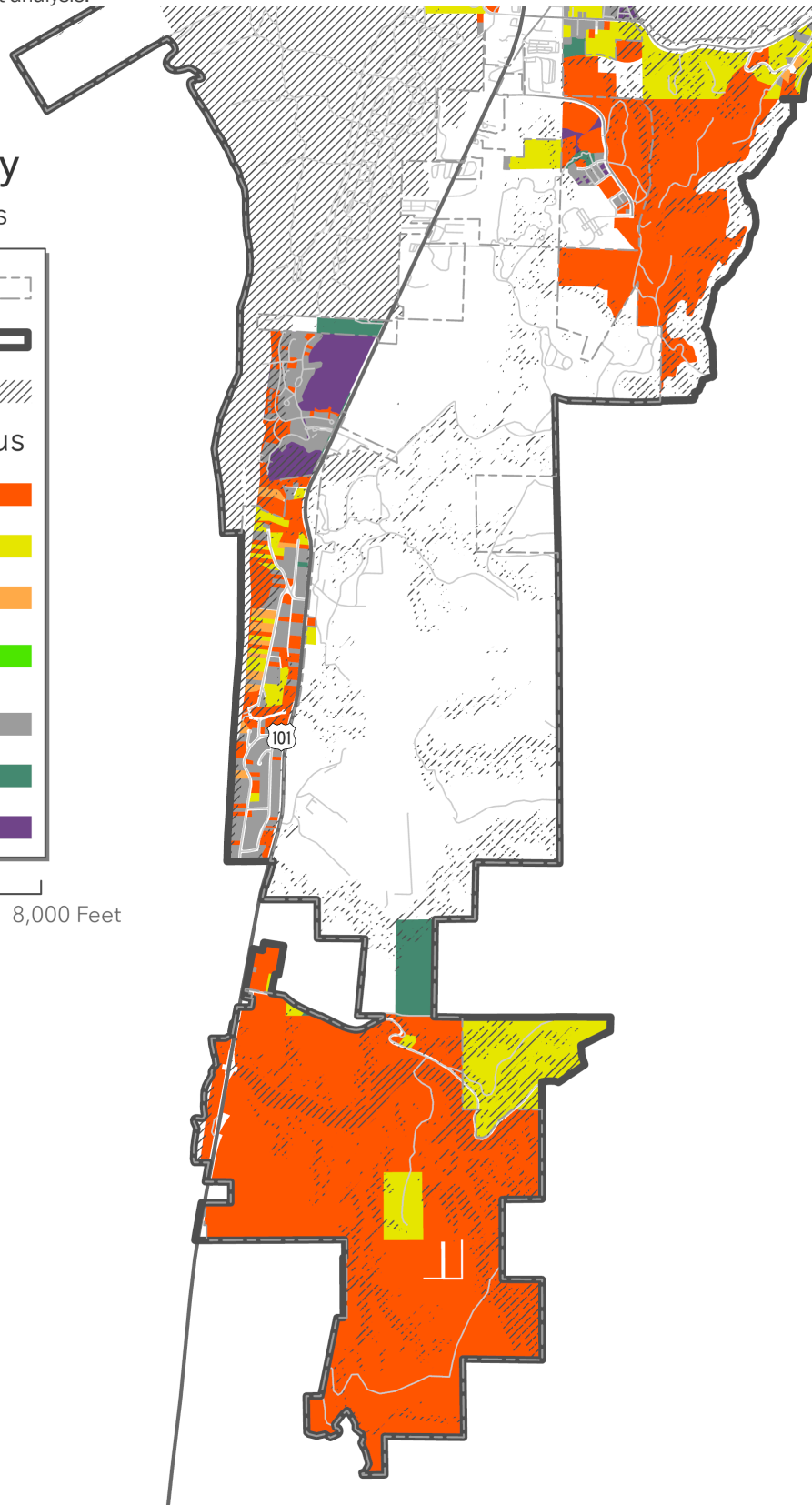
Exhibit 11. Development Status with Constraints, Southern Newport, Newport UGB, 2022
 Source: Lincoln County, ECONorthwest analysis.

Newport Buildable Lands Inventory

Development Status

City Limits	
UGB	
Constraints	
Development Status	
Vacant	
Partially Vacant	
Small Parcel PV	
Partially Vacant Consolidated Tax Lot	
Developed	
Public	
Undevelopable	

0 8,000 Feet



Date: August 17, 2022
 Source: ECONorthwest
 City of Newport
 Lincoln County

Vacant Buildable Land

Exhibit 12 shows buildable acres (i.e., acres in tax lots after constraints are deducted) for vacant and partially vacant land by plan designation.

Note that partially vacant land in the map in Exhibit 8 shows the entire tax lot as being partially vacant, without distinguishing the part of the tax lot that is not available for development. The buildable lands inventory database accounts for the portion of the tax lot that is developed (and considered unavailable for future development) and the portion of the tax lot that is vacant is shown in Exhibit 12.

Exhibit 12. Buildable Acres in Vacant/Partially Vacant Tax Lots by Plan Designation, Newport UGB, 2022

Source: Lincoln County, ECONorthwest analysis.

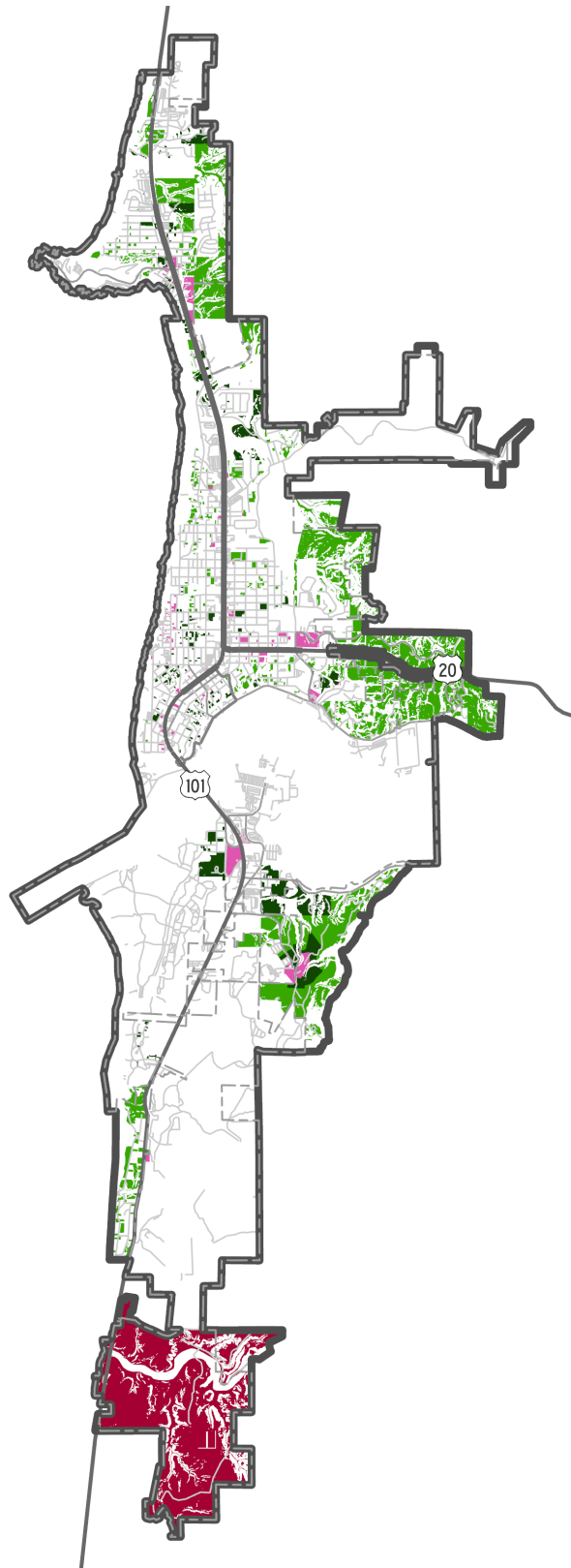
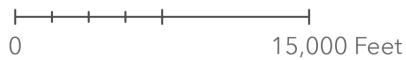
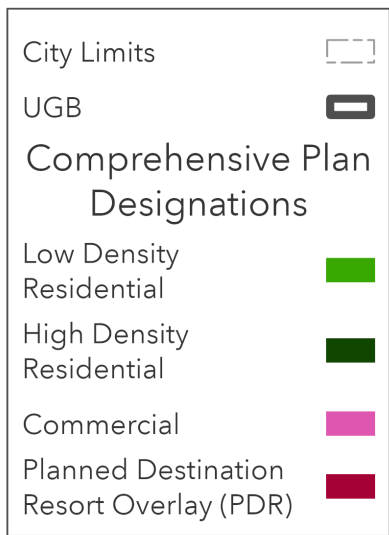
Plan Designation	Total acres	Committed acres	Constrained acres	Buildable unconstrained acres
Low Density Residential	1,657	465	501	691
High Density Residential	711	358	198	155
Planned Destination Resort Overlay	743	25	179	539
Commercial	319	228	32	59
Total	3,430	1,076	911	1,444

Exhibit 13 shows Newport's buildable vacant and partially vacant residential land, with details shown in Exhibit 14 to Exhibit 16.

Exhibit 13. Unconstrained Vacant and Partially Vacant Residential Land, Newport UGB, 2022
 Source: Lincoln County, ECONorthwest analysis.

Newport Buildable Lands Inventory

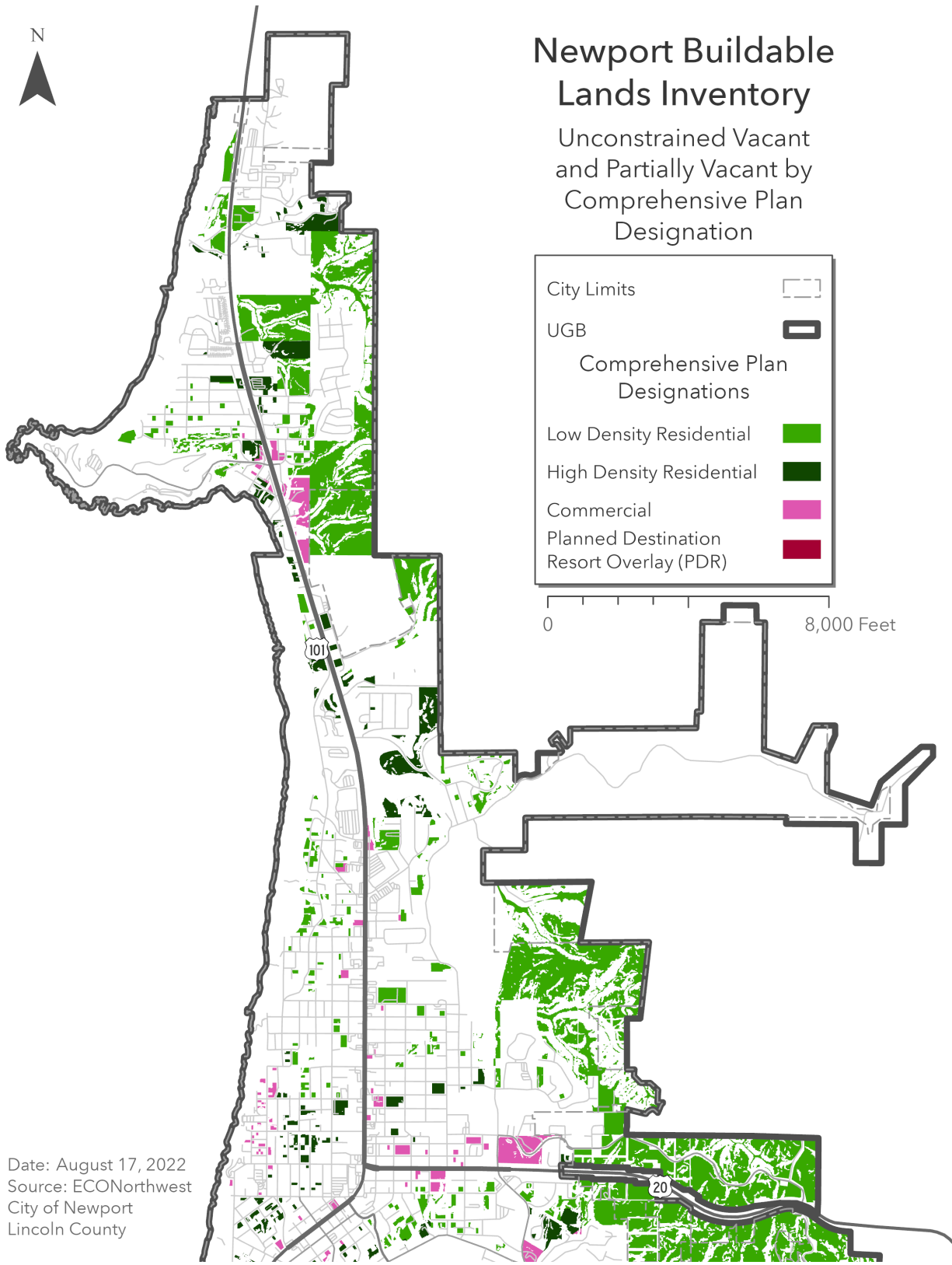
Unconstrained Vacant and Partially Vacant by Comprehensive Plan Designation



Date: August 17, 2022
 Source: ECONorthwest
 City of Newport
 Lincoln County

Exhibit 14. Unconstrained Vacant and Partially Vacant Residential Land, Northern Newport, Newport UGB, 2022

Source: Lincoln County, ECONorthwest analysis.



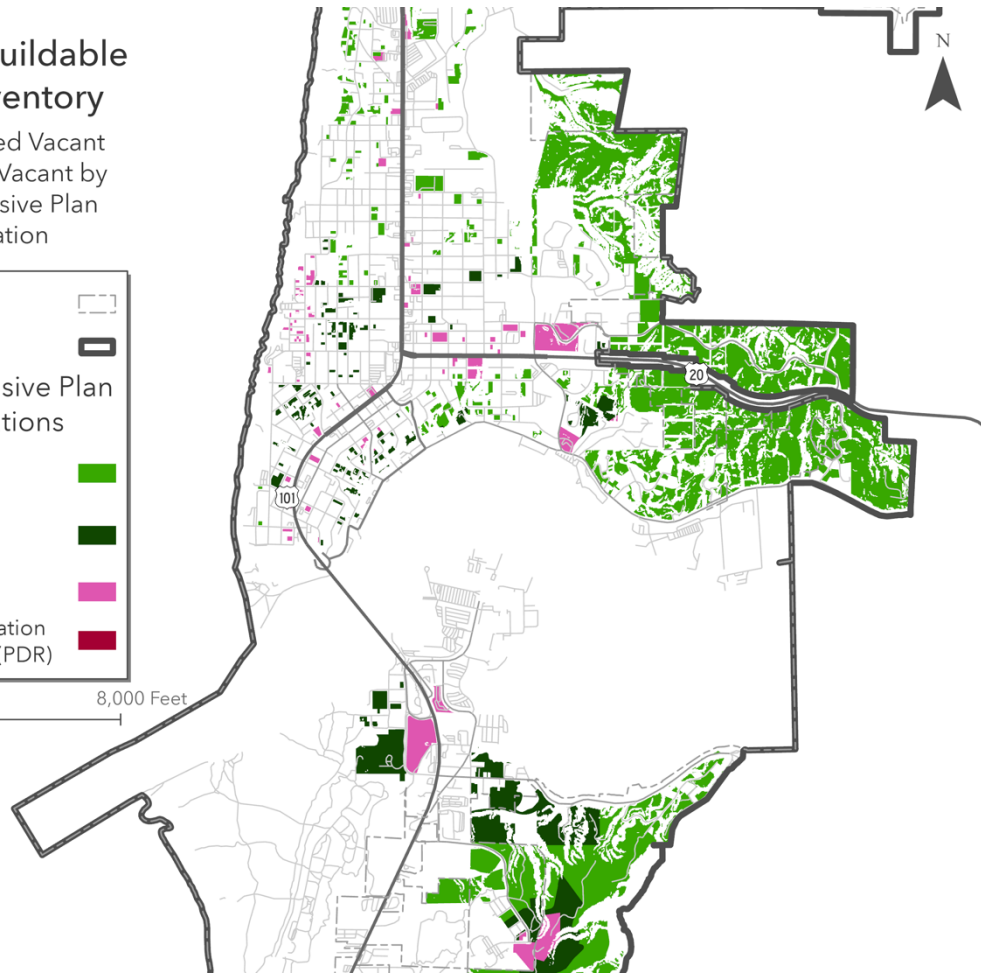
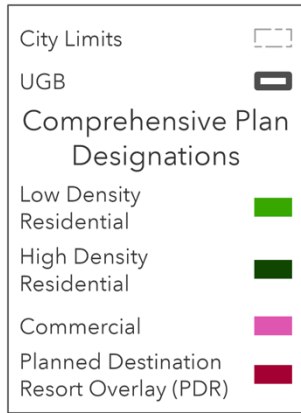
Date: August 17, 2022
 Source: ECONorthwest
 City of Newport
 Lincoln County

Exhibit 15. Unconstrained Vacant and Partially Vacant Residential Land, Central Newport, Newport UGB, 2022

Source: Lincoln County, ECONorthwest analysis.

Newport Buildable Lands Inventory

Unconstrained Vacant and Partially Vacant by Comprehensive Plan Designation



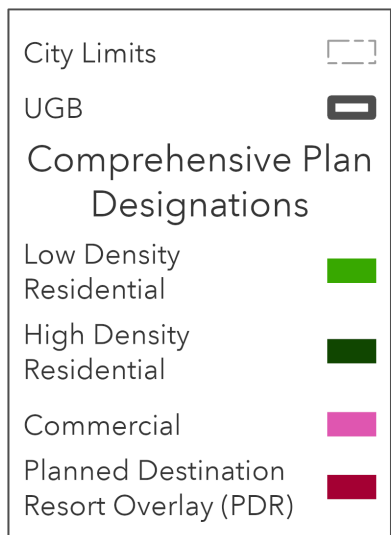
Date: August 17, 2022
 Source: ECONorthwest
 City of Newport
 Lincoln County

Exhibit 16. Unconstrained Vacant and Partially Vacant Residential Land, Southern Newport, Newport UGB, 2022

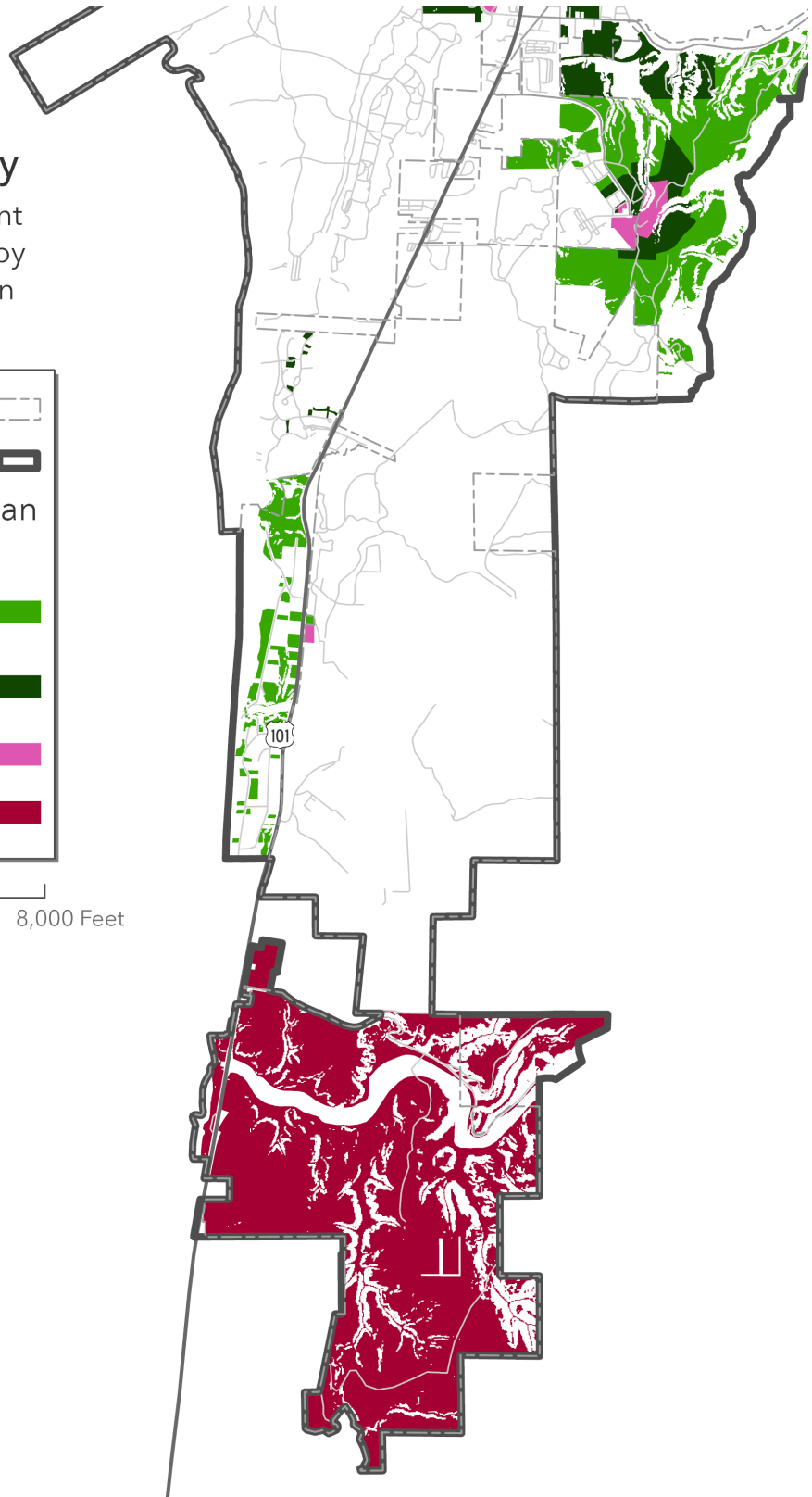
Source: Lincoln County, ECONorthwest analysis.

Newport Buildable Lands Inventory

Unconstrained Vacant and Partially Vacant by Comprehensive Plan Designation



0 8,000 Feet



Date: August 17, 2022
 Source: ECONorthwest
 City of Newport
 Lincoln County

Developed Land with Existing Undeveloped Plats

Newport has some lots that have existing development but were platted to allow more housing. City staff identified 56 residential tax lots with a total acreage of 17 acres as consolidated tax lots—lots under the same ownership that have been consolidated for assessment purposes into a single tax lot. These lots all exist and can be sold individually without affecting the other existing development on the lots. ECONorthwest worked with City staff to determine how many vacant units were contained within each consolidated tax lot. These units and their total acreage have been pulled out of the buildable lands inventory. Exhibit 17 shows the acreage and potential unit capacity by plan designation.

Exhibit 17. Potential on Developed Land with Existing Undeveloped Plats

Source: Lincoln County, ECONorthwest analysis.

Plan Designation	Total Acres	Percent	Potential Capacity, Number of Units	
			Number of Units	Percent
High Density Residential	4	27%	23	31%
Low Density Residential	12	72%	51	68%
Commercial	0	1%	1	1%
Total	17	100%	75	100%

Constructability Analysis

Purpose

There are many large vacant sites included in the BLI that the City has identified anecdotally as potentially being difficult to serve with infrastructure. The City asked ECONorthwest to assist with an evaluation of whether key vacant and partially vacant land is feasible to develop with needed housing, given the anticipated infrastructure needs and costs—an analysis of the “constructability” of these areas. The analysis provides a rough indication of the likelihood that residential development on key vacant and partially vacant land may be financially feasible based on estimated infrastructure costs provided by City staff and estimated development potential and financial assessments by ECONorthwest.

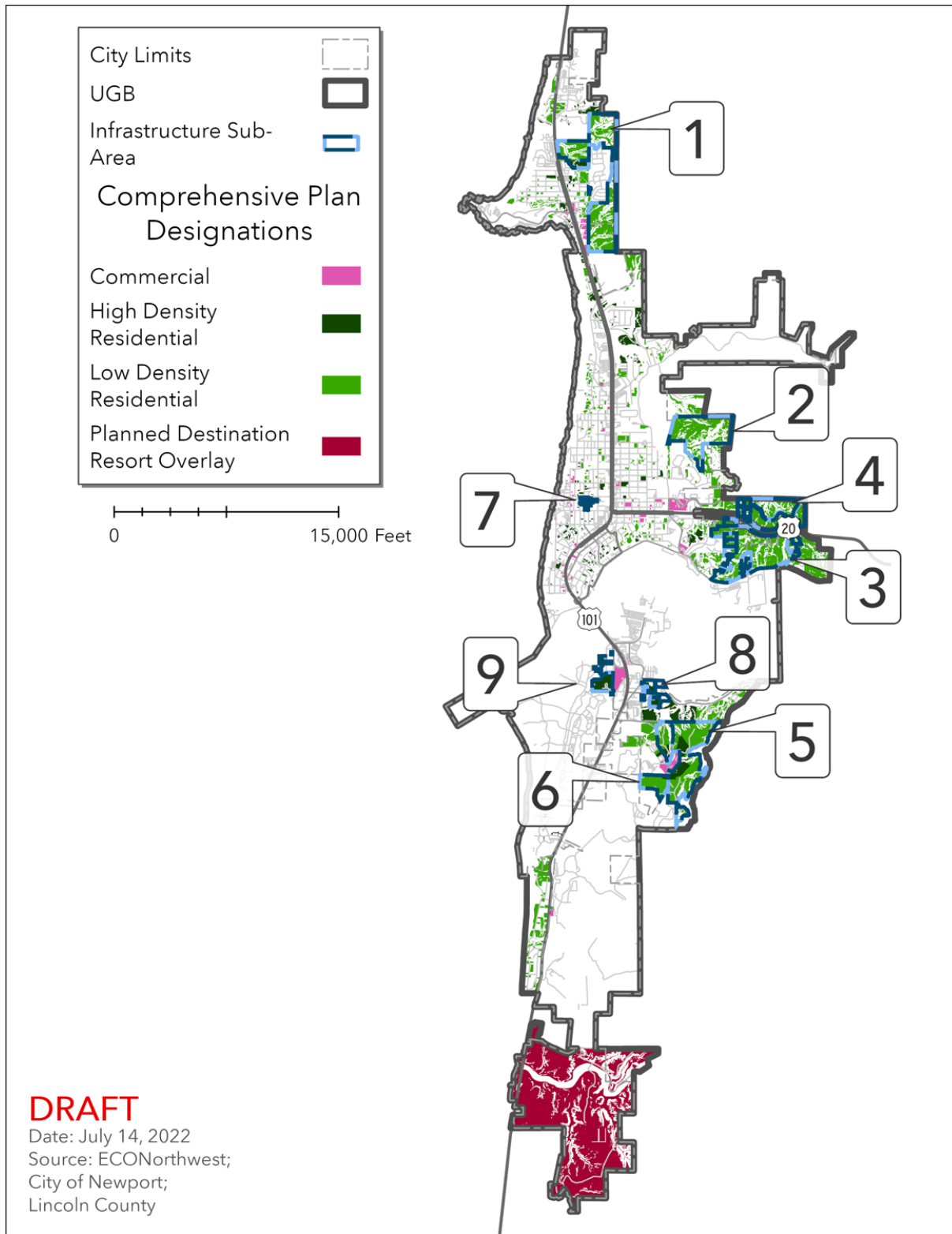
Approach

The City identified nine subareas within the Newport urban growth boundary for analysis. These subareas are identified in Exhibit 18 on the following page. Most of the largest blocks of vacant and partially vacant residential land within the UGB were included, along with several clusters of smaller infill parcels.

The analysis brings together three types of information to assess whether development is likely to be financially feasible:

1. **Infrastructure:** What is the anticipated infrastructure needs for each area, and what are the approximate costs to provide that infrastructure? This was based on assessments of infrastructure needs by City staff and planning level unit cost estimates.
2. **Development Potential:** What mix(es) of housing is/are most likely for this area? Given the net buildable areas from the Buildable Lands Inventory (BLI), the likely housing mix(es) for each area, and typical densities for each housing type, how many units could be built? In some subareas, the analysis considers multiple possible housing mix options to see whether different housing mixes could improve financial feasibility.
3. **Residual Value:** Given the estimated costs of building each type of housing on a development-ready site (construction cost to build the structure, fees, design costs, etc.) and the estimated value of the future development, how much is left over to pay for land and infrastructure while allowing a reasonable financial return for the developer?

Exhibit 18. Areas considered in the constructability analysis
 Source: ECONorthwest



ECONorthwest tested a range of housing mix scenarios, with the specific mix(es) selected based on the subarea context:

- **Multifamily:** all apartments
- **High Density Residential blend (HDR blend):** a mix of apartments, townhouses, quadplexes, small single-detached houses, and some medium single-detached houses
- **Infill:** a mix of townhouses, quadplexes, small single-detached houses, and medium single-detached houses
- **Low Density Residential blend (LDR blend):** mostly small single-detached houses and medium single-detached houses with small amounts of townhouses, cottage clusters, and quadplexes
- **Hillside Low Density Residential (Hillside LDR):** mostly large single-detached houses and medium single-detached houses with small amounts of small single-detached houses, townhouses, and cottage clusters

Results

The analysis showed some subareas where the estimated “residual value” of the development exceeds the estimated cost of building infrastructure, meaning that there is potential for a developer to pay for both infrastructure and land, and other areas where the infrastructure costs are higher than the development is likely to be able to afford, as shown in Exhibit 19.

- **Subarea 1**, in the Agate Beach area on the north end of the city, and **Subarea 2**, east of Newport Middle School, both have large sections that will be very costly to serve where the topography limits development potential. These areas (identified as 1B, 1C, 1D, and 2A in Exhibit 19) likely are not financially feasible to develop at the infrastructure costs estimated by the City. There are smaller sections of each area (identified as 1A and 2B in Exhibit 19) with lower infrastructure costs where development may potentially be feasible. However, 1A (located close to Highway 101), may or may not be feasible depending on the housing mix and yield on the site. While the area can support multifamily development based on its topography and location, multifamily development has relatively little ability to absorb infrastructure costs. A more balanced housing mix would increase the need for local streets within the development, increasing the infrastructure costs, but would come closer to making development feasible.
- **Subareas 3 and 4**, located on either side of Highway 20 north of Yaquina Bay, are both highly parcelized. In aggregate, the value of future development could potentially support building the needed infrastructure, though Subarea 4 faces higher costs and may not be feasible even considered as a block. Parcelization in these areas will likely reduce development potential and make development less feasible than the overall numbers suggest. In addition, the parcelization could make it more difficult for any single landowner to move forward with development if they would have to front the

cost of much of the needed infrastructure without knowing if and when future development would contribute to the costs. Subarea 4 is also mostly made up of partially vacant land where property owners may have less motivation to sell undeveloped portions of the lot for development.

- **Subarea 5** (future phases of the Wilder development) and **Subarea 6** (adjacent to Subarea 5, and just south of Oregon Coast Community College) show the strongest potential to cover infrastructure costs. For Subarea 6, the fact that the property owner / developer has owned the land for many years can provide an additional cushion because they will not have to pay current market prices for land. These areas appear to be among the most cost-effective to serve with infrastructure out of the subareas included in this analysis and are relatively large sites under common ownership.
- **Subarea 7** (located in Nye Beach), **Subarea 8** (in South Beach east of Highway 101), and **Subarea 9** (in South Beach west of Highway 101) are smaller infill areas with less infrastructure needs. However, all require some street extensions and/or frontage improvements, and Subarea 9 requires water pump upgrades. Subarea 9 costs are relatively high given its small size and may be more than development can afford. Subareas 7 and 8 appear more promising, but the fragmented ownership and potentially higher land value expectations from property owners in more central locations could still make development challenging in these areas.

Exhibit 19. Constructability Analysis Results: Housing Unit Yields and Residual Value (RV) vs. Costs per Buildable Acre by Subarea and Housing Mix Scenario

Source: ECONorthwest

Subarea	Section / Housing Mix Scenario	Buildable Acres	Total Units	RV per Buildable Acre	Infrastructure Costs per Buildable Acre	RV compared to costs
Area 1	1A: HDR blend	24.92	324	\$373,331	\$370,238	101%
	1A: Multifamily	24.92	560	\$210,545	\$326,145	65%
	1B: Hillside LDR	7.51	48	\$433,602	\$956,312	45%
	1C: Hillside LDR	8.57	55	\$439,089	\$789,424	56%
	1D: Hillside LDR	30.60	203	\$444,498	\$700,100	63%
Area 2	2A: LDR blend	65.55	491	\$434,616	\$779,756	56%
	2B: LDR blend	10.35	76	\$429,790	\$377,074	114%
Area 3	Hillside LDR*	103.98	696	\$448,721	\$375,135	120%
Area 4	Hillside LDR*	55.05	367	\$446,765	\$445,277	100%
Area 5	LDR blend	120.15	902	\$435,210	\$242,983	179%
	HDR blend	120.15	1575	\$376,005	\$185,219	203%
Area 6	LDR blend	22.38	167	\$434,330	\$281,436	154%
	HDR blend	22.38	290	\$370,225	\$223,894	165%
Area 7	Infill	1.90	23	\$492,507	\$410,981	120%
Area 8	HDR blend	9.61	124	\$369,847	\$276,140	134%
	Infill	9.61	103	\$426,302	\$229,083	186%
Area 9	HDR blend	3.86	48	\$360,044	\$491,098	73%
	Infill	3.86	41	\$419,119	\$424,343	99%

* Parcelization in these areas would likely reduce development potential and make development less likely to be feasible than the overall numbers suggest.

Orange highlighting indicates numbers that are less favorable to financial feasibility compared to the average, while teal highlighting indicates numbers that are more favorable to financial feasibility compared to the average.

3. Historical and Recent Development Trends

Analysis of historical development trends in Newport provides insight into the functioning of the local housing market. The mix of housing types and densities, in particular, are key variables in forecasting the capacity of residential land to accommodate new housing and to forecast future land need.

This Housing Capacity Analysis examines changes in Newport’s housing market from 2000 to 2019, as well as residential development from 2012 to 2021. We selected this period because (1) Newport last adopted its Housing Element in 2011; (2) the period provides information about Newport’s housing market before and after the national housing market bubble’s growth, deflation, and the more recent increase in housing costs; and (3) data about Newport’s housing market during this period is readily available from sources such as the Census and the City building permit database.

For the purposes of this study, we grouped housing types based on (1) whether the structure is stand-alone or attached to another structure and (2) the number of dwelling units in each structure. The housing types used in this analysis are consistent with needed housing types as defined in ORS 197.303:⁶

- **Single-family detached** includes single-family detached units, manufactured homes on lots and in mobile home parks, and accessory dwelling units. Single-family detached also includes cottage cluster housing.
- **Single-family attached** are all structures with a common wall where each dwelling unit occupies a separate lot, such as row houses or townhouses.
- **Multifamily with 2 to 4 units** are attached structures such as duplexes, triplexes, and quadplexes.
- **Multifamily with 5 or more units** are attached structures with five or more units per structure.

In Newport, government-assisted housing (ORS 197.303[b]) and housing for farmworkers (ORS 197.303[e]) can be any of the housing types listed above. Analysis within this report discusses housing affordability at a variety of incomes, as required in ORS 197.303.

⁶ ORS 197.303 defines needed housing as “all housing on land zoned for residential use or mixed residential and commercial use that is determined to meet the need shown for housing within an urban growth boundary at price ranges and rent levels that are affordable to households within the county with a variety of incomes.”

Data Used in This Analysis

Throughout this analysis (including the subsequent Chapter 4) we used data from multiple well-recognized and reliable data sources. One of the key sources for housing and household data is the US Census. This report primarily uses data from three Census sources:⁷

- The **Decennial Census**, which is completed every ten years and is a survey of *all* households in the United States. The Decennial Census does not collect more detailed household information, such as income, housing costs, housing characteristics, and other important household information.
- The **American Community Survey (ACS)**, which is completed every year and is a *sample* of households in the United States. The ACS collects detailed information about households, including demographics (e.g., number of people, age distribution, ethnic or racial composition, country of origin, language spoken at home, and educational attainment), household characteristics (e.g., household size and composition), housing characteristics (e.g., type of housing unit, year unit built, or number of bedrooms), housing costs (e.g., rent, mortgage, utility, and insurance), housing value, income, and other characteristics. The most up-to-date ACS data available for this report was for the 2015-2019 period.
- **Comprehensive Housing Affordability Strategy (CHAS)**, which is custom tabulations of American Community Survey (ACS) data from the US Census Bureau for the US Department of Housing and Urban Development (HUD). CHAS data show the extent of housing problems and housing needs, particularly for low-income households. CHAS data are typically used by local governments as part of their consolidated planning work to plan how to spend HUD funds and for HUD to distribute grant funds. The most up-to-date CHAS data covers the 2014-2018 period, which is a year older than the most recent ACS data for the 2015-2019 period.
- **Property Radar**, which provides real estate sales data.

This report primarily uses data from the 2015-2019 ACS for Newport and comparison areas.⁸ Where information is available and relevant, we report information from the 2000 and 2010

⁷ It is worth commenting on the methods used for the American Community Survey. The American Community Survey (ACS) is a national survey that uses continuous measurement methods. It uses a sample of about 3.54 million households to produce annually updated estimates for the same small areas (census tracts and block groups) formerly surveyed via the decennial census long-form sample. It is also important to keep in mind that all ACS data are estimates that are subject to sample variability. This variability is referred to as “sampling error” and is expressed as a band or “margin of error” (MOE) around the estimate.

This report uses Census and ACS data because, despite the inherent methodological limits, they represent the most thorough and accurate data available to assess housing needs. We consider these limitations in making interpretations of the data and have strived not to draw conclusions beyond the quality of the data.

⁸ Five-year 2020 ACS data was not available when this report was compiled.

Decennial Census.⁹ Among other data points, this report also includes data from Oregon’s Housing and Community Services Department, the US Department of Housing and Urban Development, and the City of Newport.

The foundation of the Housing Capacity Analysis is the population forecast for Newport from the Oregon Population Forecast Program. The forecast is prepared by the Portland State University Population Research Center.

Trends in Housing Mix

This section provides an overview of changes in the mix of housing types in Newport and compares Newport to Lincoln County and to Oregon. These trends demonstrate the types of housing developed in Newport historically. Unless otherwise noted, this chapter uses data from the 2000 and 2010 Decennial Census and the 2015-2019 American Community Survey 5-Year Estimates.

This section shows the following trends in housing mix in Newport:

- **Newport’s housing stock is predominantly single-family detached housing units.** Sixty-four percent of Newport’s housing stock is single-family detached; 16% is multifamily (with five or more units per structure); 13% is duplexes, triplexes, or quadplexes; and 7% is single-family attached (e.g., townhouses).
- **Since 2000, Newport’s housing mix has remained relatively static.** Newport’s housing stock grew by about 15% (about 773 new units) between 2000 and the 2015-2019 period.
- **Single-family detached housing accounted for most of the new housing permitted in Newport between 2012 and 2021.** About 87% of new units permitted were for single-family units and 13% were for multifamily units.

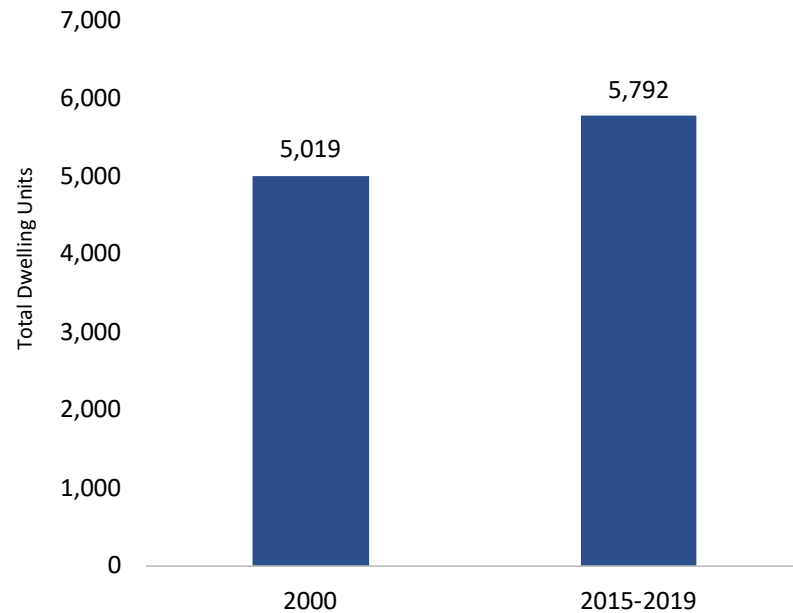
⁹ The 2020 Census was completed at the end of 2020. However, extenuating circumstances brought on by the COVID-19 pandemic have led to some challenges with the data. The 2020 Decennial Census data is more limited than usual because of the COVID-19 pandemic. Where appropriate, this report uses 2015-2019 ACS data, rather than 2020 Decennial Census data, for up-to-date information.

Housing Mix

The total number of dwelling units in Newport increased by 15% from 2000 to 2015-2019.

Newport added 773 new dwelling units during this period.

Exhibit 20. Total Dwelling Units, Newport, 2000 and 2015-2019
Source: US Census Bureau, 2000 Decennial Census, SF3 Table H030, and 2015-2019 ACS Table B25024.

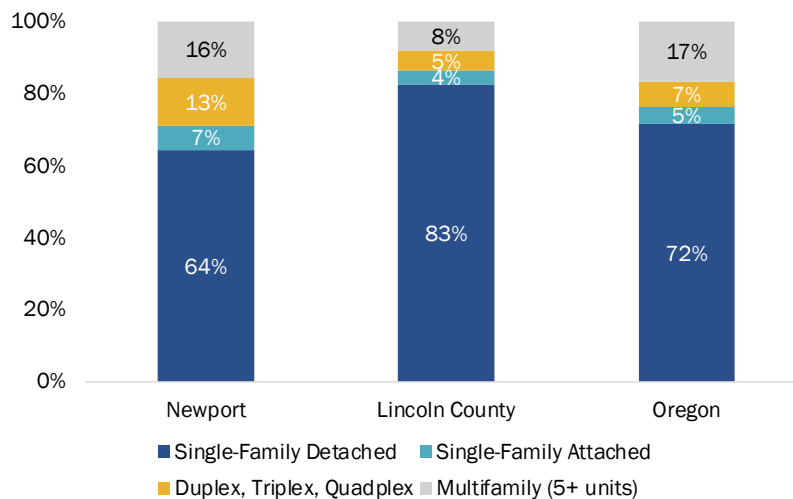


About 64% of Newport's housing stock was single-family detached housing.

Newport had a larger share of multifamily housing types than Lincoln County.

Exhibit 21. Housing Mix, Newport, Lincoln County, and Oregon, 2015-2019

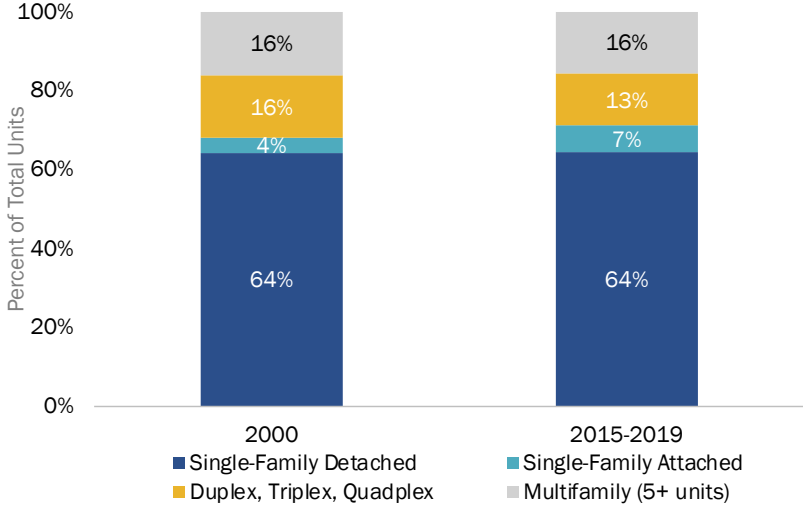
Source: US Census Bureau, 2015-2019 ACS Table B25024.



The mix of housing in Newport stayed relatively stable between 2000 and 2015-2019.

Exhibit 22. Change in Housing Mix, Newport, 2000 and 2015-2019

Source: US Census Bureau, 2000 Decennial Census, SF3 Table H030, and 2015-2019 ACS Table B25024.

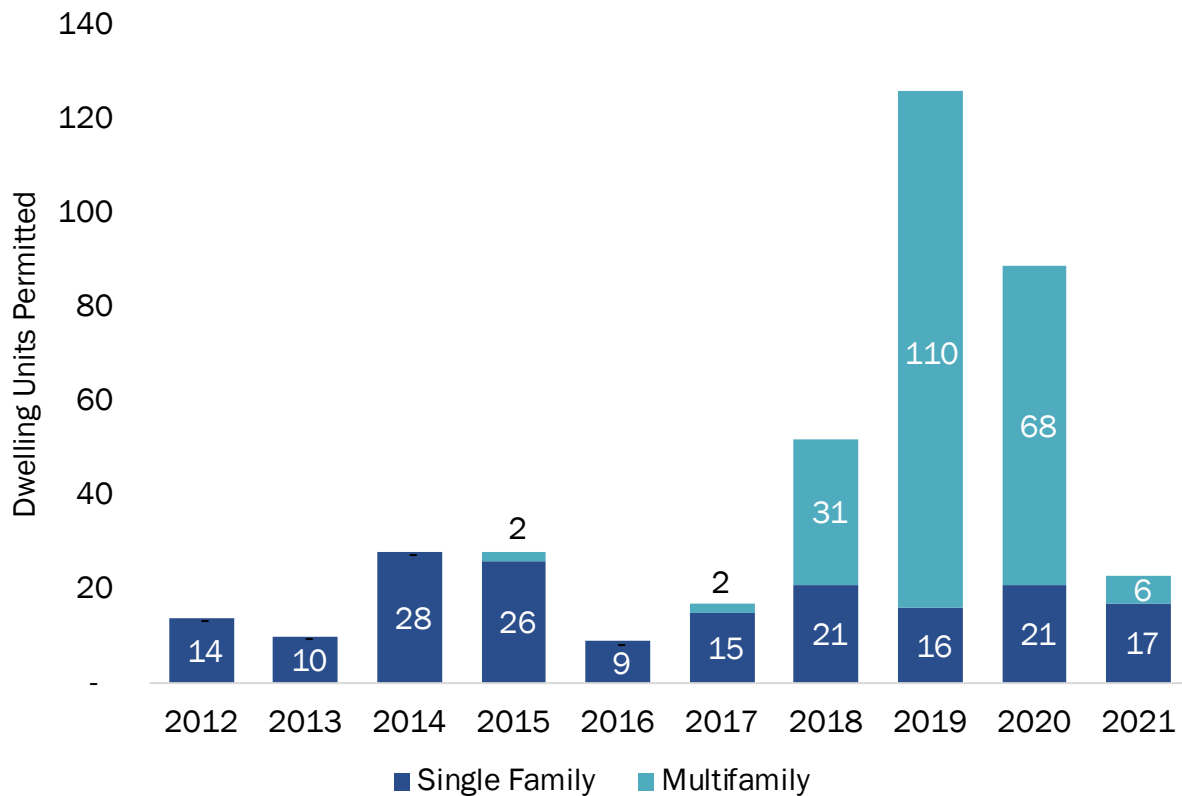


Building Permits

Over the 2012 to 2021 period, Newport issued permits for 396 dwelling units, with an annual average of 40 permits issued. Of the 396 permits, about 45% were for single-family units and 55% were for multifamily units.¹⁰ Twenty-three of these permits or 6% were to replace an existing dwelling unit. The development of new multifamily housing since 2018 is a considerable departure from development trends between 2008 and 2017, a nearly 20-year period when nearly no multifamily housing was developed.¹¹

Exhibit 23. Building Permits Issued for New Residential Construction by Type of Unit, Newport, 2012 through 2021

Source: City of Newport, Permit Database.



¹⁰ This analysis does not differentiate between single-family detached and single-family attached units because Newport's building permit database combines them into one category: single family. Accessory dwelling units (ADUs) are also included in single family.

¹¹ The *Newport Housing Needs Analysis* (2011) documents building permit information for 2008 to 2010.

Trends in Tenure

Housing tenure describes whether a dwelling is owner or renter occupied. This section shows:

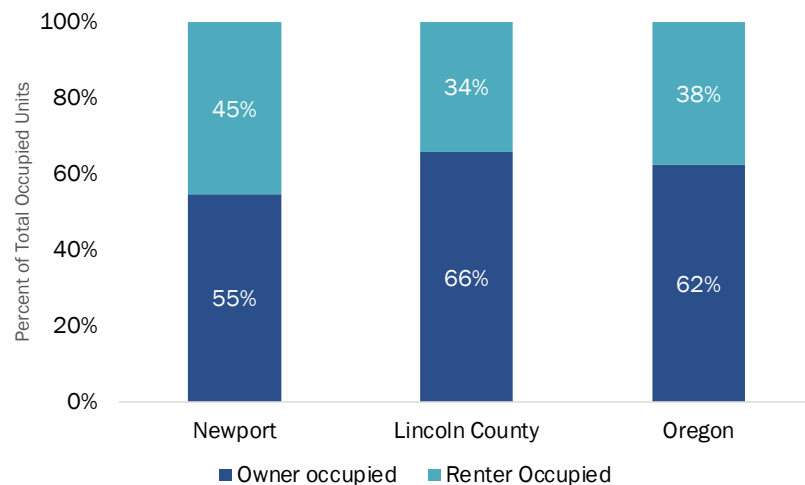
- **Homeownership rates in Newport were lower than Lincoln County's and Oregon's rates.** About 55% of Newport's households own their home. In comparison, 66% of Lincoln County households and 62% of Oregon households are homeowners.
- **Homeownership rates in Newport increased slightly between 2000 and 2015-2019.** In 2000, 52% of Newport households were homeowners, compared to 55% in 2015-2019.
- **Most of Newport's homeowners (90%) live in single-family detached housing, while more than half of renters (55%) lived in multifamily housing** (including units in duplexes, triplexes, quadplexes, and housing with five or more units per structure).
- **Whites were more frequently homeowners than Latino or POC households.**

The implications for the forecast of new housing are that Newport has a balance of opportunities for homeownership and for renting. Relatively few multifamily housing types (including duplexes) were owner occupied, which combined with information about housing affordability in Chapter 4 may suggest a need for homeownership opportunities for a wider range of housing types, such as townhouses, cottage housing, and duplexes, triplexes, and quadplexes.

Newport had a lower homeownership rate than Lincoln County and Oregon.

Exhibit 24. Tenure, Occupied Units, Newport, Lincoln County, and Oregon, 2015-2019

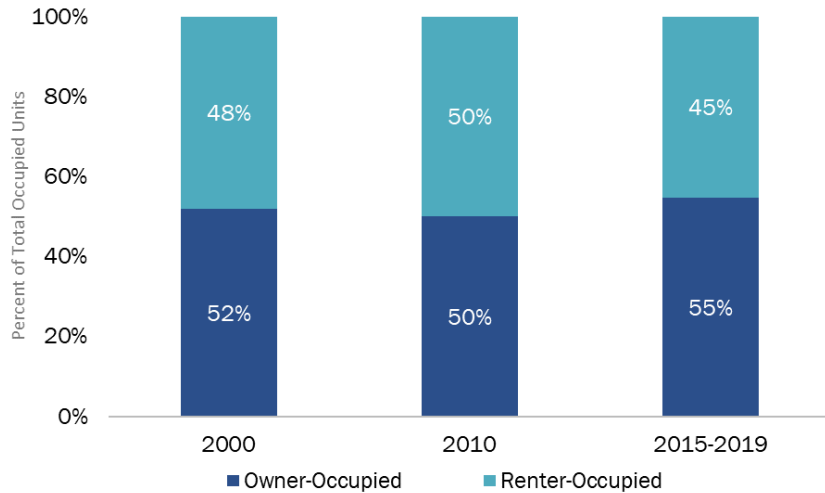
Source: US Census Bureau, 2015-2019 ACS 5-Year Estimates, Table B25003.



The homeownership rate in Newport increased by 3% from 2000 to 2015-2019.

Exhibit 25. Tenure, Occupied Units, Newport, 2000, 2010, 2015-2019

Source: US Census Bureau, 2000 Decennial Census SF1 Table H004, 2010 Decennial Census SF1 Table H4, 2015-2019 ACS Table B25003.



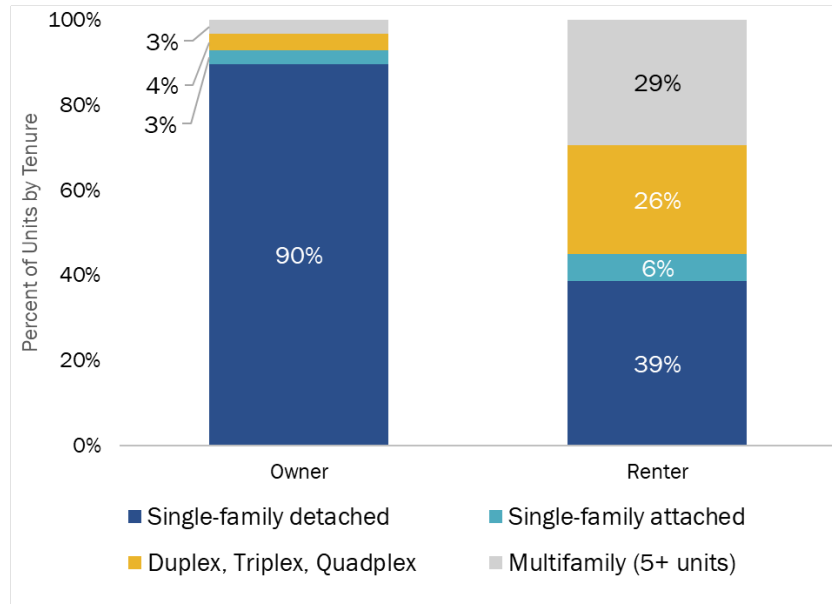
Nearly all of Newport's homeowners (90%) lived in single-family detached housing.

In comparison, only 39% of Newport households that rent lived in single-family detached housing.

A quarter of renters lived in duplex, triplex, or quadplex housing, and nearly a third of renters lived in multifamily (5+ units) housing.

Exhibit 26. Housing Units by Type and Tenure, Newport, 2015-2019

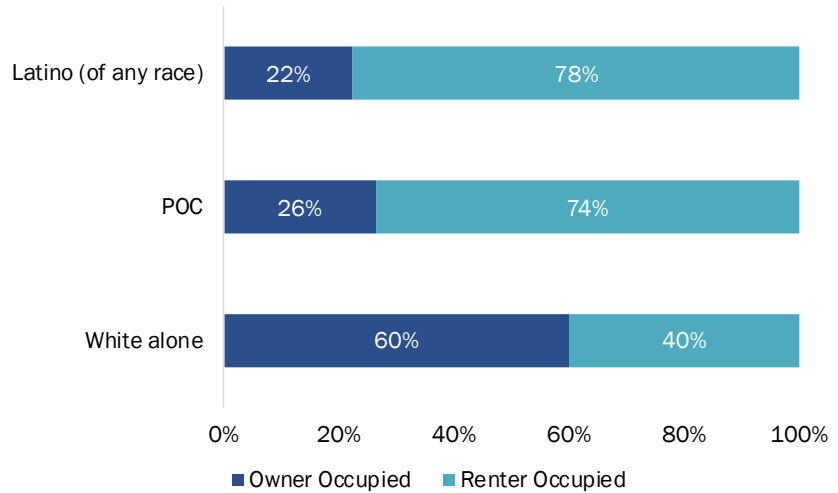
Source: US Census Bureau, 2015-2019 ACS Table B25032.



Latino and POC households were more likely to be renters than white alone households.

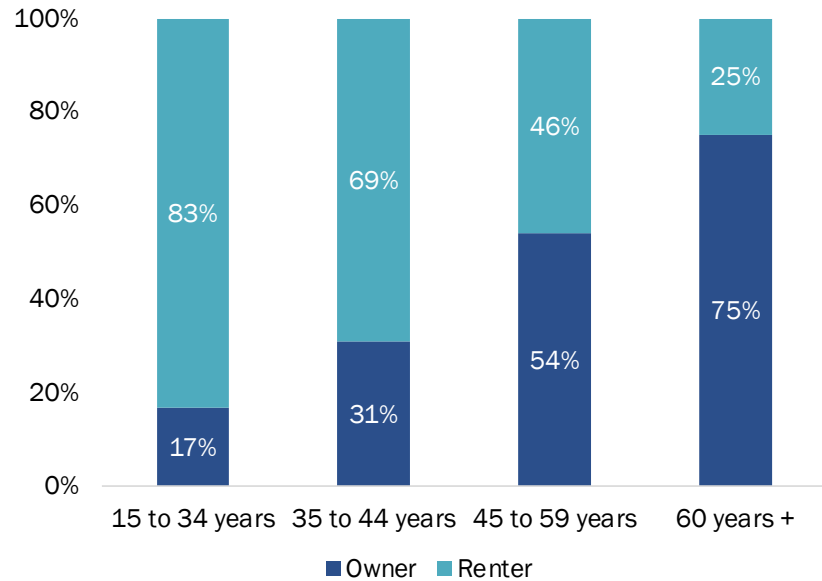
While 60% of white alone households owned their homes, in comparison, fewer than a quarter of POC and about one-fifth of Latinos were homeowners.

Exhibit 27. Tenure by Race and by Ethnicity, Newport, 2015-2019
Source: US Census Bureau, 2015-2019 ACS Table B25003A-I.



The homeownership rate in Newport increased with age. In Newport, about 68% of householders 45 years or older owned their homes (2,255 homeowners vs 1,085 renters). This pattern is consistent with statewide trends in homeownership.

Exhibit 28. Tenure by Age of the Head of Household, Newport, 2015-2019
Source: US Census Bureau, 2015-2019 ACS Table B25007.



Vacancy Rates

Housing vacancy is a measure of housing that is available to prospective renters and buyers. It is also a measure of unutilized housing stock. The Census defines vacancy as "unoccupied housing units . . . determined by the terms under which the unit may be occupied, e.g., for rent, for sale, or for seasonal use only." The Census identified vacancy through an enumeration, separate from (but related to) the survey of households. Enumerators are obtained using information from property owners and managers, neighbors, rental agents, and others.

According to the 2015-2019 American Community Survey, the vacancy rate in Newport was 19.9%, compared to 32.4% for Lincoln County and 8.9% for Oregon. Most vacant housing in Newport was vacant for seasonal, recreational, or occasional use, which is consistent with vacancies in coastal communities, which have a larger share of second homes and short-term rentals.

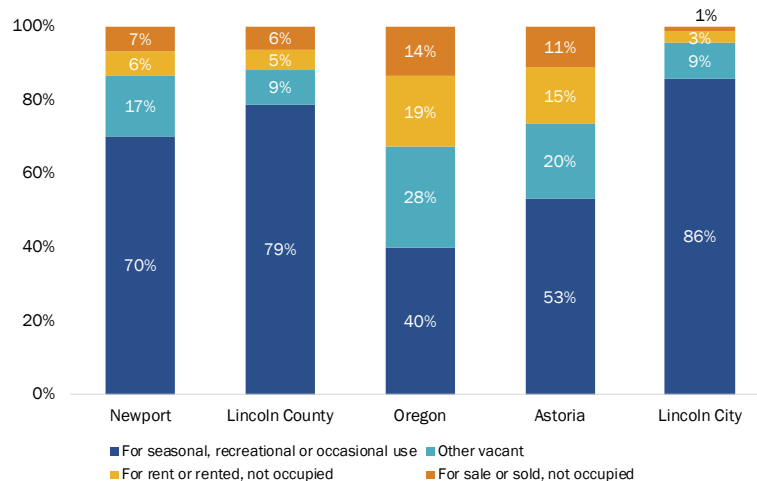
About 2.6% of Newport’s existing units (153 units) were vacant for rent or for sale in 2015-2019. About 14% of Newport’s existing units (811 units) were vacant for seasonal, recreational, or occasional use.

Newport had 1,155 vacant units in the 2015-2019 period or a nearly 20% vacancy rate for all dwellings in Newport.

Of the 1,155 vacant units, 70% were for seasonal, recreational, or occasional use (e.g., short-term rentals or vacation homes). About 17% were classified as “other.”¹²

Exhibit 29. Vacancy by Reason, as a percent of total vacant units, Newport 2015-2019

Source: ACS 2015-2019 5 Year Estimates, Table B25004



¹² According to the Census, a housing unit is classified as “other vacant” when it does not fit into any other year-round vacant category. Common reasons a housing unit is labeled as “other vacant” includes when a unit is vacant for repairs or renovations, a unit is being held for settlement of an estate, an owner does not want to rent or sell, a unit is being used for storage, or the owner is elderly and living elsewhere. This category can also include foreclosed properties.

As of 2015-2019, about 14% of Newport’s vacant dwelling units were vacant for seasonal, recreational, or occasional use (e.g., short-term rentals or vacation homes) compared to 8.7% in 2000.

Exhibit 30. Vacancy for Seasonal, Recreational, or Occasional Use, Newport, 2000 and 2015-2019

Source: U.S. Census Bureau, 2000 Decennial Census SF1 Table H005¹³, 2015-2019 ACS Table B25004.

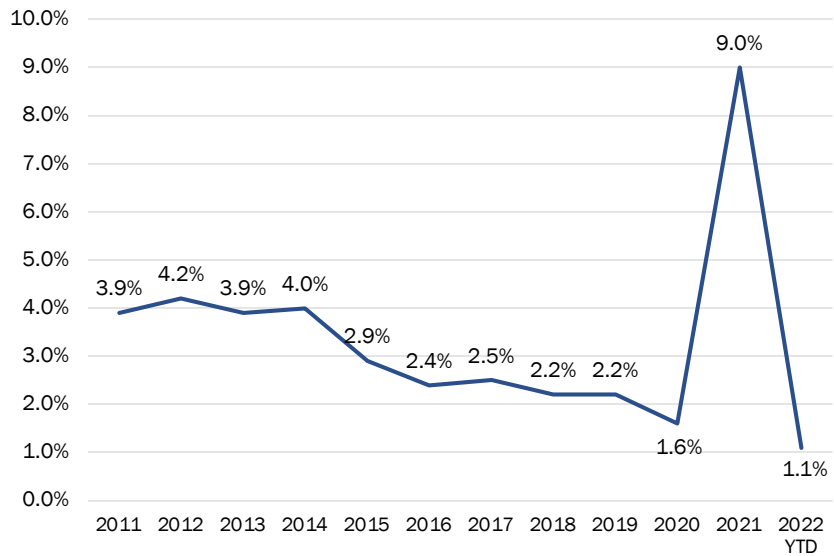
2000	437 Units	8.7% Share of Total Dwelling Units
2015-2019	811 Units	14.0% Share of Total Dwelling Units

Newport’s multifamily vacancy rate was 1.6% in 2020, down from 3.8% in 2010. In 2021 it spiked to 9.0% before coming back down to 1.1% at the beginning of 2022.

In 2020 and 2021, 176 multifamily units were completed and newly available for occupancy. The increased vacancy rate in 2021 was likely the result of absorption of the new units. This is the typical pattern for absorption of a relatively large number of new multifamily units.

Exhibit 31. Average Multifamily Vacancy Rate, Newport, 2011–2022 YTD

Source: CoStar. March 2022.



¹³ Census Table SF1 H005 is reported in the 2000 Decennial Census, but not in the 2010 Decennial Census.

Government-Assisted Housing

Governmental agencies and nonprofit organizations offer a range of housing assistance to low and moderate-income households in renting or purchasing a home. There are 9 government-assisted housing developments in Newport with a total of 359 dwelling units.

Exhibit 32. Government-Assisted Housing, Newport, 2020

Source: Oregon Department of Health and Human Services, Affordable Housing Inventory in Oregon, July 2019

Note: City of Newport provided information on Surfview Village which was completed in 2020

Note: bedroom size data not available for Agate Heights Apts.

Development Name	Total Units	Unit Size					
		SRO	Studio	1-bd	2-bd	3-bd	4-bd
Agate Heights Apts	44	-	-	-	-	-	-
Big Creek Point Apts	47	-	-	41	6	-	-
Mariner Heights Apts	16	-	-	16	-	-	-
Newport North & South Apts	20	-	-	-	4	10	6
Ocean Spray Homes	28	-	8	16	2	2	-
Pinewood Manor	45	-	19	20	6	-	-
Surfview Village	110	-	-	24	42	44	-
Salmon Run	40	-	-	-	22	18	-
Yaquina Breeze	9	-	-	9	-	-	-
Total	359	-	27	126	82	74	6

Just over a third (35%) of the 359 dwelling units are units with one bedroom. About 162 of Newport's rent-restricted dwelling units (46%) were larger units with two, three, or four bedrooms. Newport had approximately 5,792 dwelling units in the 2015-2019 period. Rent-restricted units accounted for about 6% of Newport's total housing stock.

Exhibit 33. Government-Assisted Housing, Newport, 2020

Source: Oregon Department of Health and Human Services, Affordable Housing Inventory in Oregon, July 2019. City of Newport

Note: SRO means single-room occupancy.

	Unit Size							Total
	Unknown	SRO	Studio	1-bd	2-bd	3-bd	4-bd	
Rent-Restricted Units	44	-	27	126	82	74	6	359
Share of Total Units	12%	0%	8%	35%	23%	21%	2%	100%

Manufactured Homes

Manufactured homes provide a source of affordable housing in Newport. They provide a form of homeownership that can be made available to low and moderate-income households. Cities are required to plan for manufactured homes—both on lots and in parks (ORS 197.475-492).

Generally, manufactured homes in parks are owned by the occupants who pay rent for the space. Monthly housing costs are typically lower for a homeowner in a manufactured home park for several reasons, including the fact that property taxes levied on the value of the land are paid by the property owner, rather than the manufactured homeowner. The value of the manufactured home generally does not appreciate in the way a conventional home would, however. Manufactured homeowners in parks are also subject to the mercy of the property owner in terms of rent rates and increases. It is generally not within the means of a manufactured homeowner to relocate to another manufactured home to escape rent increases. Homeowners living in a park is desirable to some because it can provide a more secure community with on-site managers and amenities, such as laundry and recreation facilities.

OAR 197.480(4) requires cities to inventory the mobile home or manufactured dwelling parks sited in areas planned and zoned or generally used for commercial, industrial, or high-density residential development.

Exhibit 34 presents the inventory of mobile and manufactured home parks within Newport as of 2021. Newport has 5 manufactured home parks within its UGB. Within these parks, there are a total of 294 spaces.

Exhibit 34. Inventory of Mobile/Manufactured Home Parks, Newport UGB, 2021

Source: Oregon Manufactured Dwelling Park Directory.

Name	Location	Type	Total Spaces	Vacant Spaces	Comprehensive Plan Designation
Longview Hills Manufactured Housing Community - LNC0011	450 NE 58th St	55+	176	2	Low Density Residential
Mulkey's Trailer Park - LNC0012	145 NW 6th St	55+	16	2	Commercial
Surfside Community - LNC0023	392 NW 3rd St	55+	33	4	High Density Residential
Harbor Village RV and Mobile Home Park	923 SE Bay Blvd.	55+	53	Unknown	Commercial/High Density Residential
Surf Sounds Court Mobile Home Park	4263 S Coast Hwy	55+	16	0	Industrial
Total			294	8	

Student Housing

The Hatfield Marine Science Center (HMSC) provides housing for both researchers and professionals as well as enrolled students. The number of students that require housing varies by season. About 15 students reside in Newport in the winter. In the summer the number of students increases to about 100. Most students stay in Newport for one quarter (about three months), but some students and professionals stay up to a year.¹⁴

Over the next 5 to 10 years, HMSC forecasts that they could have between 200 and 250 students in the summer who require housing. Many of HMSC's housing occupants will be non-students. These housing needs are discussed further in Chapter 5.

¹⁴ Email communications with Oregon State University staff, June 2022.

4. Demographic and Other Factors Affecting Residential Development in Newport

Demographic trends are important for a thorough understanding of the dynamics of the Newport housing market. Newport exists in a regional economy; trends in the region impact the local housing market. This chapter documents demographic, socioeconomic, and other trends relevant to Newport at the national, state, and regional levels.

Demographic trends provide a context for growth in a region; factors such as age, income, migration, and other trends show how communities have grown and how they will shape future growth. To provide context, we compare Newport to Lincoln County and Oregon. We also compare Newport to nearby cities where appropriate. Characteristics such as age and ethnicity are indicators of how the population has grown in the past and provide insight into factors that may affect future growth.

A recommended approach to conducting a housing capacity analysis is described in *Planning for Residential Growth: A Workbook for Oregon's Urban Areas*, the Department of Land Conservation and Development's guidebook on local housing needs studies. As described in the Workbook, the specific steps in the Housing Capacity Analysis are:

1. Project the number of new housing units needed in the next 20 years.
2. Identify relevant national, state, and local demographic and economic trends and factors that may affect the 20-year projection of structure type mix.
3. Describe the demographic characteristics of the population and, if possible, the housing trends that relate to demand for different types of housing.
4. Determine the types of housing that are likely to be affordable to the projected households based on household income.
5. Determine the needed housing mix and density ranges for each plan designation and the average needed net density for all structure types.
6. Estimate the number of additional needed units by structure type.

This chapter presents data to address steps 2, 3, and 4 in this list. Chapter 5 presents data to address steps 1, 5, and 6 in this list.

Demographic and Socioeconomic Factors Affecting Housing Choice¹⁵

Analysts typically describe housing demand as the preferences for different types of housing (e.g., single-family detached or apartment) and the ability to pay for that housing (the ability to exercise those preferences in a housing market by purchasing or renting housing; in other words, income or wealth).

Many demographic and socioeconomic variables affect housing choice. However, the literature about housing markets finds that age of the householder, size of the household, and income are most strongly correlated with housing choice.

- **Age of householder** is the age of the person identified (in the Census) as the head of household. Households make different housing choices at different stages of life. This chapter discusses generational trends, such as housing preferences of baby boomers (people born from about 1946 to 1964), millennials (people born from about 1980 to 2000), and Generation Z (people born after 1997).
- **Size of household** is the number of people living in the household. Younger and older people are more likely to live in single-person households. People in their middle years are more likely to live in multi-person households (often with children).
- **Household income** is probably the most important determinant of housing choice. Income is strongly related to the type of housing a household chooses (e.g., single-family detached housing, duplexes, or buildings with more than five units) and to household tenure (e.g., rent or own).

This chapter focuses on these factors, presenting data that suggests how changes to these factors may affect housing need in Newport over the next 20 years.

National Trends¹⁶

This summary on national housing trends builds on previous work by ECONorthwest as well as Urban Land Institute (ULI) reports, conclusions from *The State of the Nation's Housing* report from the Joint Center for Housing Studies of Harvard University, and other research cited in this section. *The State of the Nation's Housing* report (2021) summarizes the national housing outlook as follows:

Even as the US economy continues to recover, the inequalities amplified by the COVID-19 pandemic remain front and center. Households that weathered the crisis

¹⁵ The research in this chapter is based on numerous articles and sources of information about housing and adapted to Newport's unique circumstances from prior housing capacity analysis conducted by ECONorthwest.

¹⁶ These trends are based on information from (1) the Joint Center for Housing Studies of Harvard University's publication "The State of the Nation's Housing 2021," (2) Urban Land Institute, "2021 Emerging Trends in Real Estate," and (3) the US Census.

without financial distress are snapping up the limited supply of homes for sale, pushing up prices and further excluding less affluent buyers from homeownership. At the same time, millions of households that lost income during the shutdowns are behind on their housing payments and on the brink of eviction or foreclosure. A disproportionately large share of these at-risk households are renters with low incomes and people of color. While policymakers have taken bold steps to prop up consumers and the economy, additional government support will be necessary to ensure that all households benefit from the expanding economy.

The domestic housing market sees many, interlocking challenges remaining as the world transitions from the COVID-19 pandemic. An extremely limited inventory of entry-level homes make housing unaffordable for many Americans, especially younger Americans. However, the conditions for homebuying are ripe for many Americans, resulting in strong demand in the market and increasing home sales prices to record levels. Furthermore, the costs of labor and materials to build new homes increased steeply. While current amount of new housing starts is robust, newly built homes will not make up the shortfall in residential housing in the near term, especially for single-family homes. The challenges and trends shaping the housing market are summarized below.

- **A continued bounce back in residential construction was led by an increase in single-family and multifamily housing starts.** After a sharp comeback in summer 2020 led by single-family construction, single-family housing starts fell below a 700,000-unit annual rate in April 2020 due to the COVID-19 pandemic. Following that dip, housing starts nearly doubled to a high of 1,315,000 new housing units in December 2020—marking it as the strongest month for single-family homebuilding in over 13 years—with a consistent annual rate of production since then ranging from 1,061,000 to 1,255,000 units: most recently hitting 1,215,000 in February 2022. Multifamily unit starts followed similar trends, reaching a 33-year high in January 2020 of more than half a million buildings with 5 units or more, then hitting a 6-year low in April 2020 of a quarter million. Since that low, multifamily starts have increased 47%, reaching 501,000 units in February 2022.
- **Strong construction numbers did not alleviate the shortage of existing homes for sale.** Inventories fell from 3 months in December 2019 to just under 2 months in December 2020, well below what is considered balanced (six months), with lower-cost and moderate-cost homes experiencing the tightest inventories. While *The State of the Nation's Housing* report cited the COVID-19 pandemic as sharing some blame for these tight conditions, the larger cause was the result of underproduction of new homes since mid-2000s. Restrictive land use regulations, the cost and availability of labor, and the cost of building materials were also cited as constraints on residential development.
- **Homeownership rates slowly, but consistently, increased.** After years of decline, the national homeownership rate increased slightly from 64.4% in 2018 to 65.5% in late 2021. Trends suggest the recent homeownership increases are among householders of all age groups, with households under age 35 making up the largest proportions of this increase. About 88% of net new growth (2013 to 2019) was among households with

incomes of \$150,000 or more. Significant disparities also still exist between households of color and white households, with the Black-white homeownership gap at 28.1 percentage points in early 2021 and the Hispanic-white gap at 23.8 percentage points, though this latter percentage was a 1.8 percentage point decrease from 2019.

- **Housing affordability.** Despite a recent downward trend, 37.1 million American households spent more than 30% of their income on housing in 2019, which is 5.6 million more households than in 2001. Renter households experienced cost burden at more than double the rate of homeowners (46% versus 21%) with the number of cost-burdened renters exceeding cost-burdened homeowners by 3.7 million in 2019. Affordability challenges were mostly likely to affect households with low incomes, as three-fifths of renters and nearly half of homeowners earning less than \$25,000 were reported to be severely cost-burdened in 2019, as well as one in six renters and one in eight homeowners earning between \$25,000 and \$49,999. Households under the age of 25 and over the age of 85 had the highest rates of housing cost burden, as well as households of color.
- **Long-term growth and housing demand.** The Joint Center for Housing Studies forecasts that, nationally, demand for new homes could total as many as 10 million units between 2018 and 2028 if current low immigration levels continue. Much of the demand will come from baby boomers, millennials, Generation Z,¹⁷ and immigrants. The Urban Land Institute cites an increased acceptance of working from home as increasing demand in more suburban or rural environments over closer-in markets.
- **Growth in rehabilitation market.**¹⁸ Aging housing stock and poor housing conditions are growing concerns for jurisdictions across the United States. With the median age of the US housing stock rising to 41 years in 2019 from 34 years in 2009, Americans are spending more than \$400 billion per year on residential renovations and repairs. As housing rehabilitation becomes the go-to solution to address housing conditions, the home remodeling market has grown nearly \$20 billion in 2017, topping out at \$433 billion in 2021.

Despite trends showing growth in the rehabilitation market, rising construction costs and complex regulatory requirements pose barriers to rehabilitation. Lower-income households (who are more likely to live in older housing than higher-income households) or households on fixed incomes may defer maintenance for years due to limited financial means, escalating rehabilitation costs. At a certain point, the cost of improvements may outweigh the value of the structure, which may necessitate new responses such as demolition or redevelopment. Regardless, there is a rising urgency

¹⁷ According to the Pew Research Center, millennials were born between the years of 1981 to 1996 and Generation Z were born between 1997 and 2012 (inclusive). Read more about generations and their definitions here: <http://www.pewresearch.org/fact-tank/2018/03/01/defining-generations-where-millennials-end-and-post-millennials-begin/>.

¹⁸ These findings are copied from the Joint Center for Housing Studies. (2021). Improving America's Housing, Harvard University. Retrieved from: https://www.jchs.harvard.edu/sites/default/files/Harvard_JCHS_Improving_Americas_Housing_2019.pdf

with the aging housing stock, particularly regarding increased disaster events caused by climate change. In 2019 spending on disaster repairs hit a record high of 10% of total rehabilitation spending and 2020 saw a record number of billion-dollar climate-related disasters.

- **Declining residential mobility.**¹⁹ Residential mobility rates have declined steadily since 1980. Nearly one in five Americans moved every year in the 1980s, compared to one in ten Americans between 2018 and 2019. While residential mobility took a further dip in the initial stages of the COVID-19 pandemic, soon conditions emerged that encouraged homebuying, such as historically low mortgage rates, moves toward and the ensuing normalization of working from home, and a growing number of first-time millennial buyers. Due to such conditions, existing home sales rose by more than 20% year over year from September 2020 through January 2021. These optimal buying conditions have created competition that puts an additional squeeze on the nationwide housing shortage, likely further dampening residential mobility.

Other reasons for decline in residential mobility include factors such as demographic, housing affordability, and labor-related changes. For instance, as baby boomers and millennials age, mobility rates are expected to fall, as people typically move less as they age. Harvard University's Research Brief (2020) also suggests that increasing housing costs could be preventing people from moving if they are priced out of desired neighborhoods or if they prefer to stay in current housing as prices rise around them. Other factors that may impact mobility include the rise in dual-income households (which complicates job-related moves), the rise in work-from-home options, and the decline in company-funded relocations. While decline in mobility rates span all generations, they are greatest among young adults and renters, two of the more traditionally mobile groups.

- **Changes in housing preference.** Housing preference will be affected by changes in demographics, most notably the aging of baby boomers, housing demand from millennials and Generation Z, and growth of immigrants.
 - *Baby boomers.* In 2020, the oldest members of this generation were in their seventies and the youngest were in their fifties. The continued aging of the baby boomer generation will affect the housing market. In particular, baby boomers will influence housing preference and homeownership trends. Preferences (and needs) will vary for boomers moving through their sixties, seventies, and eighties (and beyond). They will require a range of housing opportunities. For example, "aging baby boomers are increasingly renters-by-choice, [preferring] walkable, high-energy, culturally evolved communities."²⁰ Many seniors are also moving to planned retirement destinations earlier than expected, as they experience the benefits of work-from-home trends (accelerated by COVID-19). Additionally, the supply of caregivers is

¹⁹ Frost, R. (2020). "Are Americans stuck in place? Declining residential mobility in the US." Joint Center for Housing Studies of Harvard University's Research Brief.

²⁰ Urban Land Institute. *Emerging Trends in Real Estate, United States and Canada*. 2019.

decreasing as people in this cohort move from giving care to needing care, making more inclusive, community-based congregate settings more important. Senior households earning different incomes may make distinctive housing choices. For instance, low-income seniors may not have the financial resources to live out their years in a nursing home and may instead choose to downsize to smaller, more affordable units. Seniors living in proximity to relatives may also choose to live in multigenerational households.

Research shows that “older people in western countries prefer to live in their own familiar environment as long as possible,” but aging in place does not only mean growing old in their own homes.²¹ A broader definition exists, which explains that aging in place means “remaining in the current community and living in the residence of one’s choice.”²² Some boomers are likely to stay in their home as long as they are able, and some will prefer to move into other housing products, such as multifamily housing or age-restricted housing developments, before they move into to a dependent-living facility or into a familial home. Moreover, “the aging of the US population, [including] the continued growth in the percentage of single-person households, and the demand for a wider range of housing choices in communities across the country is fueling interest in new forms of residential development, including tiny houses.”²³

- *Millennials.* Over the last several decades, young adults have increasingly lived in multigenerational housing—more so than older demographics.²⁴ However, as millennials move into their early to mid-thirties, postponement of family formation is ending, and millennials are more frequently becoming homeowners, frequently of detached, single-family homes.

At the beginning of the 2007–2009 recession, millennials only started forming their own households. The number of millennial homeowners has seen an uptick over the past few years. While the overall US homeownership rate slowly decreased from 2009 to 2019, the millennial homeownership rate increased from 33% in 2009 to 43% in 2019, with 6% of that growth since 2016. The age group of 35 years old and younger accounted for about 15% of the annual household growth in 2019, up from about 10% in 2018. Older millennials (those age 35-44) also accounted for a growing share of growth in homeownership.²⁵ However, racial disparities also exist in

²¹ Vanleerberghe, Patricia, et al. (2017). The quality of life of older people aging in place: a literature review.

²² *Ibid.*

²³ American Planning Association. Making Space for Tiny Houses, Quick Notes.

²⁴ According to the Pew Research Center, in 1980, just 11% of adults aged 25 to 34 lived in a multigenerational family household, and by 2008, 20% did (82% change). Comparatively, 17% of adults aged 65 and older lived in a multigenerational family household, and by 2008, 20% did (18% change).

²⁵ The Joint Center for Housing Studies of Harvard University’s publication “The State of the Nation’s Housing 2021”

millennial homeownership rates, with Non-Hispanic white homeowners accounting for 53%, Hispanic homeowners for 35%, and Black homeowners for 21%.²⁶

As this generation continues to progress into their homebuying years, they will seek out affordable, modest-sized homes. This will prove challenging as the market for entry-level single-family homes has remained stagnant. Although construction of smaller homes (< 1,800 sq. ft.) increased in 2019, it only represented 24% of single-family units.

Millennials' average wealth may remain far below boomers and Gen Xers, and student loan debt will continue to hinder consumer behavior and affect retirement savings. As of 2022, millennials comprised 43% of home buyers, while Gen Xers comprised 22% and boomers 29%.²⁷ "By the year 2061, it is estimated that \$59 trillion will be passed down from boomers to their beneficiaries," presenting new opportunities for millennials (as well as Gen Xers).²⁸

- *Generation Z.* In 2020, the oldest members of Generation Z were in their early twenties and the youngest in their early childhood years. By 2040, Generation Z will be between 20 and 40 years old. While they are more racially and ethnically diverse than previous generations, when it comes to key social and policy issues, they look very much like millennials. Generation Z enters adulthood with a strong economy and record-low unemployment, despite the uncertainties of the long-term impacts of COVID-19 Pandemic.²⁹

Gen Z individuals have only just started entering the housing market in the past few years, and with a maximum age range of 23 as of 2022, this age cohort is the smallest so far in terms of home buyers and sellers, accounting for 2% of each type. While researchers do not yet know how Generation Z will behave in adulthood, many expect they will follow patterns of previous generations.³⁰ A segment is expected to move to urban areas for reasons similar to previous cohorts (namely, the benefits that employment, housing, and entertainment options bring when they are in close proximity). However, this cohort is smaller than millennials (67 million vs. 72 million), which may lead to slowing real estate demand in city centers.

²⁶ "Millennials and Housing: Homeownership Demographic Research." Freddie Mac Single-Family, 2021. https://sf.freddiemac.com/content/assets/resources/pdf/fact-sheet/millennial-playbook_millennials-and-housing.pdf.

²⁷ National Association of Realtors. (2020). 2020 Home Buyers and Sellers Generational Trends Report, March 2020. Retrieved from: <https://www.nar.realtor/research-and-statistics/research-reports/home-buyer-and-seller-generational-trends>

²⁸ PNC. (n.d.). Ready or Not, Here Comes the Great Wealth Transfer.

²⁹ Parker, K. & Igielnik, R. (2020). On the cusp of adulthood and facing an uncertain future: what we know about gen Z so far. Pew Research Center. Retrieved from: <https://www.pewsocialtrends.org/essay/on-the-cusp-of-adulthood-and-facing-an-uncertain-future-what-we-know-about-gen-z-so-far/>

³⁰ "2021 Home Buyers and Sellers Generational Trends Report." National Association of Realtors, 2021. <https://www.nar.realtor/sites/default/files/documents/2021-home-buyers-and-sellers-generational-trends-03-16-2021.pdf>.

- *Immigrants.* Research on foreign-born populations shows that immigrants, more than native-born populations, prefer to live in multigenerational housing. Still, immigration and increased homeownership among minorities could also play a key role in accelerating household growth over the next 10 years. Current Population Survey estimates indicate that the number of foreign-born households rose by nearly 400,000 annually between 2001 and 2007, and they accounted for nearly 30% of overall household growth. Beginning in 2008, the influx of immigrants was stanching by the effects of the Great Recession. After a period of declines, the foreign-born population again began contributing to household growth, despite decline in immigration rates in 2019. The Census Bureau’s estimates of net immigration in 2021 indicate that just 247,000 immigrants moved to the United States from abroad, down from a previous high of 1,049,000 between 2015 and 2016.³¹ As noted in *The State of the Nation’s Housing 2020* report, “because the majority of immigrants do not immediately form their own households upon arrival in the country, the drag on household growth from lower immigration only becomes apparent over time.”
- *Diversity.* The growing diversity of American households will have a large impact on the domestic housing markets. Over the coming decade, minorities will make up a larger share of young households and constitute an important source of demand for both rental housing and small homes. The growing gap in homeownership rates between whites and Blacks, as well as the larger share of minority households that are cost burdened, warrants consideration. White households had a 74.4% homeownership rate in 2021 compared to a 43.1% rate for Black households.³² This 30-percentage point gap is the largest disparity since 1983. Although homeownership rates are increasing for some minorities, Black and Hispanic households are more likely to have suffered disproportionate impacts of the pandemic and forced sales could negatively impact homeownership rates. This, combined with systemic discrimination in the housing and mortgage markets and lower incomes relative to white households, leads to higher rates of cost burden for some groups of people. For example, Black renters account for 29% of cost burdened households and Hispanic renters for 21%, compared to white renters at 11%. Additionally, for low-income renters earning less than \$25,000, Hispanic and Black renters faced higher cost burden rates (86 and 8 %respectively) than white renters at 80%. For low-income homeowners, 72% of Hispanics, 74% of Blacks, and 84% of Asians faced cost burdens, compared to 68% of white households. As noted in *The State of the Nation’s Housing (2020)* report, “the impacts of the pandemic have shed light on the growing racial and income disparities in the nation between the nation’s

³¹ Jason Schachter, Pete Borsella, and Anthony Knapp (US Census, December 21, 2021), <https://www.census.gov/library/stories/2021/12/net-international-migration-at-lowest-levels-in-decades.html>.

³² “Federal Reserve Economic Data: Fred: St. Louis Fed,” Federal Reserve Economic Data (Federal Reserve Bank of St. Louis), accessed April 18, 2022, <https://fred.stlouisfed.org/>.

haves and have-nots are the legacy of decades of discriminatory practices in the housing market and in the broader economy.”

- **Changes in housing characteristics.** The US Census Bureau’s Characteristics of New Housing Report (2020) presents data that show trends in the characteristics of new housing for the nation, state, and local areas. Several long-term trends in the characteristics of housing are evident from the New Housing Report:³³
 - *Larger single-family units on smaller lots.* Between 2000 and 2020, the median size of new single-family dwellings increased by nearly 10% nationally, from 2,057 sq. ft. to 2,261 sq. ft., and 14% in the western region from 2,014 sq. ft. in 1999 to 2,242 sq. ft. in 2020. Moreover, the percentage of new units smaller than 1,400 sq. ft. nationally decreased by half, from 14% in 2000 to 7% in 2020. The percentage of units greater than 3,000 sq. ft. increased from 18% in 2000 to 23% of new single-family homes completed in 2020. In addition to larger homes, a move toward smaller lot sizes was seen nationally. Between 2010 and 2020, the percentage of lots less than 7,000 sq. ft. increased from 25.5% to 34.8% of lots.

Based on a national study about home buying preferences that differ by race/ethnicity, African American home buyers wanted a median unit size of 2,664 sq. ft. compared to 2,347 sq. ft. for Hispanic buyers, 2,280 sq. ft. for Asian buyers, and 2,197 sq. ft. for white buyers.³⁴ This same study found that minorities were less likely to want large lots.
 - *Larger multifamily units.* Between 2000 and 2020, the median size of new multifamily dwelling units increased by 4.6% nationally. In the western region, the median size increased by 3.6%. Nationally, the percentage of new multifamily units with more than 1,200 sq. ft. increased from 29.5% in 2000 to 32.8% in 2020 and increased from 23.3% to 25.2% in the western region.
 - *Household amenities.* Across the United States since 2013, an increasing number of new units had air-conditioning (fluctuating year by year at over 90% for both new single-family and multifamily units). In 2000, 93% of new single-family houses had two or more bathrooms, compared to 96.8% in 2020. The share of new multifamily units with two or more bathrooms decreased from 55% of new multifamily units to 42.6%. As of 2020, 92% of new single-family houses in the United States had garages for one or more vehicles (from 88% in 2000). Additionally, if work-from-home dynamics remain a more permanent option, then there may be rising demand for different housing amenities such as more space for home offices or larger yards for recreation.
 - *Shared amenities.* Housing with shared amenities grew in popularity, as it may improve space efficiencies and reduce per-unit costs/maintenance costs. Single-room

³³ US Census Bureau, Highlights of Annual 2020 Characteristics of New Housing. Retrieved from: <https://www.census.gov/construction/chars/highlights.html>

³⁴ Quint, Rose. (April 2014). *What Home Buyers Really Want: Ethnic Preferences*. National Association of Home Builders.

occupancies (SROs),³⁵ cottage clusters, cohousing developments, and multifamily products are common housing types that take advantage of this trend. Shared amenities may take many forms and include shared bathrooms, kitchens, other home appliances (e.g., laundry facilities, outdoor grills), security systems, outdoor areas (e.g., green spaces, pathways, gardens, rooftop lounges), fitness rooms, swimming pools, tennis courts, and free parking.³⁶

State Trends

In August 2019, the State of Oregon passed statewide legislation—Oregon House Bill 2001 and 2003. **House Bill 2001 (HB2001)** required many Oregon communities to accommodate middle housing within single-family neighborhoods. “Medium cities”—those with 10,000 to 25,000 residents outside the Portland metro area—are required to allow duplexes on each lot or parcel where a single-family home is allowed. “Large cities”—those with over 25,000 residents and nearly all jurisdictions in the Portland metro urban growth boundary (UGB)—must meet the same duplex requirement, in addition to allowing single-family homes and triplexes, fourplexes, townhomes, and cottage clusters in all areas that are zoned for residential use. Note that the middle housing types (other than duplexes) do not have to be allowed on *every* lot or parcel that allows single-family homes, which means that larger cities maintain some discretion.

Middle housing is generally built at a similar scale as single-family homes but at higher residential densities. It provides a range of housing choices at different price points within a community.

House Bill 2003 (HB2003) envisions reforming Oregon’s housing planning system from a singular focus (on ensuring adequate available land) to a more comprehensive approach that also achieves these critical goals: (1) support and enable the construction of sufficient units to accommodate current populations and projected household growth and (2) reduce geographic disparities in access to housing (especially affordable and publicly supported housing). In that, HB 2003 required the development of a methodology for projecting *regional* housing need and required allocating that need to local jurisdictions. It also expanded local government responsibilities for planning to meet housing need by requiring cities to develop and adopt housing production strategies.

Oregon developed its *2021-2025 Consolidated Plan*, which includes a detailed housing needs analysis as well as strategies for addressing housing needs statewide. The plan concluded that the “state’s performance in accomplishing past goals has been very strong, and project areas of

³⁵ Single-room occupancies are residential properties with multiple single-room dwelling units occupied by a single individual. From: US Department of Housing and Urban Development. (2001). *Understanding SRO*. Retrieved from: <https://www.hudexchange.info/resources/documents/Understanding-SRO.pdf>

³⁶ Urbsworks. (n.d.). Housing Choices Guidebook: A Visual Guide to Compact Housing Types in Northwest Oregon. Retrieved from: https://www.oregon.gov/lcd/Publications/Housing-Choices-Booklet_DIGITAL.pdf

Saiz, Albert and Salazar, Arianna. (n.d.). Real Trends: The Future of Real Estate in the United States. Center for Real Estate, Urban Economics Lab.

focus remain consistent with the current needs identified in this new five-year plan. Tenant based rental assistance, in particular, has demonstrated strong demand, as has the ongoing need for rental units (including those newly developed) which meet fair market rent standards, and community facilities. The unusual events during 2020—the COVID-19 pandemic and historical wildfire activity—tilt current needs and priorities toward housing stability efforts, as well as community health care projects and access to telehealth services.” It identified the following top needs in its Needs Assessment:³⁷

- The most common housing problem in Oregon is cost burden. Nearly 390,000 households pay more than 30% of their incomes in housing costs, up by 7% since the last five-year Consolidated Plan. Renters are more likely to be cost burdened. About 27% of Oregon renters households were found to be severely cost burdened. This proportion increased significantly from 2000 (19%) and disproportionately falls on persons of color in the state: more than 50% of households with persons of color are cost burdened compared to 34% of white households.
- Cost burden largely affects those with lower incomes—especially extremely low and very low-income renters, who have cost burden rates of 70 and 76%, respectively.
- According to Oregon’s Statewide Housing Plan for 2019-2023, more than 85,000 units affordable to extremely low-income households (making less than 30% AMI) are needed to meet demand and more than 26,000 units affordable to moderate income households, making 50% to 80% AMI are needed to meet demand. This is down from the previous gap of 102,500 units in the 2016-2021 Plan.

By income range and special need, the estimated needs of Oregon households include the following:

- Extremely low-income families—those earning incomes below the poverty level—total nearly 182,000 households in Oregon. Those with unmet housing needs will grow by 10,000 over the next five years.
- Low-income families—those earning incomes between the poverty level and the median income—total 261,000 in Oregon. Their needs will grow by much less (8,300 additional households) over the next five years.
- Elderly residents (62+) total nearly 905,381 and live in 526,675 households. Of these households, 23% have unmet housing needs. Those with unmet housing needs are expected to grow by 7,000 households by 2025. Many of these needs will take the form of home accessibility modifications, home repairs, and home health care, as seniors make up a large share of residents who live alone and who have disabilities. Frail elderly (defined as an elderly person who requires assistance with three or more activities of daily living) total 61,518 residents.

³⁷ These conclusions are copied directly from the report, Oregon’s 2021–2025 Consolidated Plan. Retrieved from: <https://www.oregon.gov/ohcs/development/Documents/conplan/2021-2025%20Action%20Plan/State-of-Oregon-2021-2025-Consolidated-Plan-Final-with-appendices.pdf>

- Oregon residents with disabilities total 581,000 and occupy 428,000 households. By 2025, these households with needs will grow by nearly 12,000.
- More than 300,000 persons in Oregon struggled with substance abuse challenges before the COVID-19 pandemic occurred, and these needs have grown during the pandemic. Oregonians who have ever had mental health challenges total 757,000 with 172,000 having serious mental health challenges.
- Approximately 178,000 residents 18 and older in Oregon have experienced some type of domestic violence, dating violence, and sexual assault and/or stalking by an intimate partner in the previous year. In the most severe cases, these victims must leave their homes—an estimated 4,200 residents who are victims of domestic violence in Oregon require housing services each year.
- Nearly 16,000 people were identified as experiencing homelessness in Oregon in 2019, an increase of 13% since 2017. Two in three are unsheltered.
- Nearly 17,000 households live in substandard housing, based on Census surveys of housing units lacking complete plumbing or kitchen facilities. The number of households in substandard housing decreased by 4% compared to the 2021-2025 plan.
- Approximately 29,000 households live in units that are either overcrowded or severely overcrowded. The number of households in overcrowded conditions increased by 19% since the last plan. For housing to be considered affordable, a household should pay up to one-third of their income toward rent, leaving money left over for food, utilities, transportation, medicine, and other necessities.

As part of the Consolidated Plan’s Stakeholder perspective, activities to address urgent housing needs selected by the greatest number of respondents were:

- Housing activities that result in more rental units for households with incomes below 60% of AMI and households with incomes between 60% and 80% of AMI; emergency shelters for people who are homeless; and transitional housing for people moving out of homelessness.
- Repurposing vacant buildings for affordable housing; and
- Affordable and accessible housing for people with disabilities.
- In 2022, the minimum wage in Oregon³⁸ was \$12.75, compared to \$14.00 in the Portland metro and \$12.00 for nonurban counties.

Oregon, like many other states, has systematically underproduced housing over the last decades. Underproduction refers to units that have not been built but are needed to accommodate the current population without overcrowding. Based on a statewide analysis, a region that includes Lincoln County (also including Yamhill, Polk, Marion, Benton, Linn, and

³⁸ The 2016 Oregon Legislature, Senate Bill 1532, established a series of annual minimum wage rate increases beginning July 1, 2016, through July 1, 2022. Retrieved from: <https://www.oregon.gov/boli/whd/omw/pages/minimum-wage-rate-summary.aspx>

Lane Counties) is estimated to have underproduction of about 21,854 units.³⁹ The reasons for underproduction are complex and may vary from place to place. Key factors in underproduction include lack of easily developable land with services, high costs of extending infrastructure to developable land, land use policies that artificially restrict housing production, and economic and social inequalities that make it difficult for many households to afford housing.

Oregon developed its *Statewide Housing Plan 2019-2023* in 2019.⁴⁰ The Plan identified six housing priorities to address in communities across the state over the 2019 to 2023 period (summarized below). In January 2022, Oregon Housing and Community Services (OHCS) released a summary of their progress.⁴¹ The following section includes summaries and excerpts from their status report:

- **Equity and Racial Justice.** *Advance equity and racial justice by identifying and addressing institutional and systemic barriers that have created and perpetuated patterns of disparity in housing and economic prosperity.*

OHCS continued to build relationships, tools, and connections to further its equity and racial justice focus. OHCS continued to update the Culturally Specific Organization (CSO) list, tracking funding received by CSOs. OHCS developed customized tools for equity and racial analysis and got ready to start equity and inclusion training for OHCS staff and committee chairs

- **Homelessness.** *Build a coordinated and concerted statewide effort to prevent and end homelessness, with a focus on ending unsheltered homelessness of Oregon's children and veterans.*

The Homeless Services Section (HSS) made progress in demonstrating increased Housing Stability with 26,940 households paid out via the Oregon Emergency Rental Assistance Program. Additional staffing and funding (\$100 million) were secured to build a program of eviction prevention. OHCS developed a dashboard to provide transparency into processing, equity, and capacity issues related to homelessness. OHCS executed grant agreements with HSS providers to deliver strategic housing stability services for those that have not been able to access supports. Work is ongoing to enter more partnerships with new investments in eviction prevention.

- **Permanent Supportive Housing.** *Invest in permanent supportive housing (PSH), a proven strategy to reduce chronic homelessness and reduce barriers to housing stability.*

³⁹ ECONorthwest Presentation to Oregon Housing Needs Analysis Work Group on September 29, 2022, as a part of House Bill 2003 Regional Housing Needs Analysis Implementation Work.

⁴⁰ This section uses many direct excerpts from the OHCS Statewide Housing Plan 2019-2023. Oregon Statewide Housing Plan. <https://www.oregon.gov/ohcs/Documents/swhp/SWHP-Report-Y1-Summary.pdf>

⁴¹ This section uses many direct excerpts from the OHCS Statewide Housing Plan, Year 3 Quarter 1 Update September 2021 Report to HSC. Oregon Statewide Housing Plan, Status Reports. <https://www.oregon.gov/ohcs/Documents/swhp/01-07-2022-JAN-SWHP-Quarterly-Summary.pdf>

OHCS funded and/or created 915 of their 1,000 PSH-unit targets. In addition, 416 of the 916 supportive home units were funded with PSH resource. Other accomplishments were developing a compliance and monitoring plan for PSH, distribution of service funds, outreach to partners to ensure PSH resource information is reaching tribal and rural partners, and a hiring staff to support the PSH program.

- **Affordable Rental Housing.** *Work to close the affordable rental housing gap and reduce housing cost burden for low-income Oregonians.*

OHCS funded and/or created 18,329 affordable rental homes of their 25,000-home target. OHCS developed internal tools such as a reporting matrix for analysis of sub-contracts and an incorporated Compliance Policy and conducted community outreach with a tribal housing workgroup rules committee. OHCS also conducted a survey to get initial feedback on key program topics and projected changes, along with additional outreach on related issues.

- **Homeownership.** *Provide more low and moderate-income Oregonians with the tools to successfully achieve and maintain homeownership, particularly in communities of color.*

OHCS assisted 1,187 households in becoming successful homeowners, part of its target to assist a total of 6,500 homes. OHCS made strides in doubling the number of homeowners of colors in its homeownership programs. OHCS launched new programs to support homeownership, including lending programs. To align programs with the needs of communities of color, OHCS developed relationships with underrepresented organizations, maintained addressing the needs of Communities of Color as a focus in its programmatic frameworks, and regularly shared and encouraged training opportunities with its team.

- **Rural Communities.** *Change the way OHCS does business in small towns and rural communities to be responsive to the unique housing and service needs and unlock the opportunities for housing development.*

OHCS focused on developing a better understanding of rural community needs and increasing rural capacity to build more affordable housing. OHCS hired a program manager for rural communities and delivered funding for multiple direct awards, increased funding for CSOs, and updated its Land Acquisition Program to include new funding amounts and set asides. OHCS funded and/or created 2,158 units in rural communities out of a total of 2,543 units in the 5-year goal, or 85% of its target.

Regional and Local Demographic Trends May Affect Housing Need in Newport

Demographic trends that might affect the key assumptions used in the baseline analysis of housing need are (1) the aging population, (2) changes in household size and composition, and (3) increases in diversity.

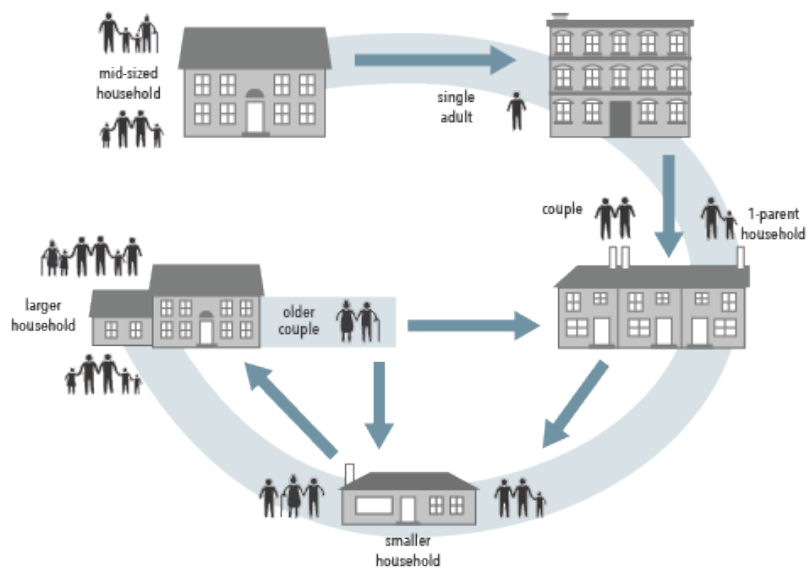
An individual's housing needs change throughout their life, with changes in income, family composition, and age. The types of housing needed by a 20-year-old college student differ from the needs of a 40-year-old parent with children, or an 80-year-old single adult. As Newport's population ages, different types of housing will be needed to accommodate older residents. The housing characteristics by age data below reveal this cycle in action in Newport.

Housing needs and preferences change in predictable ways over time, such as with changes in marital status and size of family.

Families of different sizes need different types of housing.

Exhibit 35. Effect of Demographic Changes on Housing Need

Source: ECONorthwest, adapted from Clark, William A.V. and Frans M. Dieleman. 1996. *Households and Housing*. New Brunswick, NJ: Center for Urban Policy Research.



Growing Population

Newport’s population growth will drive future demand for housing in the city over the planning period. Exhibit 36 shows that Newport’s population grew by 11% between 2000 and 2021. Newport added 1,059 new residents, at an average annual growth rate of 0.5%. Between 2000 and 2021, Newport grew at a similar rate to Lincoln County, and at a slower rate than Oregon.

Exhibit 36. Population, Newport (city limits), Lincoln County, Oregon, 2000, 2010, 2021

Source: US Decennial Census 2000 and 2010, and Portland State University, Population Research Center 2021.

	2000	2010	2021	Change 2000 to 2021		
				Number	Percent	AAGR
Newport	9,532	9,989	10,591	1,059	11%	0.5%
Lincoln County	44,479	46,034	50,903	6,424	14%	0.6%
Oregon	3,421,399	3,831,074	4,266,560	845,161	25%	1.1%

The population forecasts in Exhibit 37 are based on Newport’s historical growth rate over the 2000 to 2021 period. The forecast projects that Newport will increase at an average annual growth rate of 0.5% between 2022 and 2042.⁴²

Newport’s population within its UGB is projected to grow by about 1,350 people between 2022 and 2042, at an average annual growth rate of 0.5%.

Exhibit 37. Forecast of Population Growth, Newport UGB, 2022 to 2042

Source: ECONorthwest based on US Decennial Census 2000, and Portland State University, Population Research Center 2021.

12,010	13,358	1,348	11% increase
Residents in 2022	Residents in 2042	New Residents 2022 to 2042	0.5% AAGR

⁴² Newport’s official population forecast from the Oregon Population Forecast Program through Portland State University (PSU) projects that Newport will increase by 248 people between 2022 and 2042, at an annual average growth rate of 0.1%. Newport considered this growth for the official analysis of land sufficiency within the Newport UGB, as required by Goal 10, OAR 660-008, and OAR 660-032.

Given that Newport’s growth rate over the past 20 years has been much greater than current official forecast, it is reasonable to assume that the official forecast may be under projecting the future population. For planning purposes, this report relies on the historical growth rate rather than the official population forecast, which will allow the City to better prepare for an uncertain future. Even when using the historical growth rate to project future population growth, Newport has sufficient land capacity to accommodate growth.

Aging Population

This section shows two key characteristics of Newport’s population, with implications for future housing demand in Newport:

- **Newport’s senior population grew between 2000 and 2019 and is expected to continue to increase.** By 2040, people 60 years and older are expected to account for 42% of the population in Lincoln County. As Newport’s senior population grows, it will have increasing demand for housing that is suitable for elderly residents.

The impact of growth in seniors in Newport will depend, in part, on whether older people already living in Newport continue to reside there as they retire. National surveys show that, in general, most retirees prefer to age in place by continuing to live in their current home and community as long as possible.⁴³ In addition, Newport is attractive to retirees who want to live in a coastal community with amenities such as restaurants.

Growth in the number of seniors will result in demand for housing types specific to seniors, such as small and easy-to-maintain dwellings, assisted-living facilities, or age-restricted developments. Senior households will make a variety of housing choices, including remaining in their homes as long as they are able, downsizing to smaller single-family homes (detached and attached) or multifamily units, or moving into group housing (such as assisted-living facilities or nursing homes) as their health declines. The challenges aging seniors face in continuing to live in their community include changes in health-care needs, loss of mobility, the difficulty of home maintenance, financial concerns, and increases in property taxes.⁴⁴

- **Newport has a slightly larger proportion of younger people than Lincoln County but less than Oregon.** About 20% of Newport’s population is under 20 years old, compared to 18% of Lincoln County and 23% of Oregon. The forecast for population growth in Lincoln County shows the share of people under 20 years old decreasing from 18% of the population in the 2015-2019 period to 16% of the population by 2040.

People roughly aged 20 to 40 are referred to as the millennial generation and account for the largest share of population in Oregon. By 2040, they will be about 40 to 60 years of age and Generation Z will be between 25 and 40 years old. The forecast for Lincoln County shows that the Lincoln County’s population between the ages of 20 to 60 is forecast to grow by 14% while maintaining a similar share of the total population as in 2015-2019.

⁴³ A survey conducted by the AARP indicates that 90% of people 50 years and older want to stay in their current home and community as they age. See <http://www.aarp.org/research>.

⁴⁴ “Aging in Place: A toolkit for Local Governments” by M. Scott Ball.

Newport's ability to retain and attract people in this age group will depend, in large part, on whether the city has opportunities for housing that both appeal to and are affordable to millennials and Generation Z, as well as jobs that allow younger people to live and work in Newport.

In the near term, millennials and Generation Z may increase demand for rental units. Research suggests that millennials' housing preferences may be similar to baby boomers, with a preference for smaller, less-costly units. Surveys about housing preference suggest that millennials want affordable single-family homes in areas that offer transportation alternatives to cars, such as suburbs or small cities with walkable neighborhoods.⁴⁵ Recent growth in homeownership among millennials proves that millennials prefer to become homeowners, with the millennial homeownership rate increasing from 33% in 2009 to 43% in 2019.⁴⁶ While researchers do not yet know how Generation Z will behave in adulthood, many expect they will follow patterns of previous generations.⁴⁷

A survey of people living in the Portland region shows that millennials prefer single-family detached housing. The survey finds that housing price is the most important factor in choosing housing for younger residents.⁴⁸ The survey results suggest millennials are more likely than other groups to prefer housing in an urban neighborhood or town center. While this survey is for the Portland region, it shows similar results to national surveys and studies about housing preference for millennials.

If the number of millennials and Generation Z grows in Newport, it will result in increased demand for both affordable single-family detached housing (such as small single-family detached units like cottages), as well as increased demand for affordable townhouses and multifamily housing. Growth in this population will result in increased demand for both ownership and rental opportunities, with an emphasis on housing that is comparatively affordable. There is potential for attracting new residents to housing in Newport's commercial areas, especially if the housing is relatively affordable and located in proximity to services.

⁴⁵ The American Planning Association, "Investing in Place; Two generations' view on the future of communities." 2014.

"Access to Public Transportation a Top Criterion for Millennials When Deciding Where to Live, New Survey Shows," Transportation for America.

"Survey Says: Home Trends and Buyer Preferences," National Association of Home Builders International Builders

⁴⁶ "Millennials and Housing: Homeownership Demographic Research." Freddie Mac Single-Family, 2021. https://sf.freddie.mac.com/content/assets/resources/pdf/fact-sheet/millennial-playbook_millennials-and-housing.pdf.

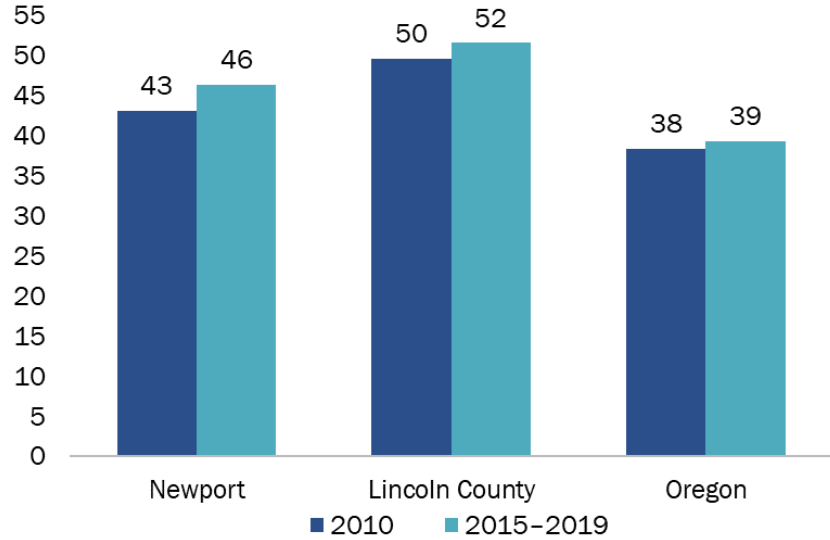
⁴⁷ "2021 Home Buyers and Sellers Generational Trends Report." National Association of Realtors, 2021. <https://www.nar.realtor/sites/default/files/documents/2021-home-buyers-and-sellers-generational-trends-03-16-2021.pdf>.

⁴⁸ Davis, Hibbits, & Midghal Research, "Metro Residential Preference Survey," May 2014.

From 2000 to 2015-2019, Newport's median age increased at a faster rate than both Lincoln County and Oregon.

Exhibit 38. Median Age, Newport, Lincoln County, and Oregon, 2000 to 2015-2019

Source: US Census Bureau, 2000 Decennial Census Table B01002, 2015-2019 ACS, Table B01002.

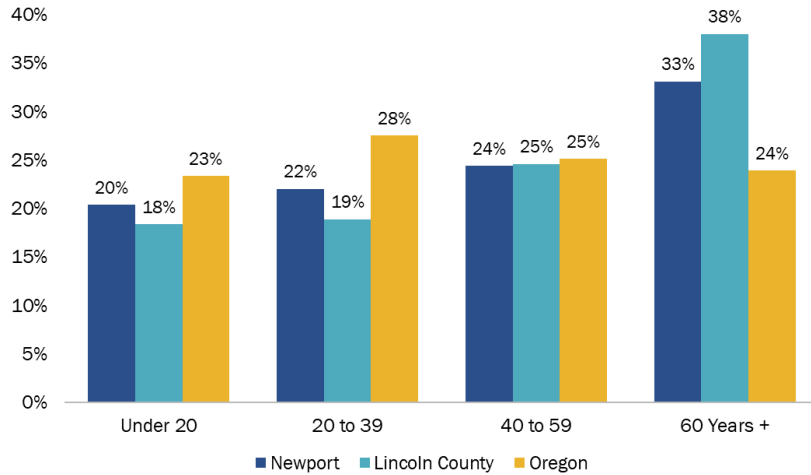


In the 2015-2019 period, about 46% of Newport's residents were between the ages of 20 and 59 years.

Newport had a smaller share of people over the age of 60 than Lincoln County but a greater share than Oregon.

Exhibit 39. Population Distribution by Age, Newport, Lincoln County, and Oregon, 2015-2019

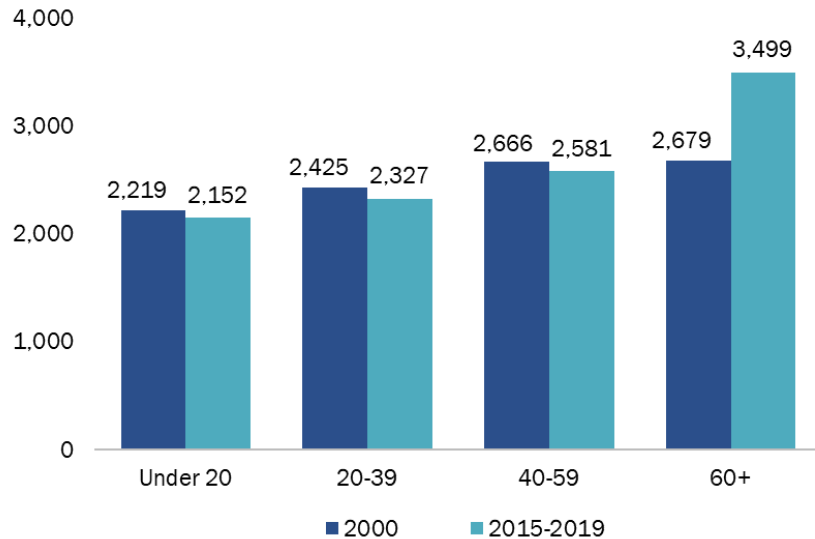
Source: US Census Bureau, 2015-2019 ACS, Table B01001.



Between 2000 and 2015-2019, all age groups in Newport decreased in size except for those aged 60 and older.

The largest increase in residents were those aged 60 and older, with growth of 820 people.

Exhibit 40. Population Growth by Age, Newport, 2000, 2015–2019
 Source: US Census Bureau, 2000 Decennial Census Table P012 and 2015–2019 ACS, Table B01001.



By 2040, Lincoln County’s population over the age of 60 is forecast to grow 19%.

This is consistent with historical change in population by age group since 2000.

Exhibit 41. Forecast for Population Growth by Age Group, Lincoln County, 2020 to 2040

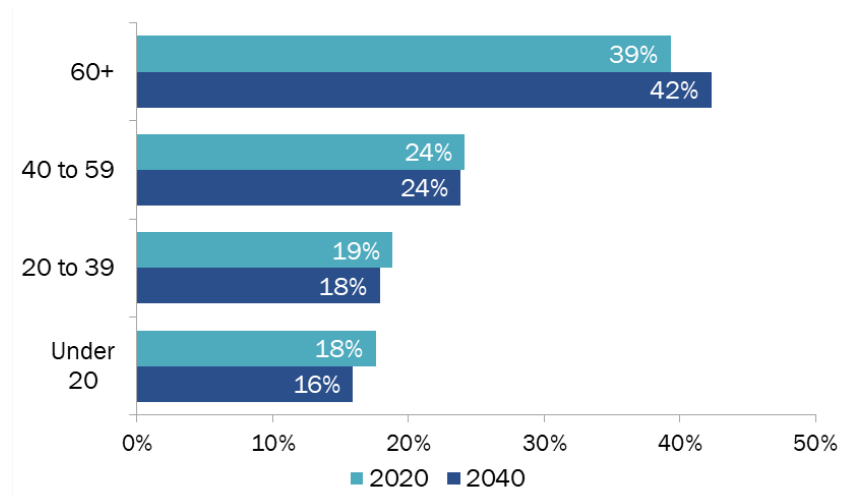
Source: PSU Population Research Center, Lincoln County Forecast, June 2021

Age Group	Forecast Growth	Population Change
Under 20	0%	-10 People
20-39 Yrs	5%	466 People
40-59 Yrs	9%	1,075 People
60+ Yrs	19%	3,593 People

By 2040, it is forecasted that Lincoln County residents aged 60 and older will make up 42% of the county’s total population, a 3% increase in the size of this age group.

Exhibit 42. Population Growth by Age Group, Lincoln County, 2020 and 2040

Source: PSU Population Research Center, Lincoln County Forecast, June 2021.



Increased Ethnic Diversity

The number of residents that identified as Latino increased in Newport by 621 people, from 1,525 people in 2010 to 2,146 people in the 2015-2019 period. The US Census Bureau forecasts that at the national level, the Latino population will continue growing faster than most other non-Latino populations between 2020 and 2040. The Census forecasts that the Latino population will increase 93%, from 2016 to 2060, and foreign-born Latino populations will increase by about 40% in that same time.⁴⁹

Continued growth in the Latino population will affect Newport's housing needs in a variety of ways. Growth in first and, to a lesser extent, second and third-generation Latino immigrants will increase demand for larger dwelling units to accommodate the, on average, larger household sizes for these households. In that Latino households are twice as likely to include multigenerational households than the general populace.⁵⁰ As Latino households change over generations, household size typically decreases, and housing needs become similar to housing needs for all households.

According to the *State of Hispanic Homeownership* report from the National Association of Hispanic Real Estate Professionals, the Latino population accounted for 29.2% of the nation's new household formation between 2017 and 2021.⁵¹ The rate of homeownership for Latino households increased from 45.6% in 2015 to 48.4% in 2021. Latino homeownership growth has remained steady over the last decade and is at its highest rates since 2009.

⁴⁹ US Census Bureau, *Demographic Turning Points for the United States: Population Projections for 2020 to 2060*.

⁵⁰ Pew Research Center. (2013). *Second-Generation Americans: A Portrait of the Adult Children of Immigrants*.

National Association of Hispanic Real Estate Professionals (2021). *2021 State of Hispanic Homeownership Report*.

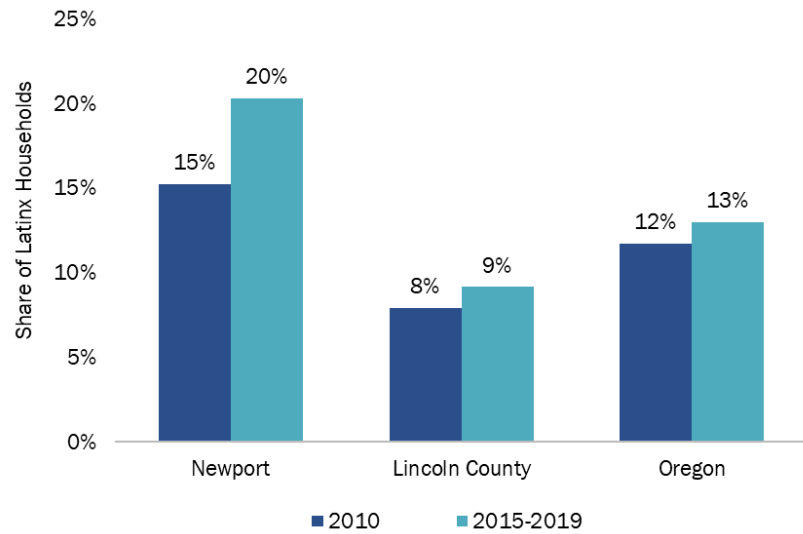
⁵¹ National Association of Hispanic Real Estate Professionals (2021). *2021 State of Hispanic Homeownership Report*.

The share of Newport's households that identified as Latino increased between 2000 and 2015-2019 at a faster rate than both the county and the state.

Newport was more ethnically diverse than both Lincoln County and Oregon in the 2015-2019 period.

Exhibit 43. Latino Population as a Percent of the Total Population, Newport, Lincoln County, Oregon, 2000 and 2015-2019

Source: US Census Bureau, 2000 Decennial Census Table P008, 2015-2019 ACS Table B03002.



Race and Ethnicity

Understanding the race and ethnicity characteristics⁵² in Newport is important for understanding housing needs because people of color often face discrimination when looking for housing.

In the 2015–2019 period, Newport was more racially diverse than Lincoln County and Oregon.

Exhibit 44. Population by Race as a Percent of Total Population, Newport, Lincoln County, Oregon, 2015–2019
Source: US Census Bureau, 2015–2019 ACS Table B02001.

	Newport	Lincoln Co.	Oregon
White Alone	71%	82%	76%
Two or More Races	5%	4%	5%
Some Other Race Alone	0%	0%	0%
Asian Alone	2%	1%	4%
American Indian and Alaska Native Alone	1%	2%	1%
Black or African American Alone	1%	0%	2%
Native Hawaiian and Other Pacific Islander Alone	0%	0%	0%

⁵² The U.S. Census Bureau considers race and ethnicity as two distinct concepts. Latino is an ethnicity and not a race, meaning individuals who identify as Latino may be of any race.

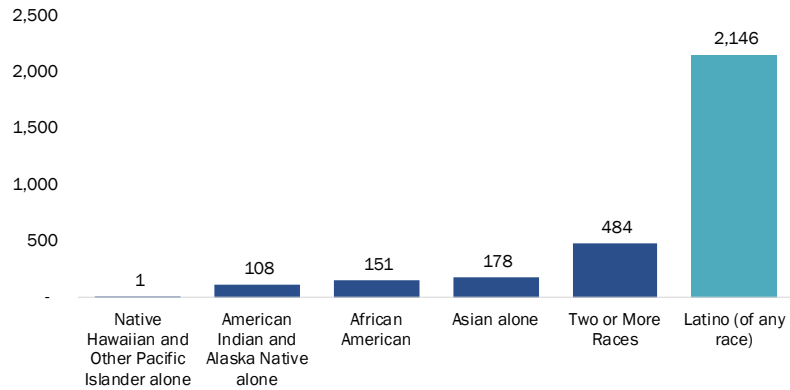
In Newport, about 992 people identified as a race other than White Alone and over 2,100 people identified as Latino (of any race).

Not shown in the exhibit are the 7,491 people identifying as white in Newport.

Exhibit 45. Number of People by Race and Ethnicity, People of Color, Newport, 2015-2019

Source: US Census Bureau, 2015-2019 ACS, Table B03002.

Note: Some Other Race Alone removed as there were 0 people who identified as such in Newport.

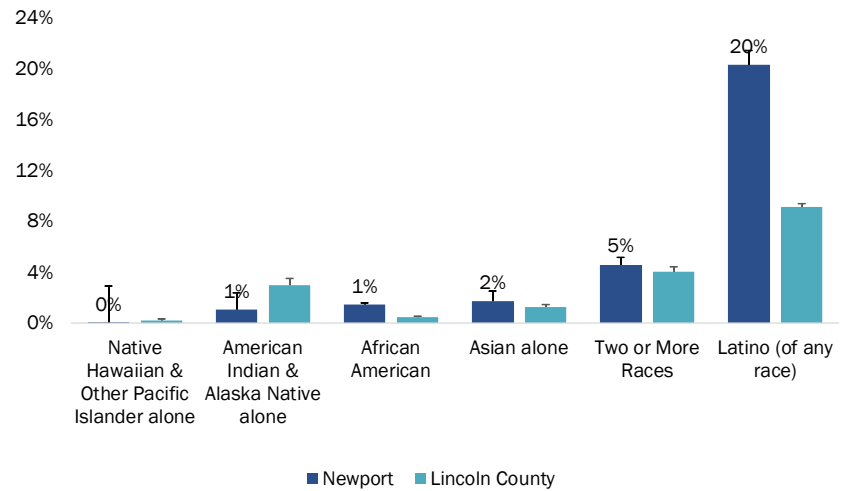


Residents who identified as Latino (of any race) account for 20% of Newport’s population. The largest racial group in Newport was Two or More Races, who accounts for 5% of Newport’s population.

Not shown in the exhibit is about 71% of Newport’s population and 82% of the Lincoln County’s population identifying as white.

Exhibit 46. Population Distribution by Race and Ethnicity, People of Color, Newport, 2015-2019

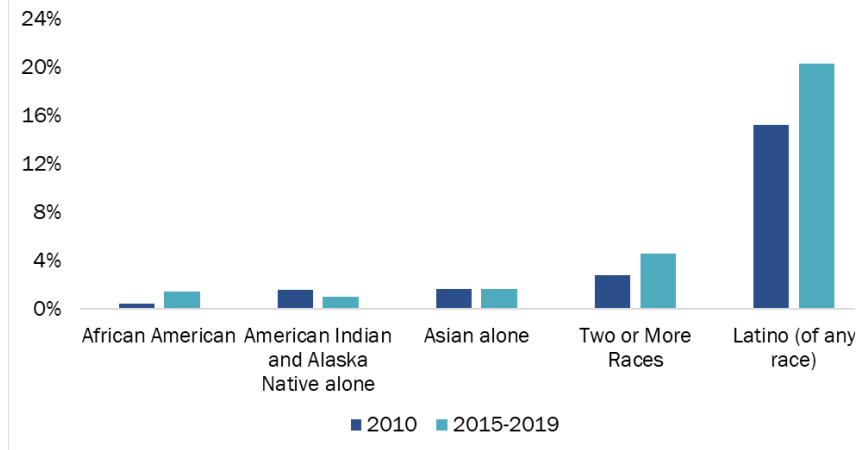
Source: U.S. Census Bureau, 2000 Decennial Census Table B01002, 2015-2019 ACS, Table B01002. Black bars denote the potential upper and lower bound of the estimate using the margin of error reported by the Census.



The share of Newport's households that identified as Latino (of any race) increased by 5% between 2010 and 2019 from 1,525 people to 2,146 people, consistent with regional trends.

Exhibit 47. Change in Population by Race and Ethnicity (People of Color) as a Percent of the Total Population, Newport, 2000 and 2015–2019

Source: U.S. Census Bureau, 2000 Decennial Census Table P008, 2015–2019 ACS Table B03002.



Household Size and Composition

Newport has a larger share of one-person households than Lincoln County or Oregon. On average, Newport's households are smaller than Oregon's households, possibly as a result of the larger share of population aged 60 years and older (who are more likely to live in 1- or 2-person households).

Newport's average household size was smaller than Lincoln County's and Oregon's.

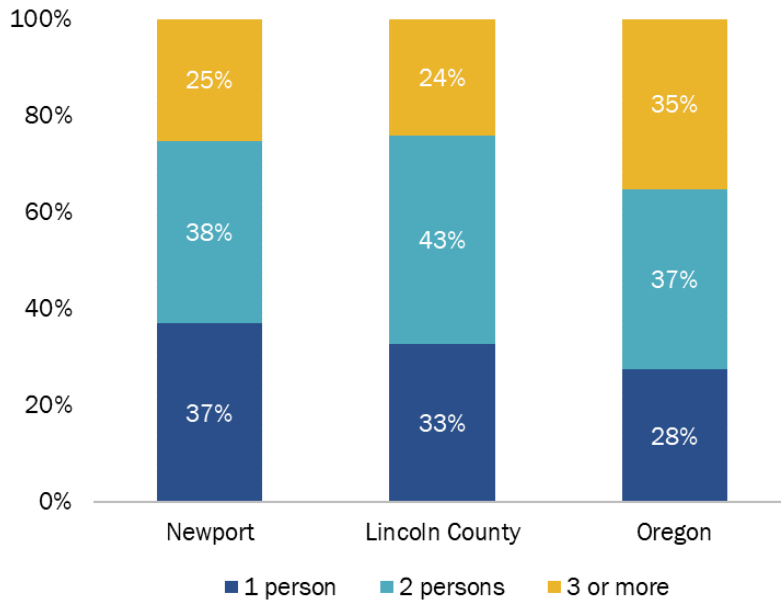
Exhibit 48. Average Household Size, Newport, Lincoln County, Oregon, 2015-2019

Source: US Census Bureau, 2015-2019 ACS 5-Year Estimate, Table B25010.



About 75% of Newport's households were one and two-person households.

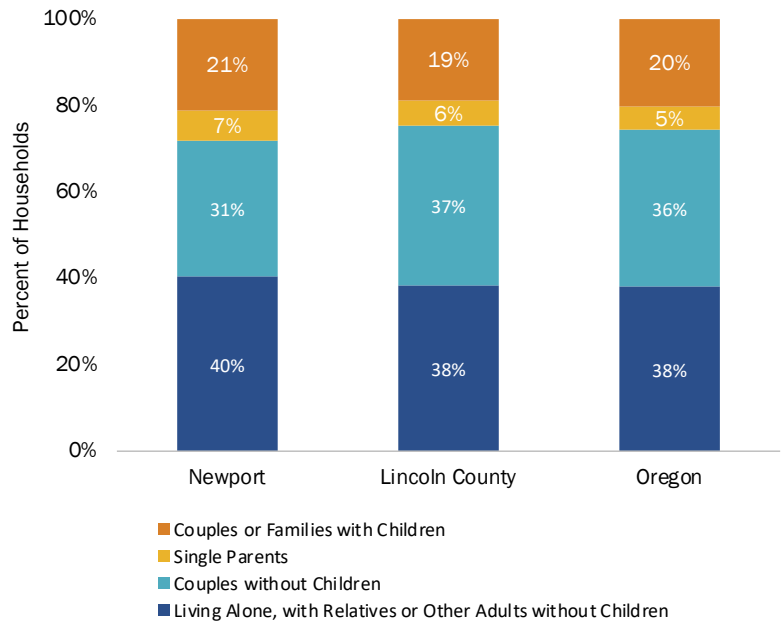
Exhibit 49. Household Size, Newport, Lincoln County, Oregon, 2015-2019
 Source: US Census Bureau, 2015-2019 ACS 5-Year Estimate, Table B25010.



Newport had a slightly larger share of households with children than Lincoln County and Oregon.

About 28% of Newport households have children, compared with 25% of Lincoln County households and 25% of Oregon households.

Exhibit 50. Household Composition, Newport, Lincoln County, Oregon, 2015-2019
 Source: US Census Bureau, 2015-2019 ACS 5-Year Estimate, Table DP02.



Income of Newport Residents

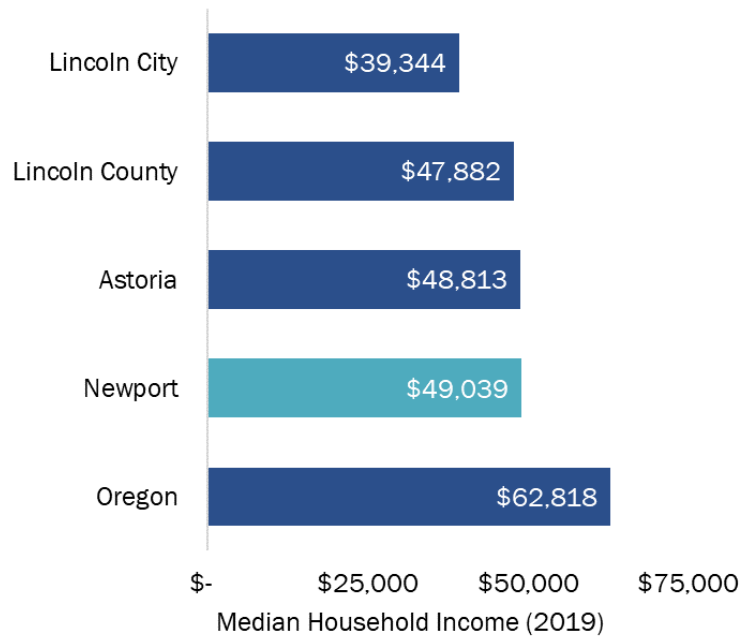
Income is a key determinant in housing choice and households' ability to afford housing. Newport's median household income was about 80% of the State median. Adjusted for inflation, Newport's household income increased by 1% since 2000, similar to statewide trends. The slight increase in household income (adjusted for inflation) occurred at a time when housing prices in Newport (and the whole region) increased substantially.

Newport's median household income was 80% of the state average.

Newport's income was about \$13,780 below the statewide median household income.

Exhibit 51. Median Household Income, Newport, Lincoln County, Oregon, Comparison Cities, 2015-2019

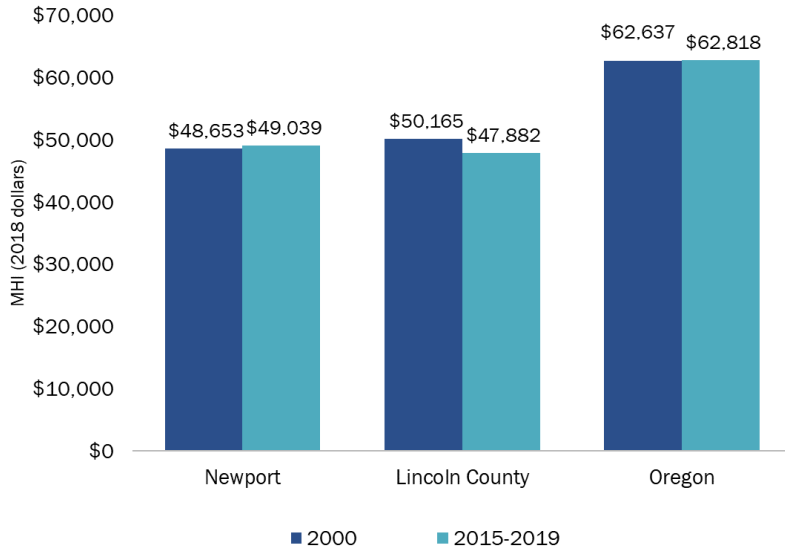
Source: US Census Bureau, 2015-2019 ACS 5-Year Estimate, Table B25119.



After adjusting for inflation, Newport's median household income increased by 1% from 2000 to 2015-2019.

In contrast, Lincoln County's household income decreased by 5%, while Oregon's median household income remained static.

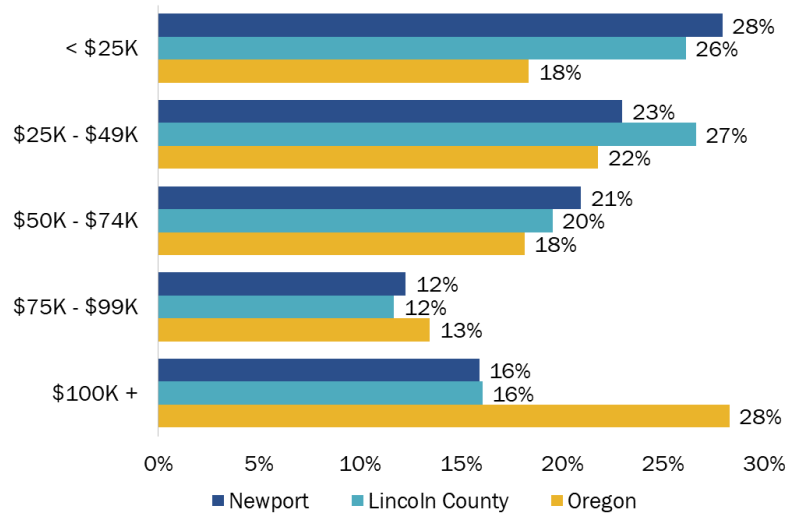
Exhibit 52. Change in Median Household Income, Newport, Lincoln County, Oregon, 2000 to 2015-2019, Inflation-Adjusted
 Source: US Census Bureau, 2000 Decennial Census, Table HCT012; 2015-2019 ACS 5-Year Estimate, Table B25119.



About half of all households in Newport (51%) earned less than \$50,000, compared to 53% of Lincoln County households and 40% of Oregon households.

Newport has a similar share of households earning more than \$75,000 as Lincoln County, but less than Oregon.

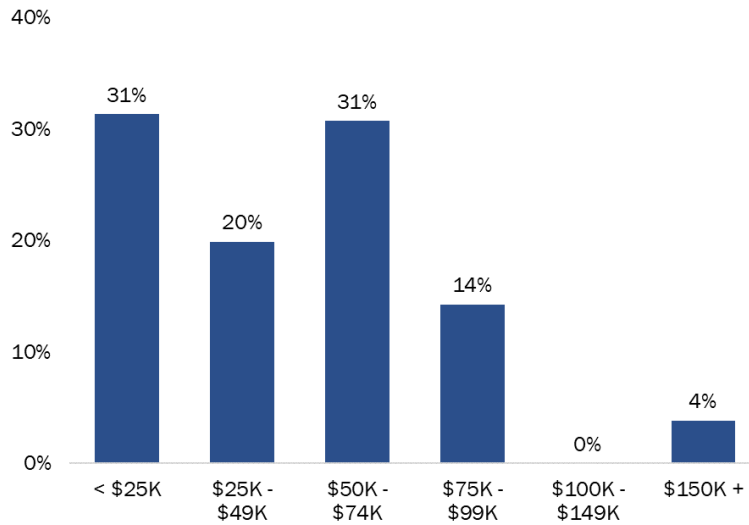
Exhibit 53. Household Income, Newport, Lincoln County, Oregon, 2015-2019
 Source: US Census Bureau, 2015-2019 ACS 5-Year Estimate, Table B19001.



Just over half of Latino households earned less than \$50,000 per year, similar to the citywide average.

Exhibit 54. Household Income by Latino Head of Household, Newport, 2015-2019

Source: US Census Bureau, 2015-2019 ACS 5-Year Estimate, Table B19001I.

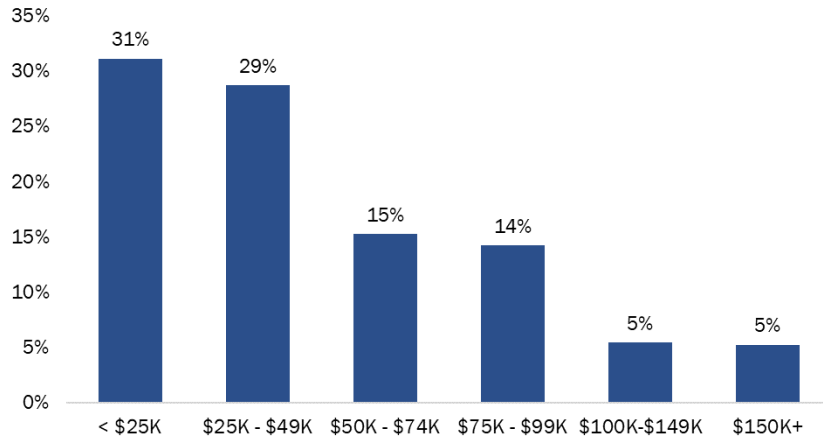


Senior households were more likely to have incomes at or below the city average.

Sixty percent of households with a head of household aged 65 or older earned less than \$50,000 per year, compared to the citywide average of 51% of households.

Exhibit 55. Household Income by Age of Householder (Aged 65 Years and Older), Newport, 2015-2019

Source: US Census Bureau, 2015-2019 ACS 5-Year Estimate, Table B19037. Note: Median Family Income for Lincoln County was \$57,400 (US Department of Housing and Urban Development).

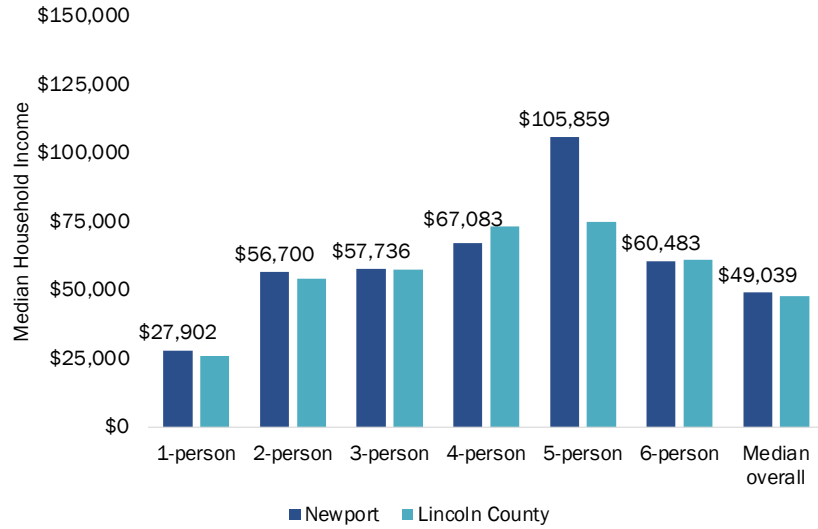


Median household incomes tend to increase with average household sizes, peaking with households with five people.

Exhibit 56. Median Household Income by Household Size, Newport, 2015-2019

Source: U.S. Census Bureau, 2015-2019 ACS 5-year estimate, Table B19019

Note: Exhibit 56 displays median household income for households in Newport, with Lincoln County information providing additional context.



Commuting Trends

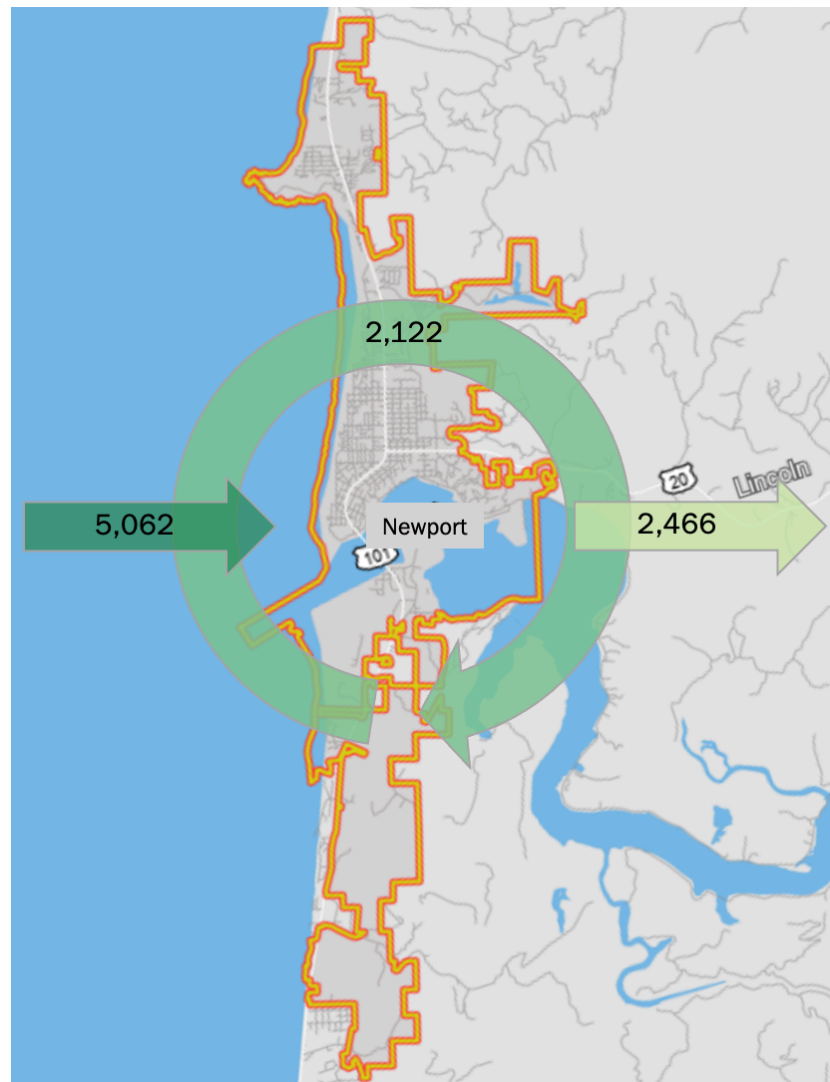
Newport is part of the interconnected economy of the mid-coastal area in Oregon. Of the more than 7,184 people who work in Newport, 70% of workers commute into Newport from other areas, most notably from Toledo, Lincoln City, Waldport, Corvallis, and Portland. Almost 2,500 residents of Newport commute out of the city for work, many of them to Portland, Salem, Corvallis, and Toledo.

About 7,184 people work in Newport. Most of these people commute into Newport for work.

About 2,122 people live and work in Newport, accounting for 30% of jobs in Newport.

About 2,466 people live in Newport but commute outside of the city for work.

Exhibit 57. Commuting Flows, Newport, 2019
Source: US Census Bureau, Census on the Map.



About 30% of people who work at businesses located in Newport also live in Newport.

The remainder commute from Toledo and other parts of the Coast and Western Oregon.

Exhibit 58. Places where Workers at Businesses in Newport Lived, 2019

Source: US Census Bureau, Census on the Map.



About 46% of Newport residents worked in Newport.

Exhibit 59. Places where Newport Residents Were Employed, 2019

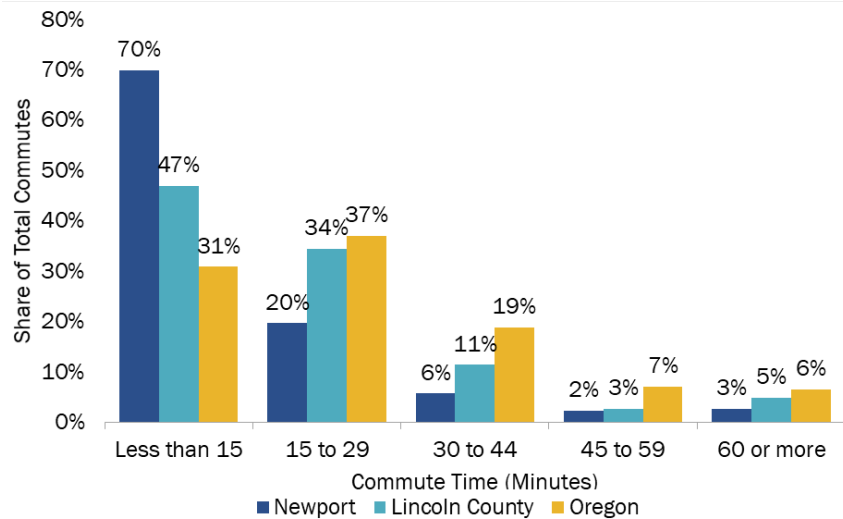
Source: US Census Bureau, Census On the Map.



Almost three-quarters of Newport residents (70%) had a commute time that took less than 15 minutes.

Exhibit 60. Commute Time by Place of Residence, Newport, Lincoln County, Oregon, 2015-2019

Source: US Census Bureau, 2015-2019 ACS 5-Year Estimate, Table B08303.



Populations with Special Needs

People Experiencing Homelessness

Gathering reliable data from individuals experiencing homelessness is difficult precisely because they are unstably housed. People can cycle in and out of homelessness and move around communities and shelters. Moreover, the definition of homelessness can vary between communities. Individuals and families temporarily living with relatives or friends are insecurely housed, but they are often neglected from homelessness data. Even if an individual is identified as lacking sufficient housing, they may be reluctant to share information. The COVID-19 pandemic further exacerbated these challenges. As a result, information about people experiencing homelessness in Newport is not readily available and this section presents information about people experiencing homelessness in Lincoln County.

According to HUD's 2021 Annual Homeless Assessment Report (AHAR), across the United States, the number of people experiencing *sheltered* homelessness has been decreasing since 2015, but the drop between 2020 and 2021 was steeper than in recent years.⁵³ It is likely that some of this decline is due to COVID-related precautions that resulted in fewer beds available (due to the need to have more space between beds). Other factors include people being unwilling to use shelter beds due to health risks as well as eviction moratoria and stimulus payments which may have prevented people from needing emergency shelter.

Pandemic-related disruptions to *unsheltered* homelessness counts made it difficult to determine if this population is increasing or decreasing in communities. Many communities chose not to conduct unsheltered PIT counts due to the risk of increasing COVID-19 transmission. While the communities that conducted unsheltered counts seem to indicate that this population did not increase, trends on unsheltered homelessness are known for only half of communities.

This section uses the following sources of information:

Point-in-Time (PIT) Count: The PIT count is a snapshot of individuals experiencing homelessness on a single night in a community. It records the number and characteristics (e.g., race, age, veteran status) of people who live in emergency shelters, transitional housing, rapid rehousing, Safe Havens, or PSH—as well as recording those who are unsheltered. HUD requires that communities and Continuums of Care (CoC) perform the PIT count during the last ten days of January on an annual basis for sheltered people and on a biennial basis for unsheltered people. Though the PIT count is not a comprehensive survey, it serves as a measure of homelessness at a given point of time and is used for policy and funding decisions.

McKinney Vento Data: The McKinney Vento Homeless Assistance Act authorized, among other programs, the Education for Homeless Children and Youth (EHCY) Program to support the academic progress of children and youths experiencing homelessness. The US Department of Education works with state coordinators and local liaisons to collect performance data on students experiencing homelessness. The data records the number of school-aged children who live in shelters or hotels/motels and those who are doubled up, unsheltered, or unaccompanied. This is a broader definition of homelessness than that used in the PIT.

Although these sources of information are known to undercount people experiencing homelessness, they are consistently available for counties in Oregon.

⁵³ The U.S. Department of Housing and Urban Development (2021). The 2021 Annual Homeless Assessment Report (AHAR) to Congress. Office of Community Planning and Development.

The Oregon Statewide Homelessness Estimates 2021 report from the Oregon Housing and Community Services presented two counts in their report—estimated and reported counts. The estimated counts were developed to address concerns that data limitations imposed by the COVID-19 pandemic resulted in an undercount.⁵⁴ This report uses the estimated count.

Lincoln County’s Point-in-Time Homeless count increased between 2017 and 2021.

Exhibit 61. Number of Persons Homeless, Lincoln County, Point-in-Time Count, 2017, 2019, and 2021

Source: Oregon Housing and Community Services and Annual Homeless Assessment Report (AHAR) data.
 Note: OHCS reported two counts in 2021 – estimated and reported counts. This report uses the estimated counts.

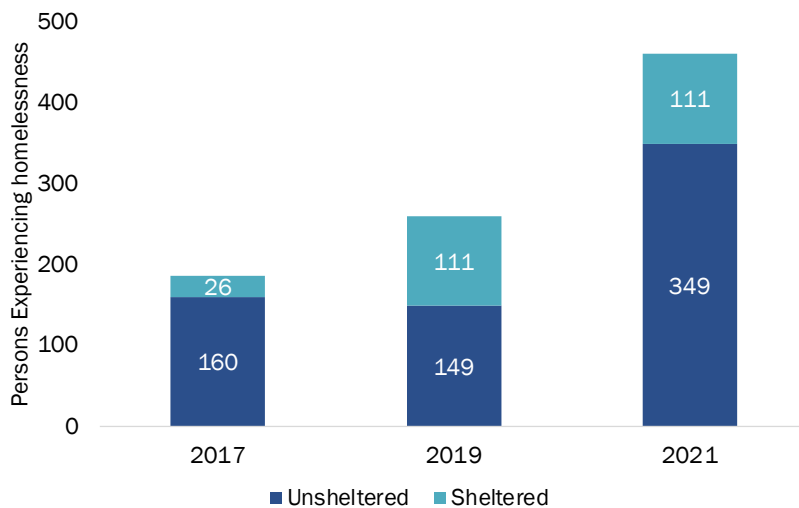


In 2021, an estimated 460 people experienced homelessness in Lincoln County, the majority of which were unsheltered.

Oregon Housing and Community Services presented two counts in 2021 – estimated and reported counts. The estimated counts were developed to address concerns that data limitations imposed by the COVID-19 pandemic resulted in an undercount. This report uses the estimated count.

Exhibit 62. Number of Persons Homeless by Living Situation, Lincoln County, Point-in-Time Count, 2017, 2019, and 2021

Source: Oregon Housing and Community Services and Annual Homeless Assessment Report (AHAR) data.
 Note: OHCS reported two counts in 2021 – estimated and reported counts. This report uses the estimated counts.



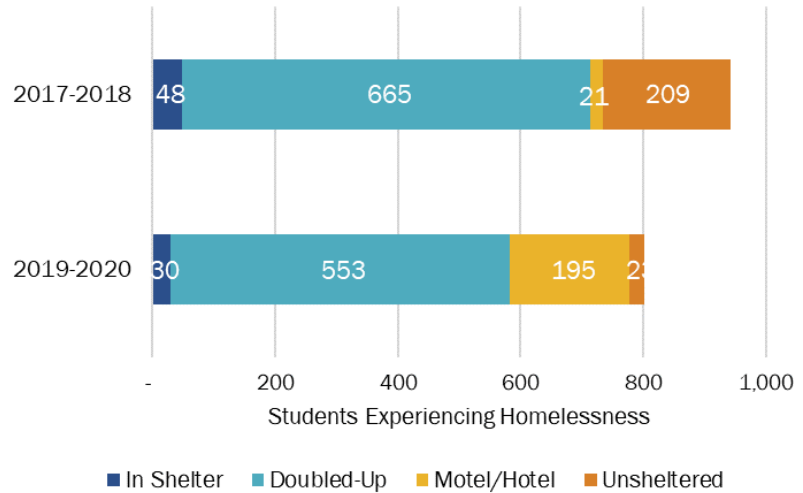
⁵⁴ The *reported* count for sheltered homelessness is what was collected/reported while the *estimated* count is the largest sheltered count reported during 2019-2021 in Josephine County. For unsheltered, the 2021 PIT count is not available for all counties, so the report modeled it by adding the predicted 2019-2021 change, determined through analysis of past trends and other homelessness data, to the 2019 PIT count.

From the 2018-19 school year to the 2019-20 school year, student homelessness decreased by 15% (142 students), from 943 students to 801 students.

Of the 801 students in 2019-20 experiencing homelessness, 112 were unaccompanied.

Exhibit 63. Students Homeless by Living Situation, Lincoln County School District, 2018-2019 and 2019-2020

Source: McKinney Vento, Homeless Student Data.



Based on the Oregon’s Regional Housing Capacity Analysis, Newport will need about 314 housing units to accommodate people experiencing homelessness in the 2020-2040 period.

Exhibit 64. Estimate of Future Housing Need for People Experiencing Homelessness, Newport, 2020 to 2040

Source: From the Report *Implementing a Regional Housing Capacity Analysis Methodology in Oregon: Approach, Results, and Initial Recommendations* by ECONorthwest, August 2020.

314 Dwelling Units

New Units Needed for People Experiencing Homelessness (2020-2040)

16 Dwelling Units

Annual Average

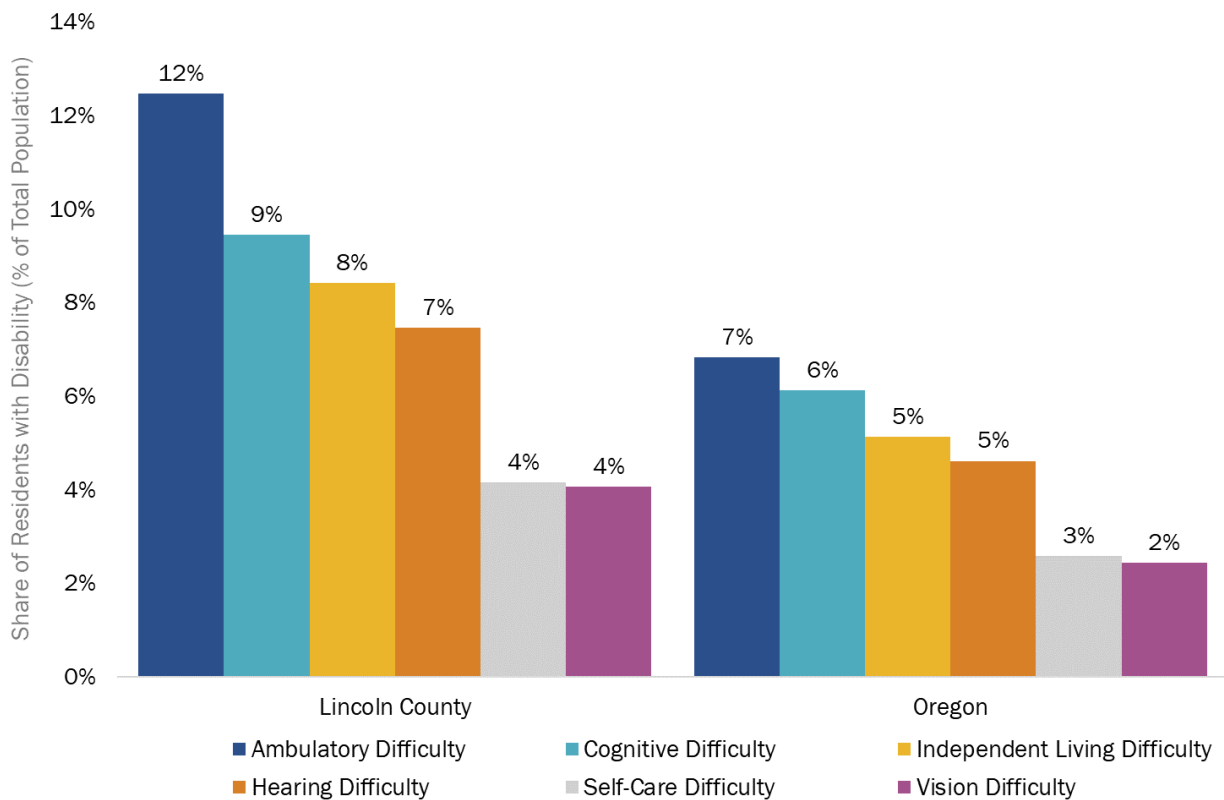
People with Disabilities

Exhibit 65 presents data on the share of residents living with disabilities in Lincoln County and Oregon.⁵⁵ Persons with disabilities often require housing accommodations such as single-story homes or ground floor dwelling units, unit entrances with no steps, wheel-in showers, widened doorways, and other accessibility features. Limited supply of these housing options poses additional barriers to housing access for these groups.

Unfortunately, the sample size for Newport is too small to have accurate disabilities data, so instead Exhibit 65 shows Lincoln County and Oregon disability data. Nearly a quarter of Lincoln County's population has one or more disabilities (about 11,298 people). It is reasonable to assume that Newport's share of population with disabilities is more similar to Lincoln County than Oregon's. That suggests that Newport has a larger share of households with all types of disabilities than the state average.

Exhibit 65. Persons Living with a Disability by Type and as a Percent of Total Population Lincoln County, Oregon, 2019

Source: US Census Bureau 2019 ACS, Table K201803.



⁵⁵ Data was not available for Newport city.

Seasonal workers and students

Newport has a seasonal economy, with more tourism in the summer. During the summer, businesses that cater to tourists need to add employees in businesses like hotels, restaurants, and stores. Newport is also home to a fishing and seafood processing industry which has two primary seasons. The summer season runs from May to October and requires a greater number of seasonal employees. The winter season (crab season) takes place between January and February and requires fewer seasonal employees than in the summer. In addition, the student population studying at OSU's HMSC increases substantially in the summer.

Seasonal employees and students compete with year-round residents and visitors for available, inexpensive housing. The wages of people employed in retail and accommodations and food services are about \$37,000 and \$29,000 respectively, below the Lincoln County average (\$46,000 in 2021).⁵⁶ Students also have low to no income but have access to loans and other funds to support them. However, they are typically seeking lower-cost housing. Most seasonal workers in the seafood processing industry rely on company-supplied, lower-cost workforce housing.

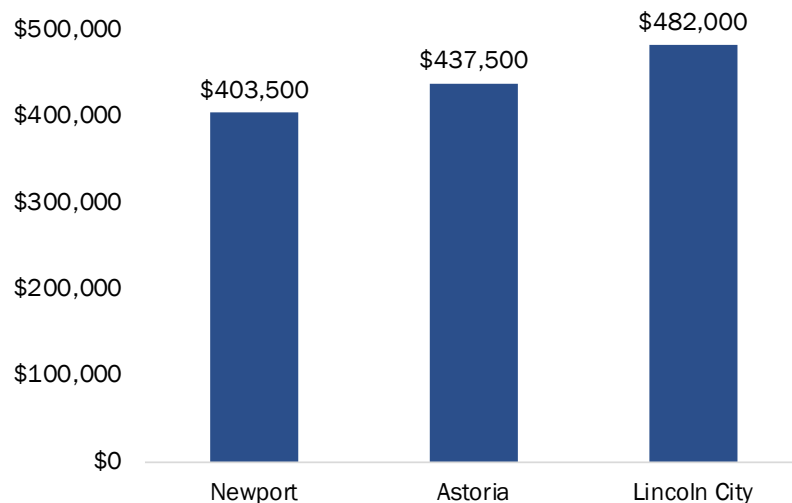
Regional and Local Trends Affecting Affordability in Newport

This section describes changes in sales prices, rents, and housing affordability in Newport, compared to other geographies in the region. Newport's median home sales price was about \$403,500 (Exhibit 66) in December 2021.

Changes in Housing Costs

Newport's median home sales price was less than both Astoria's and Lincoln City's in December 2021.

Exhibit 66. Median Home Sales Price, Newport and Comparison Cities, December 2021
Source: Property Radar



⁵⁶ Oregon Employment Department, Quarterly Census of Employment and Wages, 2021.

Newport's median home sales price was generally in line with other comparison coastal cities.

Between December of 2016 to December of 2021, the median sales price in Newport increased by \$198,000 (96%) from \$205,500 to \$403,500

Exhibit 67. Median Sales Price, Newport and Comparison Cities, Dec 2016 through Dec 2021

Source: Property Radar

Note: We omitted the median sales in Newport for April 2019, which was an outlier of \$895,000.

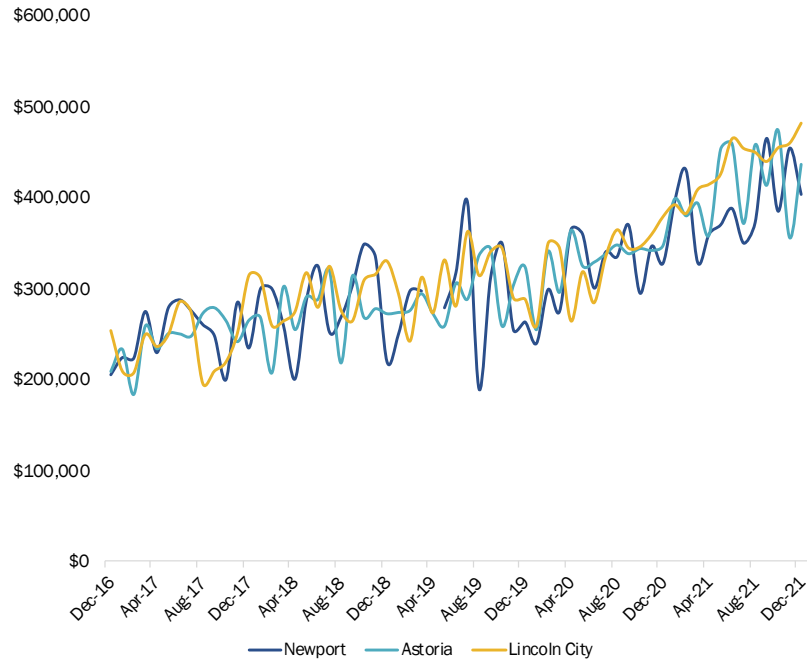
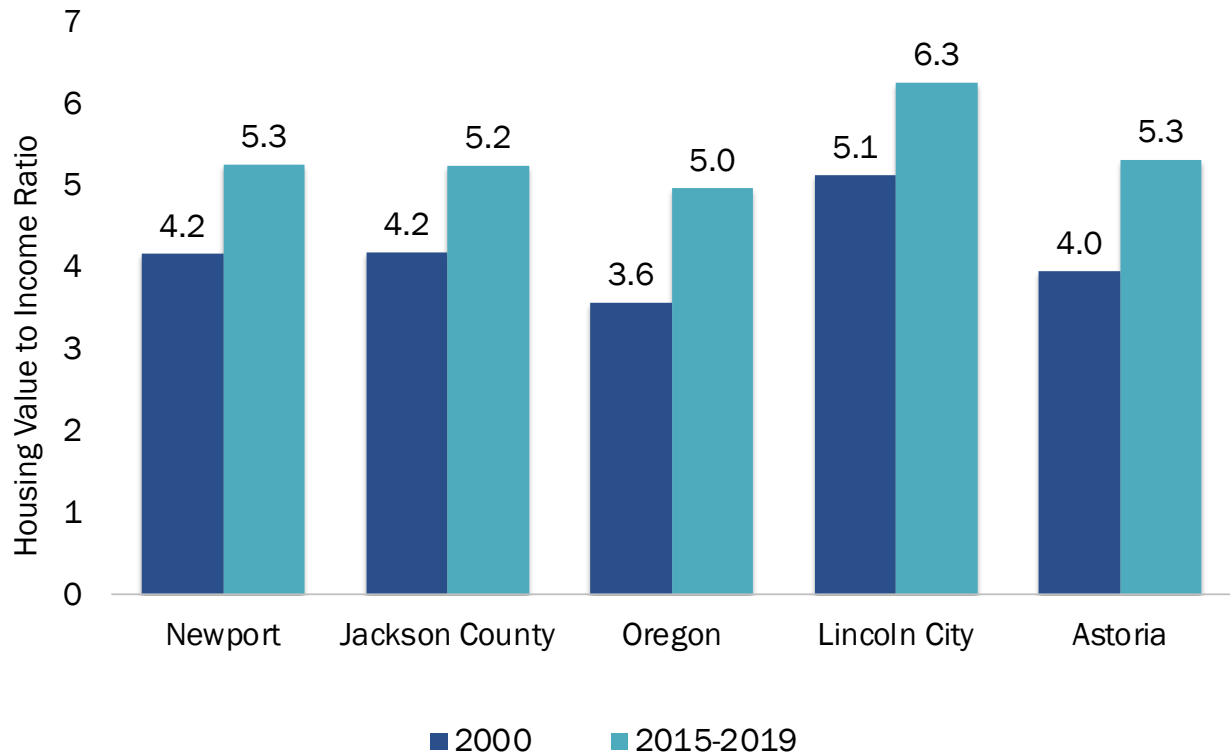


Exhibit 68 shows that, since 2000, housing costs in Newport increased faster than incomes. The household-reported median value of a house in Newport was 4.2 times the median household income in 2000 and 5.3 times the median household income in the 2015-2019 period.

Exhibit 68. Ratio of Median Housing Value to Median Household Income, Newport, Lincoln County, Oregon, and Comparison Cities, 2000 to 2015-2019⁵⁷

Source: US Census Bureau, 2000 Decennial Census (Table HCT012, H085); 2015-2019 ACS (Table B19013, B25077).



⁵⁷ This ratio compares the median value of housing in Newport (and other places) to the median household income. Inflation-adjusted median owner values in Newport increased from \$202,715 in 2000 to \$258,000 in 2015-2019. Over the same period, inflation-adjusted median income increased from \$48,653 to \$49,039.

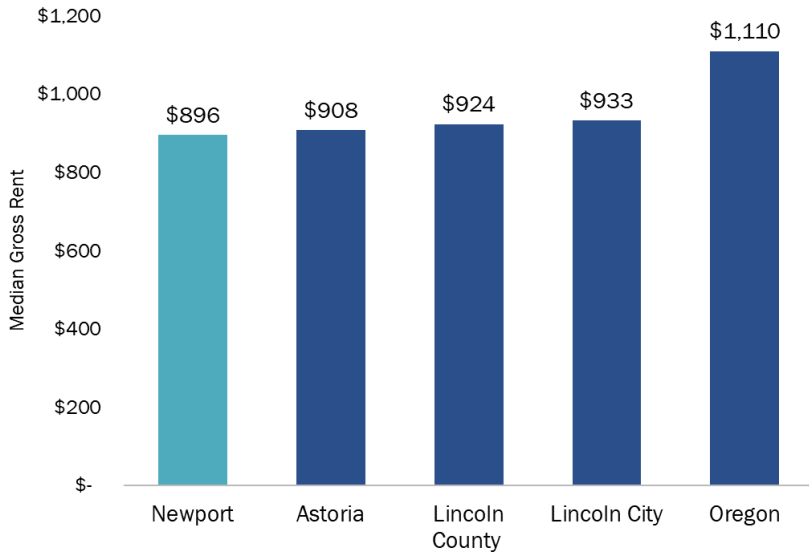
Rental Costs

Median rental costs in Newport were lower than Lincoln County and the state. The charts below show gross rent (which includes the cost of rent plus utilities) based on Census data.

The median gross rent in Newport was \$896 in the 2015-2019 period.

Exhibit 69. Median Gross Rent, Newport, Lincoln County, Oregon, and Comparison Cities, 2015-2019

Source: US Census Bureau, 2015-2019 ACS 5-Year Estimate, Table B25064.

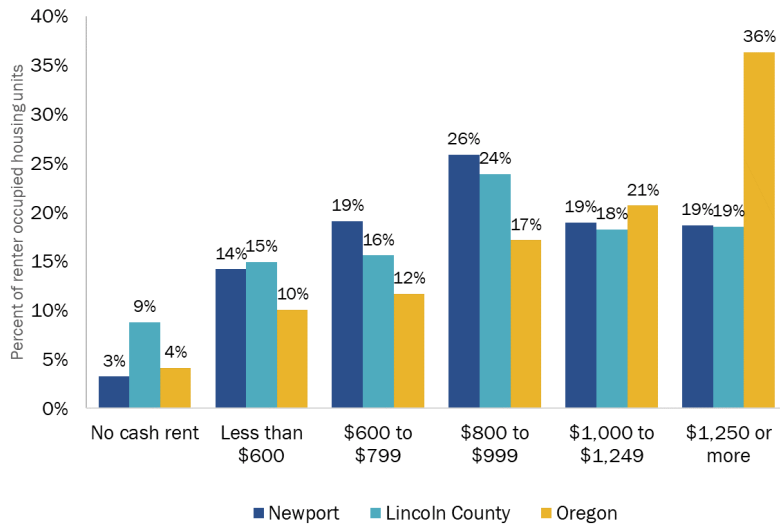


About 62% of renters in Newport pay less than \$1,000 per month, compared to 63% of renters in Lincoln County and 43% of renters in Oregon.

About 19% of Newport's renters pay \$1,250 or more in gross rent per month, a similar share to Lincoln County but far lower than that of the state.

Exhibit 70. Gross Rent, Newport, Lincoln County, and Oregon, 2015-2019

Source: US Census Bureau, 2015-2019 ACS Table B25063.

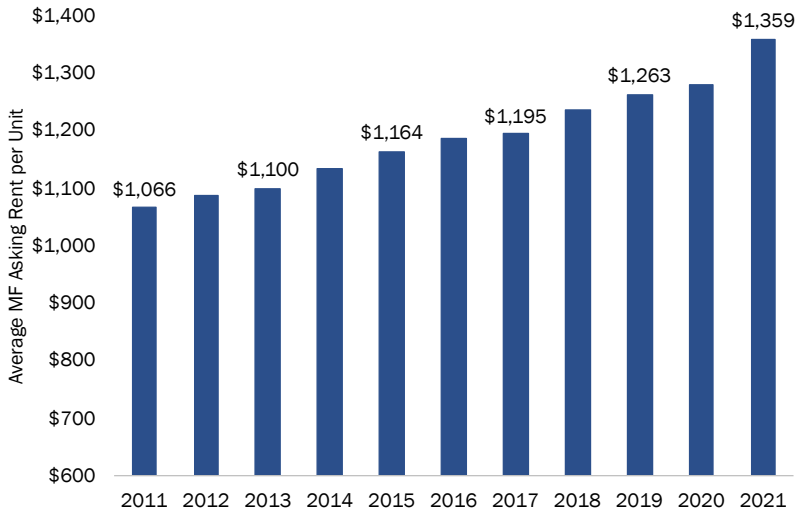


The average asking price per multifamily unit in Newport has increased steadily over the past decade.

Between 2011 and 2021, Newport's average multifamily asking rent increased by about \$293, from \$1,066 per month to \$1,359 per month.

Exhibit 71. Average Multifamily Asking Rent per Unit, Newport, 2011 through 2021

Source: CoStar.

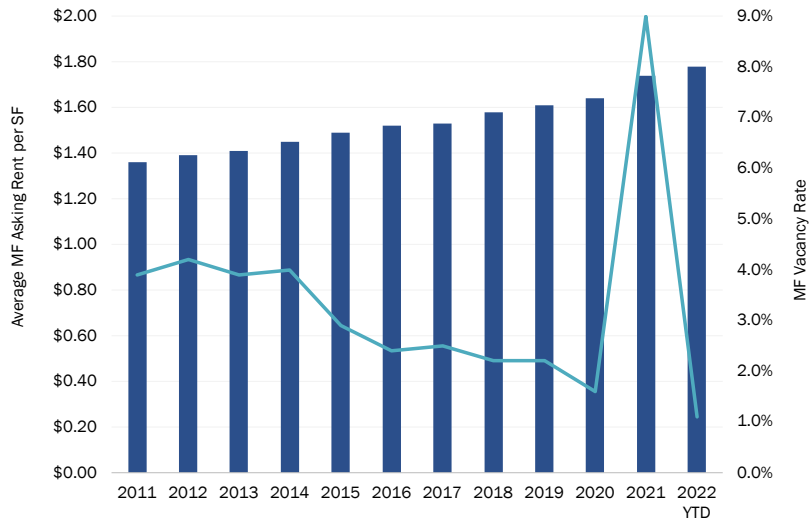


In 2021, Newport's average multifamily asking rent was \$1.78 per square foot at the beginning of 2022, up from \$1.36 per square foot in 2011.

In 2020 and 2021, 176 multifamily units were completed. The increased vacancy rate in 2021 was likely the result of absorption of the new units.

Exhibit 72. Average Multifamily Asking Rent per Square Foot and Average Multifamily Vacancy Rate, Newport, 2011 through 2022 YTD

Source: CoStar. March 2022



Housing Affordability

A typical standard used to determine housing affordability is that a household should pay no more than a certain percentage of household income for housing, including payments and interest or rent, utilities, and insurance. The Department of Housing and Urban Development’s guidelines indicate that households paying more than 30% of their income on housing experience “cost burden” and households paying more than 50% of their income on housing experience “severe cost burden.” Using cost burden as an indicator is one method of determining how well a city is meeting the Goal 10 requirement to provide housing that is affordable to all households in a community.

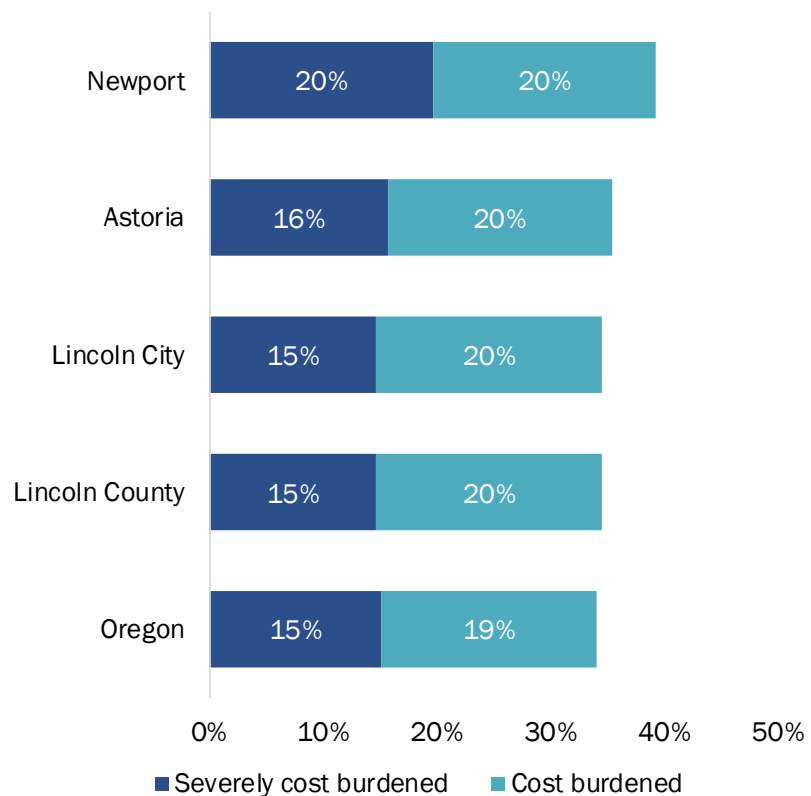
About 40% of Newport’s households were cost burdened in the 2016-2020 period and 20% were severely cost burdened. In this period, about 53% of renter households were cost burdened or severely cost burdened, compared with 28% of homeowners. Overall, a larger share of households in Newport experienced cost burden, compared to households in Lincoln County and Oregon.

Overall, about 40% of all households in Newport were cost burdened.

Newport had a higher share of cost-burdened households than Lincoln County and the state.

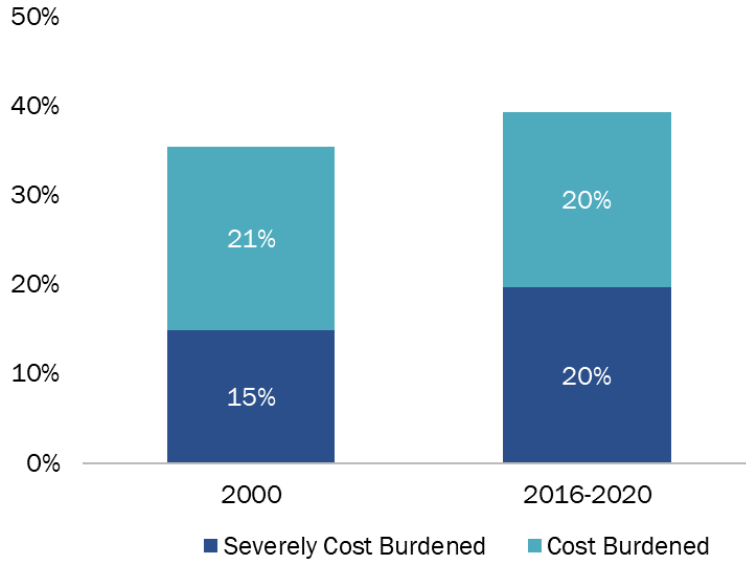
Exhibit 73. Housing Cost Burden, Newport, Lincoln County, Oregon, Other Comparison Cities, 2016-2020

Source: US Census Bureau, 2016-2020 ACS Tables B25091 and B25070.



From 2000 to the 2016-2020 period, the share of cost-burdened households grew by 4% in Newport.

Exhibit 74. Change in Housing Cost Burden, Newport, 2000 to 2016-2020
 Source: US Census Bureau, 2000 Decennial Census, Tables H069 and H094 and 2016-2020 ACS Tables B25091 and B25070.

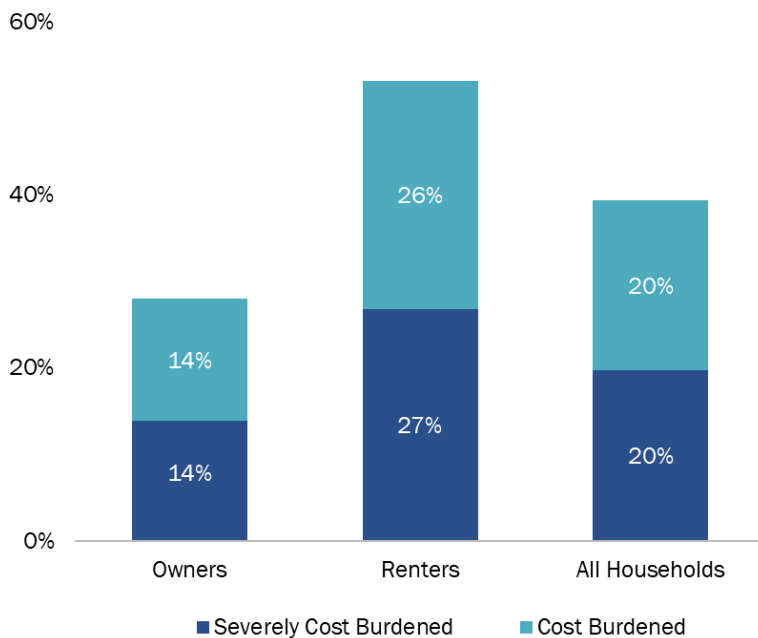


Renters are much more likely to be cost burdened than homeowners.

In the 2016-2020 period, about 53% of Newport’s renters were cost burdened or severely cost burdened, compared to 28% of homeowners.

About 27% of Newport’s renters were severely cost burdened (meaning they paid more than 50% of their income on housing costs).

Exhibit 75. Housing Cost Burden by Tenure, Newport, 2016-2020
 Source: US Census Bureau, 2016-2020 ACS Tables B25091 and B25070.

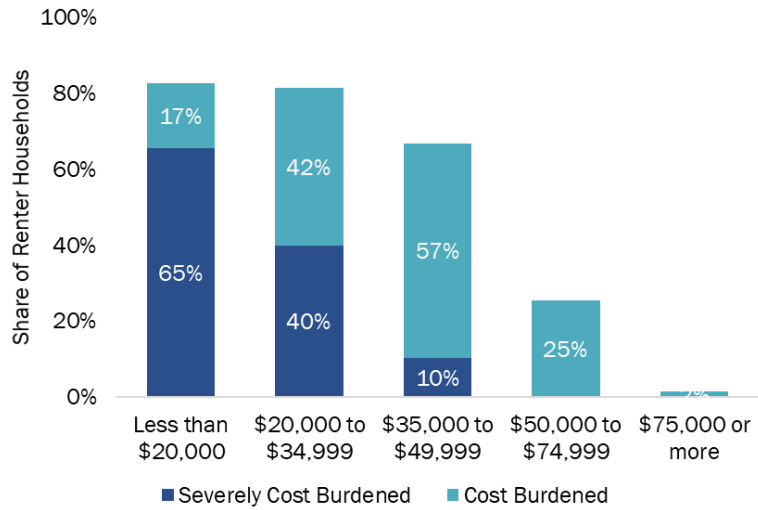


Cost burden is highest for the households with the lowest incomes.

Most households earning less than \$35k are cost burdened.

Exhibit 76. Cost-Burdened Renter Households, by Household Income, Newport, 2016-2020

Source: US Census Bureau, 2016-2020 ACS Table B25074.



About 49% of POC households were cost burdened or severely cost burdened compared to 41% of white households.

About 26% of POC households were severely cost burdened, spending 50% or more of their gross income on housing.

Exhibit 77. Cost Burdened Households by Race and Ethnicity, Newport, 2014-2018

Source: CHAS Table 9. 2014-2018.

Note: POC category includes Hispanic or Latino (all races)

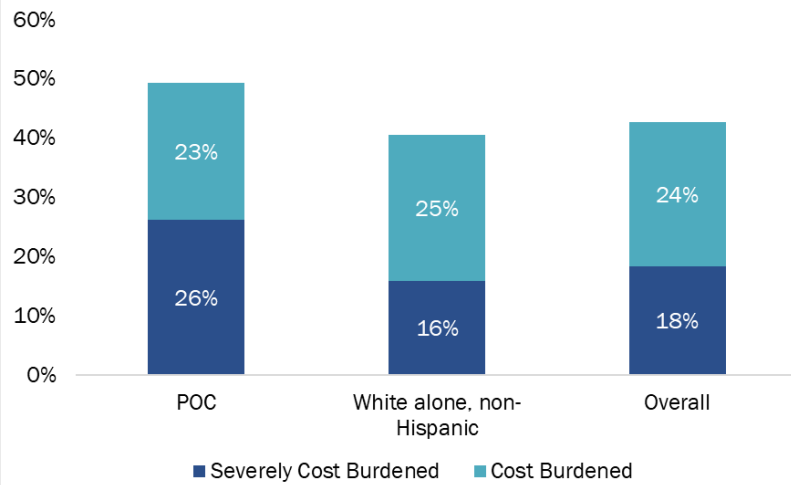


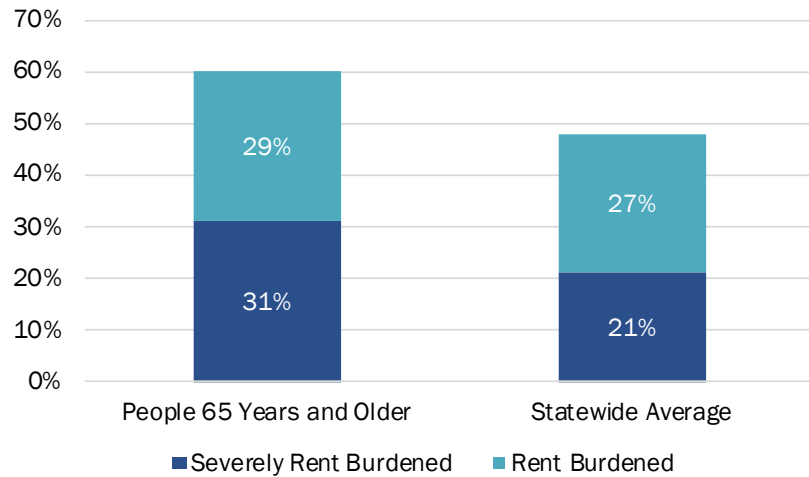
Exhibit 78 through Exhibit 80 show cost burden in Oregon for renter households for seniors, people of color, and people with disabilities.⁵⁸ This information is not readily available for a city with a population as small as Newport, which is why we present statewide information. These exhibits show that these groups experience cost burden at higher rates than the overall statewide average.

Renters 65 years of age and older were disproportionately rent burdened compared to the state average.

About 60% of renters aged 65 years and older were rent burdened, compared with the statewide average of 48% of renters.

Exhibit 78. Cost-Burdened Renter Households, for People 65 Years of Age and Older, Oregon, 2018

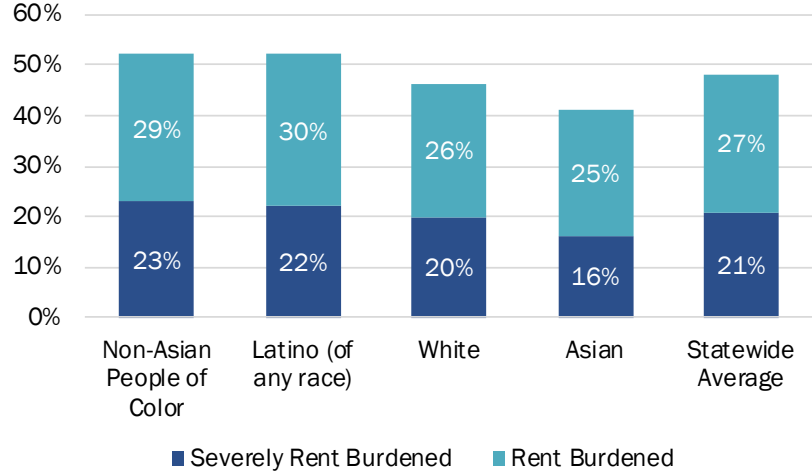
Source: US Census, 2018 ACS 1-Year PUMS Estimates. From the Report *Implementing a Regional Housing Needs Analysis Methodology in Oregon: Approach, Results, and Initial Recommendations* by ECONorthwest, August 2020.



⁵⁸ From the report *Implementing a Regional Housing Needs Analysis Methodology in Oregon*, prepared for Oregon Housing and Community Services by ECONorthwest, March 2021.

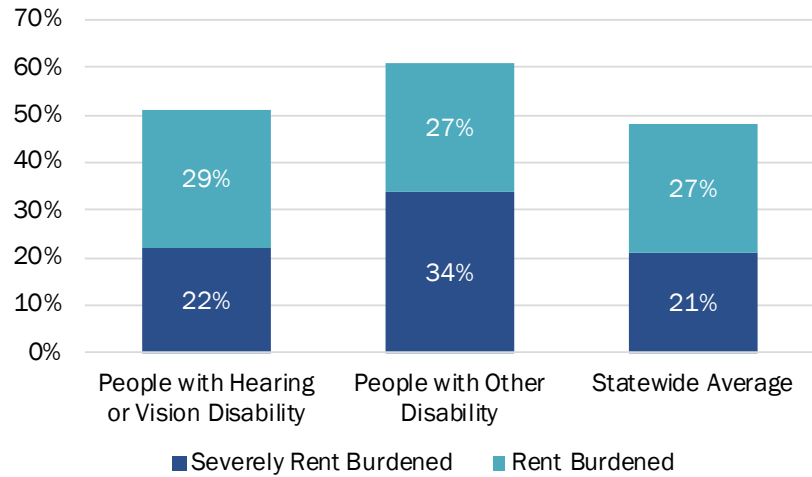
Compared to the average renter household in Oregon, those that identified as a non-Asian person of color or as Latino were disproportionately rent burdened.

Exhibit 79. Cost-Burdened Renter Households, by Race and Ethnicity, Oregon, 2018
 Source: US Census, 2018 ACS 1-Year PUMS Estimates. From the Report *Implementing a Regional Housing Needs Analysis Methodology in Oregon: Approach, Results, and Initial Recommendations* by ECONorthwest, August 2020.



Renters with a disability in Oregon were disproportionately cost burdened.

Exhibit 80. Cost-Burdened Renter Households, for People with Disabilities, Oregon, 2018
 Source: US Census, 2018 ACS 1-Year PUMS Estimates. From the Report *Implementing a Regional Housing Needs Analysis Methodology in Oregon: Approach, Results, and Initial Recommendations* by ECONorthwest, August 2020.



While cost burden is a common measure of housing affordability, it does have some limitations. Two important limitations are:

- A household is defined as cost burdened if the housing costs exceed 30% of their income, regardless of actual income. The remaining 70% of income is expected to be spent on nondiscretionary expenses, such as food or medical care, and on discretionary expenses. Households with higher incomes may be able to pay more than 30% of their income on housing without impacting the household’s ability to pay for necessary nondiscretionary expenses.
- Cost burden compares income to housing costs and does not account for accumulated wealth. As a result, the estimate of how much a household can afford to pay for housing does not include the impact of a household’s accumulated wealth. For example, a household of retired people may have relatively low income but may have accumulated assets (such as profits from selling another house) that allow them to purchase a house that would be considered unaffordable to them based on the cost-burden indicator.
- Cost burden does not account for debts, such as college loans, credit card debt, or other debts. As a result, households with high levels of debt may be less able to pay up to 30% of their income for housing costs.

Another way of exploring the issue of financial need is to review housing affordability at varying levels of household income.

Fair Market Rent for a 2-bedroom apartment in Lincoln County is \$1,040.

Exhibit 81. HUD Fair Market Rent (FMR) by Unit Type, Lincoln County, 2021

Source: US Department of Housing and Urban Development.

\$686	\$835	\$1,040	\$1,488	\$1,801
Studio	1-Bedroom	2-Bedroom	3-Bedroom	4-Bedroom

A household must earn at least \$20.00 per hour to afford a two-bedroom unit at Fair Market Rent (\$1,040) in Lincoln County.

Exhibit 82. Affordable Housing Wage, Lincoln County, 2021

Source: US Department of Housing and Urban Development; Oregon Bureau of Labor and Industries.

\$20.00 per hour

Affordable housing wage for two-bedroom unit in Lincoln County

The Median Family Income (MFI) in Lincoln County in 2021 was \$57,400 for a household of four people. MFI is a standard used (and defined) by US Department of Housing and Urban Development on a county-by-county basis. It is used to estimate affordable rental costs for income-restricted housing based on household size. A household earning Lincoln County’s MFI (\$57,400) can afford a monthly rent of about \$1,440 or a home roughly valued between \$201,000 and \$230,000. As Exhibit 84 shows, about 33% of Newport’s households have an income less than \$28,700 (50% or less of MFI) and cannot afford a two-bedroom apartment at Lincoln County’s Fair Market Rent (FMR) of \$1,040.

To afford the average asking rent of \$1,360 (which does not include basic utility costs), a household would need to earn about \$54,400 or 95% of MFI. About 54% of Newport’s households earn less than \$54,000 and cannot afford these rents. In addition, about 16% of Newport’s households have incomes of less than \$17,220 (30% of MFI) and are at risk of becoming homeless.

To afford the median home sales price of \$403,500, a household would need to earn about \$107,000 or 186% of MFI. About 12% of Newport’s households have income sufficient to afford this median home sales price.

Exhibit 83. Financially Attainable Housing, by Median Family Income (MFI) for Lincoln County (\$57,400) 2021

Source: US Department of Housing and Urban Development, Lincoln County, 2021. Oregon Employment Department.

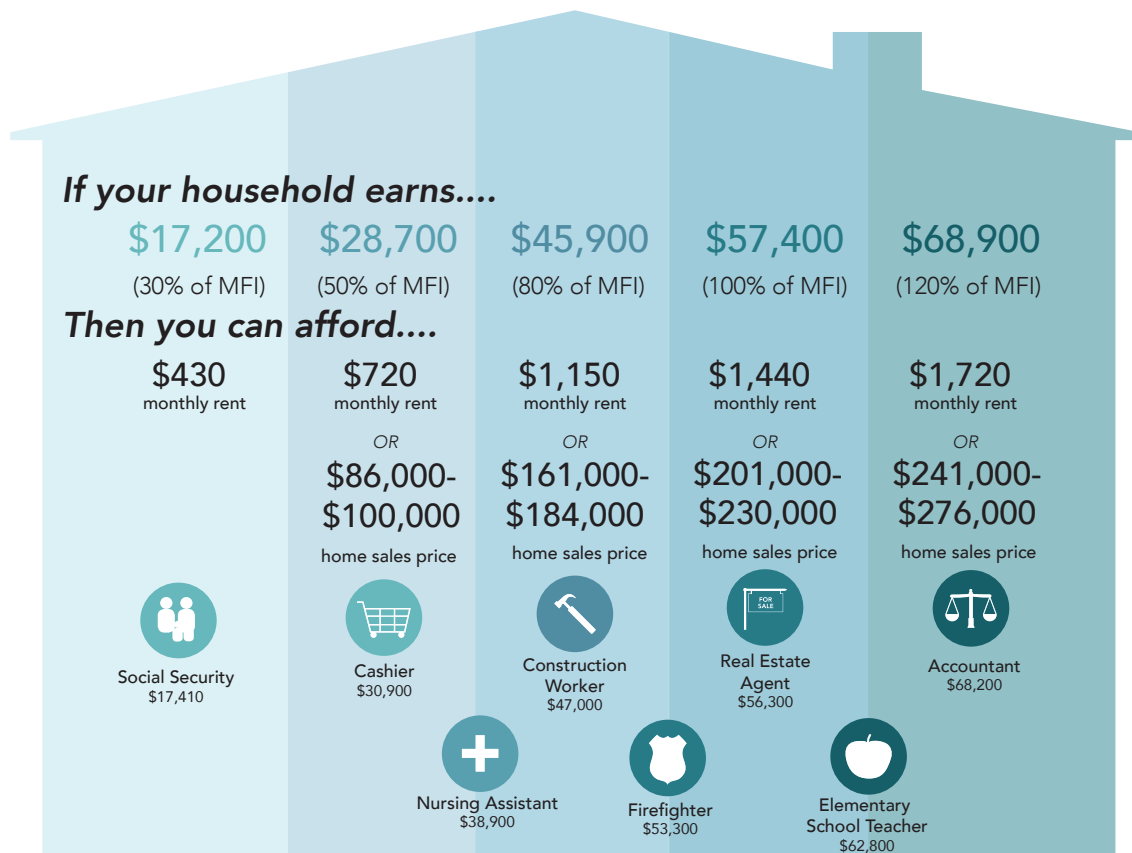


Exhibit 84 shows that 33% of Newport’s households are extremely low or very low income, with incomes below \$28,700 (below 50% of MFI). These households can afford monthly rents of \$720 or less, which is below the HUD Fair Market Rent of \$1,040 and below the average market rent of \$1,360. Private housing developers generally cannot build housing affordable to households in these income groups because the rents are too low to pay for the cost of development. Newly built housing for households with these incomes is generally income-restricted affordable housing, built with government subsidy.

About 15% of households in Newport are low income, with incomes between \$29,000 and \$46,000 (50%-80% of MFI). These households can afford rents of \$720 to \$1,150. The lowest-income households in this group cannot afford the HUD Fair Market Rent of \$1,040 for a two-bedroom apartment. None in this income group can afford the average market rent of \$1,360. Private housing developers generally cannot build housing affordable to households in this income group because the rents are too low to pay for the cost of development. Newly built housing for households in this income group is less commonly built and generally has some form of government subsidy to make the development financially feasible.

About 18% of Newport’s households are middle income (with incomes between \$46,000 and \$69,000) and 33% are high income (with incomes above \$69,000). Most of these households can afford rental housing in Newport, and some can afford the cost of homeownership (generally households with incomes above \$69,000). Private housing developers can build most types of housing affordable to these income groups without government subsidy.

Exhibit 84. Share of Households by Median Family Income (MFI) for Lincoln County, Newport, 2019
 Source: US Department of HUD, Lincoln County, 2021. US Census Bureau, 2015-2019 ACS Table B19001.

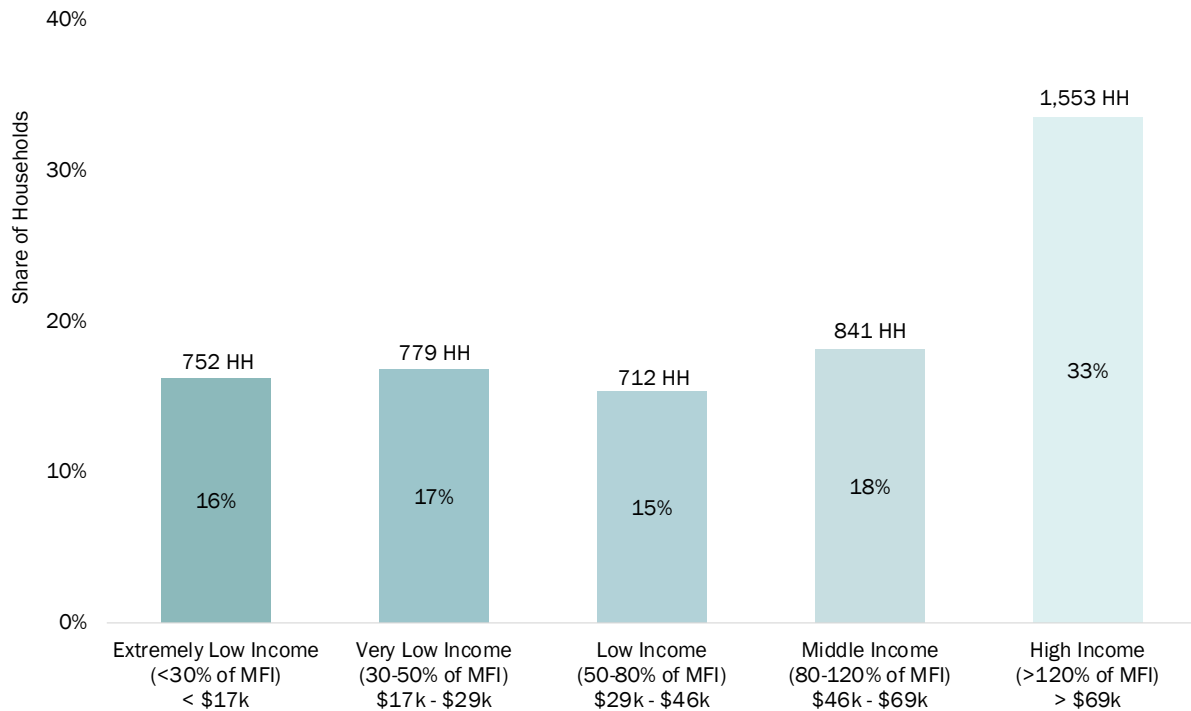


Exhibit 85 compares the number of households by income category with the number of units affordable to those households in Newport. Newport currently has a deficit of 664 housing units for households earning 0-50% of the MFI (less than \$28,700 per year) and a deficit of 258 units for households earning 50-80% of the MFI (\$28,700 to \$45,921 per year), resulting in cost burden of these households. This indicates a deficit of more affordable housing types (such as government-subsidized housing, existing lower-cost apartments, and manufactured housing).

In contrast, some households in Newport are renting or buying down, which means that they are occupying units affordable to lower-income households. About 116 households earning 50-80% of the MFI (\$28,700 to \$45,920 per year) and 753 earning more than 80% of the MFI (more than \$45,921 per year) are renting or buying down. These households could afford more costly housing but either choose to live in less costly housing or cannot find higher-cost housing that meets their needs.

Exhibit 85. Unit Affordability by Household Income, Newport, 2014-2018

Source: CHAS, 2014-2018, Table 18.

Unit Affordability	Household Income			Total
	0-50% MFI \$0 to \$28,700	50-80% MFI \$28,701 to \$45,920	80% MFI \$45,921 +	
0-50% (Monthly housing costs of \$29,000 or less)	378	116	193	687 *Renting/
50-80% (Monthly housing costs of \$29,000-\$46,000)	Cost 384	340	560	1,284 Buying Down*
+80% (Monthly housing costs of \$46,000 or more)	Burdened 280	258	2,047	2,585

Summary of the Factors Affecting Newport’s Housing Needs

The purpose of the analysis thus far has been to provide background on the kinds of factors that influence housing choice. While the number and interrelationships among these factors ensure that generalizations about housing choice are difficult to make and prone to inaccuracies, it is a crucial step to informing the types of housing that will be needed in the future.

There is no question that age affects housing type and tenure. Mobility is substantially higher for people aged 20 to 34. People in that age group will also have, on average, less income than people who are older, and they are less likely to have children. These factors mean that younger households are much more likely to be renters, and renters are more likely to be in multifamily housing.

The data illustrates what more detailed research has shown and what most people understand intuitively: life cycle and housing choice interact in ways that are predictable in the aggregate, age of the household head is correlated with household size and income, household size and age of household head affect housing preferences, and income affects the ability of a household to afford a preferred housing type. The connection between socioeconomic and demographic factors and housing choice is often described informally by giving names to households with certain combinations of characteristics: the "traditional family," the "never-marrieds," the "dinks" (dual income, no kids), and the "empty nesters." Thus, simply looking at the long wave of demographic trends can provide good information for estimating future housing demand.

Still, one is ultimately left with the need to make a qualitative assessment of the future housing market. The following is a discussion of how demographic and housing trends are likely to affect housing in Newport over the next 20 years:

- **Growth in housing will be driven by growth in population.** Between 2000 and 2019, Newport’s population grew by 1,027 people (11%). The population in Newport’s UGB is forecasted to grow from 12,010 to 13,358, an increase of 1,348 people (11%) between 2022 and 2042.⁵⁹
- **Housing affordability is a growing challenge in Newport.** Housing affordability is a challenge in most coastal communities in Oregon, and Newport is affected by these regional trends. Housing prices continue to increase faster than incomes in Newport and Lincoln County, which is consistent with state and national challenges. About 29% of

⁵⁹ Newport’s official population forecast from the Oregon Population Forecast Program through Portland State University (PSU) projects that Newport will increase by 248 people between 2022 and 2042, at an annual average growth rate of 0.1%. Newport considered this growth for the official analysis of land sufficiency within the Newport UGB, as required by Goal 10, OAR 660-008, and OAR 660-032.

Given that Newport’s growth rate over the past 20 years has been much greater than current official forecast, it is reasonable to assume that the official forecast may be under projecting the future population. For planning purposes, this report relies on the historical growth rate rather than the official population forecast, which will allow the City to better prepare for an uncertain future (shown in Exhibit 37). Even when using the historical growth rate to project future population growth, Newport has sufficient land capacity to accommodate growth.

Newport's housing stock is multifamily housing (about 29% of the city's housing stock) and over half of renter households are cost burdened (53%). Newport's key challenge over the next 20 years is providing opportunities for the development of relatively affordable housing of all types, such as lower-cost single-family housing, townhomes, cottage housing, duplexes, triplexes, quadplexes, market-rate multifamily housing, and government-subsidized affordable housing. Recent development trends show that substantially more multifamily housing has been built in Newport between 2018 and 2021 than in the preceding decade.

- **Without continued changes in housing policy, on average, future housing will look a lot like past housing.** That is the assumption that underlies any trend forecast, and one that is important when trying to address demand for new housing.

The City's residential policies can impact the amount of change in Newport's housing market, to some degree. Newport adopted policies that support development of more multifamily housing, including income-restricted affordable housing in recent years. These changes begin to address the city's unmet housing needs. Newport will consider opportunities for additional policy changes in development of the *Housing Production Strategy* report.

- **If the future differs from the past, it is likely to move in the direction, on average, of smaller units and more diverse housing types.** Most of the evidence suggests that the bulk of the change will be in the direction of smaller average house and lot sizes for single-family housing. This includes providing opportunities for the development of smaller single-family detached homes, accessory dwelling units, cottage housing, townhomes, duplexes through quadplexes, and multifamily housing. However, the continued impact of the COVID-19 pandemic may trigger a reversal of these trends, if more working-aged persons transition to permanent work-from-home situations.

Key demographic and economic trends that will affect Newport's future housing needs are (1) the aging of baby boomers, (2) the aging of millennials and Generation Z, and (3) the continued growth in the Hispanic and Latino population.

- *The baby boomer population is continuing to age.* Household sizes decrease as this population ages. Most baby boomers are expected to remain in their homes as long as possible, downsizing or moving when illness or other issues cause them to move. Demand for specialized senior housing, such as age-restricted housing or housing in a continuum of care from independent living to nursing home care, may grow in Newport.
- *Millennials and Generation Z will continue to form households and make a variety of housing choices.* As millennials and Generation Z age, generally speaking, their household sizes will increase, and their homeownership rates will peak by about age 55. Between 2022 and 2042, millennials and Generation Z will be a key driver in demand for housing for families with children. The ability to attract millennials and Generation Z will depend on the City's availability of renter and ownership housing that is large enough to accommodate families while still being relatively affordable.

Homeownership is becoming increasingly common among millennials but financial barriers to homeownership remain for some millennials and Generation Z, resulting in need to rent housing, even if they prefer to become homeowners. Housing preferences for Generation Z are not yet known but are expected to be similar to millennials, with the result that they will also need affordable housing, both for rental and later in life for ownership. Some millennials and Generation Z households will occupy housing that is currently occupied but becomes available over the planning period, such as housing that is currently owned or occupied by baby boomers. The need for housing large enough for families may be partially accommodated by these existing units.

- *Hispanic and Latino population will continue to grow.* Hispanic and Latino population growth will be an important driver in growth of housing demand, both for owner and renter-occupied housing. Growth in the Hispanic and Latino population will drive demand for housing for families with children. Given the lower income for Hispanic and Latino households, especially first-generation immigrants, growth in this group will also drive demand for affordable housing, both for ownership and renting.
- **Newport's housing market is impacted by the seasonality of its economy.** Newport's economy is highly seasonal, with more tourism and student activity and therefore housing demand during the summer months. The housing needs for these groups increase the demand for affordable housing, which is in short supply as it is. The fishing and seafood processing industry creates demand for short-term workforce housing twice a year in line with the fishing seasons. The housing needs of these workers also increases the demand for affordable housing options that employers can maintain and manage cost effectively. Limited availability of housing limits employers' ability to attract seasonal (and permanent) employees to the area.

People who live part year in Newport could also benefit from the types of housing described above, especially smaller units. Solutions for temporary housing will come from different sources but could include development of smaller shared units, such as dormitory housing, studio apartments, accessory dwelling units, student housing, and other small, less costly housing.

In summary, an aging population; increasing housing costs; housing affordability concerns for millennials, Generation Z, and Latino populations; need for seasonal housing; and other variables are factors that support the need for smaller and less expensive units and a broader array of housing choices.

5. Housing Need in Newport

Projected New Housing Units Needed in the Next 20 Years

The results of the Housing Capacity Analysis are based on (1) the official population forecast for growth in Newport over the 20-year planning period, (2) information about Newport's housing market relative to Lincoln County, Oregon, and nearby cities, and (3) the demographic composition of Newport's existing population and expected long-term changes in the demographics of Lincoln County.

Forecast for Housing Growth

This section describes the key assumptions and presents an estimate of new housing units needed in Newport between 2022 and 2042. The key assumptions are based on the best available data.

- **Population.** A 20-year population forecast (in this instance, 2022 to 2042) is the foundation for estimating needed new dwelling units. Based on the historical growth rate from 2000 to 2021, Newport's UGB is projected to grow from 12,010 persons in 2022 to 13,358 persons in 2042, an increase of 1,348 people.⁶⁰
- **Household Size.** According to the 2015-2019 American Community Survey, the average household size in Newport was 2.21 people. **Thus, for the 2022 to 2042 period, we assume an average household size of 2.21 persons.**
- **Vacancy Rate.** The Census defines vacancy as "unoccupied housing units [that] are considered vacant. Vacancy status is determined by the terms under which the unit may be occupied, e.g., for rent, for sale, or for seasonal use only." The 2010 Census identified vacancy through an enumeration, separate from (but related to) the survey of households. The Census determines vacancy status and other characteristics of vacant units by enumerators obtaining information from property owners and managers, neighbors, rental agents, and others.
-

⁶⁰ Newport's official population forecast from the Oregon Population Forecast Program through Portland State University (PSU) projects that Newport will increase by 248 people between 2022 and 2042, at an annual average growth rate of 0.1%. Newport considered this growth for the official analysis of land sufficiency within the Newport UGB, as required by Goal 10, OAR 660-008, and OAR 660-032.

Given that Newport's growth rate over the past 20 years has been much greater than current official forecast, it is reasonable to assume that the official forecast may be under projecting the future population. For planning purposes, this report relies on the historical growth rate rather than the official population forecast, which will allow the City to better prepare for an uncertain future. Even when using the historical growth rate to project future population growth, Newport has sufficient land capacity to accommodate growth.

Vacancy rates are cyclical and represent the lag between demand and the market’s response to demand for additional dwelling units. Vacancy rates for rental and multifamily units are typically higher than those for owner-occupied and single-family dwelling units.

According to the 2015-2019 American Community Survey, Newport’s vacancy rate was 19.9%. To establish a more accurate housing need forecast that does not include second homes and units used for vacation rentals or infrequently, we removed the seasonal, recreational, and occasional use category from the calculation of vacancy rate. **For the 2022 to 2042 period, we assume a vacancy rate of 2.6%.**

Newport will have demand for 626 new dwelling units over the 20-year period, with an annual average of 31 dwelling units.⁶¹

Exhibit 86. Forecast of Demand for New Dwelling Units, Newport UGB, 2022 to 2042

Source: Calculations by ECONorthwest.

Variable	New Dwelling Units (2022-2042)
Change in persons	1,348
Average household size	2.21
New occupied DU	610
<i>times</i> Vacancy rate	2.6%
<i>equals</i> Vacant dwelling units	16
Total new dwelling units	626
Annual average of new dwelling units	31

⁶¹ Newport’s official population forecast from the Oregon Population Forecast Program through Portland State University (PSU) projects that Newport will increase by 248 people between 2022 and 2042. The City would need about 115 new dwelling units to accommodate this growth.

Housing Units Needed Over the Next 20 Years

Exhibit 86 presents a forecast of new housing in Newport's UGB for the 2022 to 2042 period. This section determines the needed mix and density for the development of new housing developed over this 20-year period in Newport.

Over the next 20 years, the need for new housing developed in Newport will generally include a wider range of housing types and housing that is more affordable. This conclusion is based on the following information, found in Chapter 3 and 4:

- Newport's existing housing mix is predominately single-family detached but more multifamily has been permitted (and developed) in recent years. In the 2015-2019 period, 64% of Newport's housing was single-family detached, 7% was single-family attached, 13% was duplex through quadplex, and 16% was multifamily housing (with five or more units per structure). Between 2009 and 2020, Newport issued building permits for 396 units, of which 45% were single-family units (both single-family detached and attached) and 55% were multifamily of all types.
- Demographic changes across Newport suggest increases in demand for single-family attached housing and multifamily housing. The key demographic and socioeconomic trends that will affect Newport's future housing needs are an aging population, increasing housing costs, and housing affordability concerns for millennials, Generation Z, and Latino populations. The implications of these trends are increased demand from smaller, older (often single person) households and increased demand for affordable housing for families, both for ownership and rent. In addition, demand for housing among seasonal workers increases demand for affordable housing.
- Newport's median household income was \$49,039, nearly \$14,000 less than the state's median income. Since 2000, housing costs in Newport increased faster than incomes, with inflation-adjusted incomes growing by 1% since 2000. In comparison, housing sales prices increased by 96% since December 2016 and average asking rents for multifamily housing increasing by 27% since 2011. The median value of a house in Newport was 4.2 times the median household income in 2000 and 5.3 times the median household income in the 2015-2019 period, illustrating the fact that housing costs grew faster than incomes.
- About 40% of Newport's households are cost burdened (paying 30% or more of their household income on housing costs). About 53% of Newport's **renters** are cost burdened (27% severely cost burdened) and about 28% of Newport's **homeowners** are cost burdened (14% severely cost burdened). Cost-burden rates in Newport are slightly higher than those in Lincoln County.
- Newport needs more affordable housing types for renters. To afford the average asking rent of \$1,360, a household would need to earn about \$54,400 or 95% of MFI. About 54% of Newport's households earn less than \$54,000 and cannot afford these rents. In addition, about 16% of Newport's households have incomes of less than \$17,220 (30% of MFI) and are at risk of becoming homeless.

- Newport needs more affordable housing types for homeowners. Housing sales prices increased in Newport over the last five years. Between December 2016 and December 2021, the median sales price in Newport increased by \$198,000 (96%).

A household earning 100% of Newport’s median family income (\$57,400) could afford a home valued between about \$201,000 and \$230,000, which is less than Newport’s median home sales price of \$403,500. A household can start to afford median home sales prices in Newport at about 186% of Newport’s median family income. About 12% of Newport’s households have incomes sufficient to afford this median home sales price.

These factors suggest that Newport needs a broader range of housing types with a wider range of price points than are currently available in Newport’s housing stock. This includes providing opportunity for the development of housing types across the affordability spectrum, such as single-family detached housing (e.g., small-lot single-family detached units, cottages, accessory dwelling units, and “traditional” single-family homes), townhouses, duplexes, triplexes, quadplexes, and multifamily buildings with five or more units.

Exhibit 87 shows the forecast of needed housing in the Newport UGB during the 2022 to 2042 period. The projection is based on the following assumptions:

- Newport’s forecast for population growth shows that the city will add 1,348 people over the 20-year period. Exhibit 86 shows that the new population will result in the need for 626 new dwelling units over the 20-year period.⁶²
- The assumptions about the mix of housing (based on the discussion above) in Exhibit 87 are as follows. This represents Newport’s needed housing mix:
 - **About 50% of new housing will be single-family detached**, a category which includes manufactured housing. About 64% of Newport’s housing was single-family detached in the 2015-2019 period.
 - **About 10% of new housing will be single-family attached**. About 7% of Newport’s housing was single-family attached in the 2015-2019 period.
 - **About 15% of new housing will be duplexes, triplexes, and quadplexes**. About 13% of Newport’s housing was duplex, triplex, and quadplex housing in the 2015-2019 period.

⁶² Newport’s official population forecast from the Oregon Population Forecast Program through Portland State University (PSU) results in a projection of 115 new dwelling units for the 2022 and 2042 period. Newport considered this growth for the official analysis of land sufficiency within the Newport UGB, as required by Goal 10, OAR 660-008, and OAR 660-032.

Given that Newport’s growth rate over the past 20 years has been much greater than current official forecast, it is reasonable to assume that the official forecast may be under projecting the future population and housing. For planning purposes, this report relies on the historical growth rate for population as described elsewhere in the report. Even when using the historical growth rate to project future population growth, Newport has sufficient land capacity to accommodate growth.

- **About 25% of new housing will be multifamily housing (with five or more units per structure).** About 16% of Newport’s housing was multifamily housing (with five or more units per structure) in the 2015-2019 period.

Newport will have demand for 626 new dwelling units over the 20-year period, 50% of which is expected to be single-family detached housing.

Exhibit 87. Forecast of Demand for New Dwelling Units, Newport UGB, 2022 to 2042

Source: Calculations by ECONorthwest.

Variable	Preliminary Needed Mix
Needed new dwelling units (2022-2042)	626
Dwelling units by structure type	
Single-family detached	
Percent single-family detached DU	50%
Total new single-family detached DU	313
Single-family attached	
Percent single-family attached DU	10%
Total new single-family attached DU	63
Duplex, Triplex, Quadplex	
Percent duplex, triplex, quadplex	15%
Total new duplex, triplex, quadplex	94
Multifamily (5+ units)	
Percent multifamily (5+ units)	25%
Total new multifamily (5+ units)	157
Total new dwelling units (2022-2042)	626

Exhibit 88 allocates needed housing to plan designations in Newport. The allocation is based, in part, on the types of housing allowed in the zoning districts of each plan designation.

- **Low Density Residential (R-1 and R-2)** land will accommodate single-family detached housing (including manufactured homes on lots and in manufactured home parks), duplexes, townhomes, and accessory dwelling units.
- **High Density Residential (R-3 and R-4)** land will accommodate single-family detached housing (including manufactured homes on lots and in manufactured home parks), single-family attached housing, accessory dwelling units, cottage cluster housing, duplexes, triplexes, quadplexes, and multifamily housing.
- **Commercial** land will develop with housing on floors other than street grade.

Exhibit 88. Allocation of Needed Housing by Housing Type and Plan Designation for Forecast of Growth, Newport UGB, 2022 to 2042

Source: ECONorthwest.

Housing Type	Plan Designations			TOTAL
	Low Density Residential	High Density Residential	Commercial	
Dwelling Units				
Single-family detached	250	63	-	313
Single-family attached	31	31	-	62
Duplex, triplex, quadplex	19	75	-	94
Multifamily (5+ units)	-	107	50	157
Total	300	276	50	626
Percent of Units				
Single-family detached	40%	10%	0%	50%
Single-family attached	5%	5%	0%	10%
Duplex, triplex, quadplex	3%	12%	0%	15%
Multifamily (5+ units)	0%	17%	8%	25%
Total	48%	44%	8%	100%

Exhibit 89 shows the development densities in net and gross acres for Newport’s residential and commercial plan designations.⁶³ It converts between net acres and gross acres to account for land needed for rights-of-way based on empirical analysis of existing rights-of-way by plan designation in Newport.

- **Low Density Residential:** The densities in the R-1 and R-2 zones, which are in the Low-Density Plan Designation, allow for maximum density of 5.8 dwelling units per net acre (a lot as small as 7,500 square feet) to 8.7 dwelling units per net acre (a lot as small as 5,000 square feet) respectively. Much of Newport’s recent development has been at densities consistent with the R-2 allowed density. This analysis assumes that future development in Low Density Residential will occur at about 80% of the maximum density allowed in R-2, about 7.0 dwelling units per net acre. In developed areas in the Low-Density Residential designation, an average of 20% of land is in rights-of-way. Converted to gross densities, Exhibit 89 shows an average density of 5.6 dwelling units per gross acre.
- **High Density Residential:** The R-3 and R-4 zone allow densities up to nearly 35 dwelling units per net acre. Recent development in High Density Residential areas has averaged around 20 dwelling units per acre. In developed areas in the High-Density Residential designation, an average of 21% of land is in rights-of-way. Converted to gross densities, Exhibit 89 shows an average density of 15.8 dwelling units per gross acre.
- **Commercial: Commercial areas do not have a maximum density and have been developing with densities of about 30 dwelling units per net acre.** In developed Commercial areas, an average of 15% of land is in rights-of-way. Converted to gross densities, Exhibit 89 shows an average density of 25.6 dwelling units per gross acre.

Future planned residential densities vary by plan designation. For example, Newport will plan for an average of 5.6 dwelling units per gross acre in Low Density Residential and 15.8 dwelling units per gross acre in High Density Residential

Exhibit 89. Future Density for Housing Built in the Newport UGB, 2022 to 2042
 Source: ECONorthwest. Note: DU is dwelling unit.

Plan Designation	Avg. Net Density (DU/net acre)	% for Rights-of-Way	Avg. Gross Density (DU/gross)
Low Density Residential	7.0	20%	5.6
High Density Residential	20.0	21%	15.8
Commercial	30.0	15%	25.6

⁶³ OAR 660-024-0010(6) uses the following definition of net buildable acre. Net buildable acre “consists of 43,560 square feet of residentially designated buildable land after excluding future rights-of-way for streets and roads.” While the administrative rule does not include a definition of a gross buildable acre, using the definition above, a gross buildable acre will include areas used for rights-of-way for streets and roads. Areas used for rights-of-way are considered unbuildable.

Needed Housing by Income Level

The next step in the Housing Capacity Analysis is to develop an estimate of need for housing by income and housing type. This analysis requires an estimate of the income distribution of current and future households in the community. Estimates presented in this section are based on secondary data from the Census and analysis by ECONorthwest.

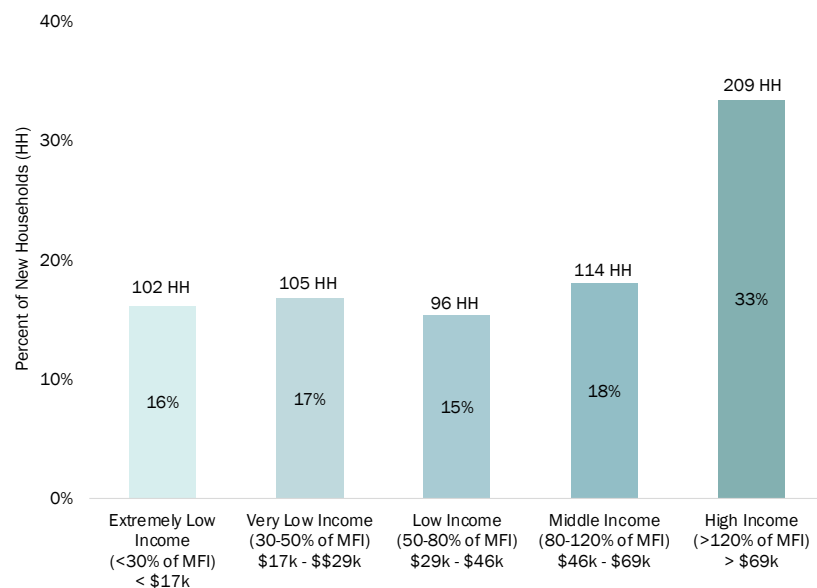
The analysis in Exhibit 90 is based on Census data about household income levels for existing households in Newport (see Exhibit 84 for current households). Income is distributed into market segments consistent with HUD income level categories, using Lincoln County’s 2021 median family income (MFI) of \$57,400. The exhibit assumes that approximately the same percentage of households will be in each market segment in the future.

About 33% of Newport’s future households will have income below 50% of Lincoln County’s median family income (less than \$28,700 in 2019 dollars).

About 33% will have incomes between 50% and 120% of the county’s MFI (between \$28,700 and \$68,880).

This graph shows that, as Newport’s population grows, Newport will continue to have demand for housing across the affordability spectrum.

Exhibit 90. Future (New) Households, by Median Family Income (MFI) for Lincoln County (\$57,400), Newport, 2022 to 2042
Source: US Department of HUD, Lincoln County, 2021. US Census Bureau, 2015-2019 ACS Table 19001.



Other Housing Needs

ORS 197.303, 197.307, 197.312, and 197.314 require cities to plan for government-assisted housing, farmworker housing, manufactured housing on lots and in parks, and housing for people with disabilities and people experiencing homelessness.

- **Income-restricted and government-subsidized housing.** Government subsidies can apply to all housing types (e.g., single-family detached, apartments, etc.). Newport allows development of government-assisted housing in all residential plan designations, with the same development standards for market-rate housing. This analysis assumes that Newport will continue to allow government housing in all its residential plan designations. Because government-assisted housing is similar in character to other housing (with the exception being the subsidies), it is not necessary to develop separate forecasts for government-subsidized housing.
- **Farmworker housing.** Farmworker housing can also apply to all housing types, and the City allows development of farmworker housing in all residential zones, with the same development standards as market-rate housing. This analysis assumes that Newport will continue to allow farmworker housing in all its residential zones. Because it is similar in character to other housing (with the possible exception of government subsidies, if population restricted), it is not necessary to develop separate forecasts for farmworker housing.
- **Manufactured housing on lots.** Newport allows manufactured homes in all its residential plan designations and zoning districts.
- **Manufactured housing in parks.** Newport allows manufactured homes in parks in the R-2, R-3, and R-4 zones. OAR 197.480(4) requires cities to inventory the mobile home or manufactured dwelling parks sited in areas planned and zoned or generally used for commercial, industrial, or high-density residential development. According to the Oregon Housing and Community Services' Manufactured Dwelling Park Directory,⁶⁴ Newport has 5 manufactured home parks within the city, with 294 spaces.
 - ORS 197.480(2) requires Newport to project need for mobile home or manufactured dwelling parks based on (1) population projections, (2) household income levels, (3) housing market trends, and (4) an inventory of manufactured dwelling parks sited in areas planned and zoned or generally used for commercial, industrial, or high-density residential development.
 - Exhibit 86 shows that Newport will grow by 626 dwelling units over the 2022 to 2042 period.
 - Analysis of housing affordability shows that about 33% of Newport's new households will be considered very low or extremely low income, earning 50% or

⁶⁴ Oregon Housing and Community Services, Oregon Manufactured Dwelling Park Directory.

less of the region's median family income. One type of housing affordable to these households is manufactured housing.

- Manufactured housing accounts for about 8% (about 463 dwelling units) of Newport's current housing stock.
- National, state, and regional trends since 2000 showed that manufactured housing parks are closing, rather than being created. For example, between 2000 and 2015, Oregon had 68 manufactured parks close, with more than 2,700 spaces. Discussions with several stakeholders familiar with manufactured home park trends suggest that over the same period, few to no new manufactured home parks have opened in Oregon.
- The households most likely to live in manufactured homes in parks are those with incomes between \$17,200 and \$28,700 (30% to 50% of MFI), which includes 17% of Newport's households. However, households in other income categories may live in manufactured homes in parks.
- National and state trends for manufactured home park closures, and the fact that no new manufactured home parks have opened in Oregon in the last 15 years, demonstrate that the development of new manufactured home parks in Newport is unlikely. However, manufactured home parks provide an important opportunity for affordable housing for homeownership. Preserving existing manufactured home parks and allowing smaller manufactured units in manufactured home parks are important ways to provide opportunities for affordable, lower-cost homeownership opportunities.
- If the City had the need for a new manufactured home park over the 2022-2042 period, it would be for 50 new units (8% of new units) on about an acre of land, with 8 dwelling units per acre. If a new manufactured home park were developed in Newport, the City would have sufficient capacity to accommodate it in zones where manufactured housing is allowed. The housing forecast includes new manufactured homes on lots and in parks in the category of single-family detached housing.
- Over the next 20 years (or longer), one or more manufactured home parks may close in Newport. This may be a result of manufactured home park landowners selling or redeveloping their land for uses with higher rates of return, rather than lack of demand for spaces in manufactured home parks. Manufactured home parks contribute to the supply of low-cost affordable housing options, especially for affordable homeownership.
- Four of Newport's five manufactured home parks are in High Density Residential, Commercial, or Industrial Plan Designations, accounting for 118 dwelling units (40% of Newport's manufactured homes in manufactured home parks). If one or more of these manufactured home parks closed, Newport has sufficient capacity to accommodate a new manufactured home park in either the Low Density or the High-Density Plan Designations.

- While there is statewide regulation of manufactured home park closures designed to lessen the financial difficulties of closures for park residents,⁶⁵ the City has a role to play in ensuring that there are opportunities for housing for the displaced residents. The City's primary roles are to ensure that there is sufficient land zoned for new multifamily housing and to reduce barriers to residential development to allow for the development of new, relatively affordable housing. In addition, the City can support preservation of manufactured home parks in a variety of ways, which is discussed in the *Housing Production Strategy*.

In addition to these required housing types, this section also addresses housing for people with disabilities and housing for people experiencing homelessness.

- **Student Housing.** The Hatfield Marine Science Center (HMSC) hosts students and researchers/professionals year-round with seasonal variability. Current student housing is in the Wilder neighborhood. Oregon State University (OSU) plans to build additional apartments (mostly studios with some 1-bedrooms) in this area to meet future student demand which is expected to increase from 100 students in the summer to between 200 and 250 students in the summer. OSU anticipates needing some larger units (1 and 2 bedrooms) as well to accommodate non-students, including visiting scientists, agency professionals, and graduate students, some of which will have families. OSU owns land in the Wilder area and plans to build 50 to 80 dwelling apartment units, with a mix of studios to four-bedroom units. OSU expects to have two students per dwelling unit and that development of this housing will be completed in 2023.
- **Seasonal employees.** Meeting the housing needs of seasonal employees in the tourism and fishing/seafood processing industries as well as the housing needs of seasonal students means increasing the supply of affordable housing. Temporary housing could include development of smaller, shared units, such as dormitory housing, studio apartments, accessory dwelling units, student housing, and other small, less costly housing. Some of these types of development could be employer-supplied workforce housing. Limited availability of housing is limiting employers' ability to attract seasonal (and permanent) employees to the area.
- **Housing for People with Disabilities.** Housing for people with disabilities can apply to all housing types, with the same development standards as market-rate housing. It can also apply to other residential/group living uses (such as nursing homes, residential care homes or facilities, or room and boarding facilities) as well as government-subsidized housing (including units that are population restricted). Broadly, housing options for people with disabilities include (1) living in housing independently (alone or with roommates/family), (2) living in housing with supportive services (e.g., with help from a live-in or visiting caregiver), or (3) living in housing in a supervised residential setting.

⁶⁵ ORS 90.645 regulates rules about the closure of manufactured dwelling parks. It requires that the landlord must give at least one year's notice of park closure and pay tenants between \$5,000 and \$9,000 for each manufactured dwelling park space, in addition to not charging tenants for demolition costs of abandoned manufactured homes.

Meeting the housing needs for people with disabilities will require addressing affordability issues, as well as ensuring that people with disabilities have access to housing that addresses their disability and that they have access to housing without discrimination.

- **Housing for People Experiencing Homelessness.** Meeting the housing needs of people experiencing homelessness ranges from emergency shelter, transitional housing, and permanent supportive housing (including supportive housing with services) and improved access to an affordable unit (including rent and utility assistance). Persons experiencing homelessness or those at risk of becoming homeless will require assistance with addressing individual, complex barriers to improve long-term housing stability.

6. Residential Land Sufficiency in Newport

This chapter evaluates the sufficiency of vacant residential land in Newport to accommodate expected residential growth over the 2022 to 2042 period. It ends with conclusions of the Housing Capacity Analysis.

Capacity Analysis

The buildable lands inventory summarized in Chapter 2 provides a *supply* analysis (buildable land by type), and Chapter 5 provided a *demand* analysis (population and growth leading to demand for more residential development). The comparison of supply and demand allows the determination of land sufficiency.

There are two ways to calculate estimates of supply and demand into common units of measurement for comparison: (1) housing demand can be converted into acres, or (2) residential land supply can be converted into dwelling units. A complication of either approach is that not all land has the same characteristics. Factors such as zone, slope, parcel size, and shape can affect the ability of land to accommodate housing. Methods that recognize this fact are more robust and produce more realistic results. This analysis uses the second approach: it estimates the ability of vacant residential lands within the UGB to accommodate new housing. This analysis, sometimes called a “capacity analysis,”⁶⁶ can be used to evaluate different ways that vacant residential land may build out by applying different assumptions.

Newport’s UGB contains more residential land than is likely to develop over the next 20 years. Most notably, the Plan Destination Resort Overlay area is unlikely to develop over the next 20 years, given the requirement that it develop as a Destination Resort and given the lack of urban infrastructure (especially water and sanitary sewer services) to the area. We exclude the Plan Destination Resort Overlay area from the estimate of capacity for residential land in Newport.

In addition, Newport has a substantial amount of land that may be more difficult to develop because of infrastructure deficiencies, as discussed in the constructability analysis in Chapter 2 (and Appendix B). The analysis in this chapter considers capacity in two ways:

⁶⁶ There is ambiguity in the term *capacity analysis*. It would not be unreasonable for one to say that the “capacity” of vacant land is the maximum number of dwellings that could be built based on density limits defined legally by plan designation or zoning and that development usually occurs—for physical and market reasons—at something less than full capacity. For that reason, we have used the longer phrase to describe our analysis: “estimating how many new dwelling units the vacant residential land in the UGB is likely to accommodate.” That phrase is, however, cumbersome, and it is common in Oregon and elsewhere to refer to that type of analysis as “capacity analysis,” so we use that shorthand occasionally in this memorandum.

- **Capacity for all land where residential development is allowed as permitted use with clear and objective standards.** That includes Low Density Residential, High Density Residential, and Commercial Plan Designations but excludes the Plan Destination Resort Overlay area.
- **Capacity for where residential development is allowed as permitted use with clear and objective standards excluding the areas in the constructability analysis.** This excludes the areas included in the constructability analysis, assuming that some or all these areas may not develop over the planning period.

Capacity Analysis Results for All Residential Land in Newport

The capacity analysis estimates the development potential of vacant residential land to accommodate new housing, based on the needed densities by the housing type categories shown in Exhibit 89.

Exhibit 91 shows that **Newport has 863 acres of vacant or partially vacant land to accommodate dwelling units**, based on the following assumptions:

- **Buildable residential land.** The capacity estimates start with the number of buildable acres in plan designations that allow residential uses outright, as shown in Exhibit 12.
 - Exhibit 91 assumes that the commercial plan designations will be able to accommodate nearly 460 dwelling units on about 30% of buildable commercial land.
 - The 539 buildable acres in the Planned Destination Resort Overlay were not included in the capacity analysis. Land in this designation cannot accommodate housing development due to lack of infrastructure and the high costs of servicing this land.
- **Needed densities.** The capacity analysis assumes development will occur at needed densities. Those densities were derived from the needed densities shown in Exhibit 89.
 - The estimate of capacity on buildable land in Exhibit 91 uses the same average densities by plan designation in Exhibit 89. Based on these assumptions, Newport’s development capacity is at 7.8 dwelling units per gross acre.
- **Capacity on Land with Existing Plats.** Newport has 56 tax lots that have existing plats that are not currently built but could be built. This capacity is not represented elsewhere in the buildable lands inventory. Exhibit 17 shows that these parcels have capacity for about 75 dwelling units, based on estimates by City staff on a parcel-by-parcel basis.

Exhibit 91 shows that Newport has capacity for about 6,840 new dwelling units on unconstrained buildable land and on land with existing plats.

Exhibit 91. Estimate of Capacity on Buildable Land, Newport UGB, 2022 to 2042

Source: Buildable Lands Inventory; Calculations by ECONorthwest.

Note: Does not include the 539 acres of vacant land in the Plan Destination Resort Overlay

Plan Designation	Total Unconstrained Buildable Acres	Density Assumption (DU/Gross Acre)	Capacity (Dwelling Units)	Capacity on Land with Existing Plats	Total Capacity (Dwelling Units)
Low Density Residential	690	5.6	3,864	51	3,915
High Density Residential	155	15.8	2,445	23	2,468
Commercial	18	25.6	456	1	457
Total	863	7.8	6,765	75	6,840

Capacity Analysis Results for Residential Land Excluding that in the Constructability Analysis

The constructability analysis identified nine subareas where development may be more challenging because of infrastructure deficits. These nine subareas include 400 acres of Low-Density Residential land and 48 acres of High-Density Residential land, shown in Exhibit 18. Using the same assumptions as in Exhibit 91, these results exclude land included in the constructability analysis to focus on potential capacity of land that is already serviced or can be serviced relatively easily.

Exhibit 92 shows that Newport has over 413 acres of vacant or partially vacant unconstrained land to accommodate dwelling units **excluding land that was included in the constructability analysis**, based on the following assumptions:

- **Buildable residential land.** The capacity estimates start with the number of buildable acres in plan designations in Exhibit 91 and subtract out land in the constructability analysis, shown in Exhibit 18. The reason this land was excluded is that it is land that has been identified as having infrastructure deficiencies.
- **Needed densities.** The capacity analysis assumes development will occur at needed densities, consistent with those in Exhibit 91.
- **Capacity on Land with Existing Plats.** This assumption is consistent with Exhibit 91.

Exhibit 92. Estimate of Capacity on Buildable Land Excluding Land in the Constructability Analysis, Newport UGB, 2022 to 2042

Source: Buildable Lands Inventory; Calculations by ECONorthwest.

Note: Does not include the 539 acres of vacant land in the Plan Destination Resort Overlay

Plan Designation	Total Unconstrained Buildable Acres	Density Assumption (DU/Gross Acre)	Capacity (Dwelling Units)	Capacity on Land with Existing Plats	Total Capacity (Dwelling Units)
Low Density Residential	290	5.6	1,625	51	1,676
High Density Residential	107	15.8	1,691	23	1,714
Commercial	16	25.6	407	1	408
Total	413	9.0	3,723	75	3,798

Residential Land Sufficiency

The next step in the analysis of the sufficiency of residential land within Newport is to compare the demand for housing by plan designation with the capacity of land by plan designation.

Land Sufficiency for All Residential Land in Newport

Exhibit 93 shows that Newport **has** sufficient land to accommodate housing development in each of its residential plan designations. Newport has capacity for over 6,800 dwelling units and demand for 626 dwelling units. The result is that Newport has a surplus capacity of about 6,200 dwelling units beyond the forecast of housing growth over the next 20 years.

Exhibit 93. Forecast and Comparison of Capacity of Existing Unconstrained Vacant and Partially Vacant Residential Land with Demand for New Dwelling Units, Newport UGB, 2022 to 2042

Source: Buildable Lands Inventory; Calculations by ECONorthwest.
 Note: Does not include the 539 acres of vacant land in the Plan Destination Resort Overlay

Plan Designation	Total Capacity (Dwelling Units)	Demand (Dwelling Units)	Capacity less Demand (Dwelling Units)
Low Density Residential	3,915	300	3,615
High Density Residential	2,468	276	2,192
Commercial	457	50	407
Total	6,840	626	6,214

Newport will also have demand for additional land for second homes. According to the American Community Survey, about 14% of Newport’s existing units were vacant for seasonal, recreational, or occasional use. If 14% of new units were vacant for these uses, Newport would need about another 100 units in addition to the 625 housing units forecast above.

Land Sufficiency for Residential Land Excluding that in the Constructability Analysis

Exhibit 94 shows that after excluding land in the constructability analysis, Newport **has** sufficient land to accommodate housing development in each of its residential plan designations. Newport has capacity for nearly 3,800 dwelling units on land not included in the constructability analysis and demand for 626 dwelling units. The result is that Newport has a surplus capacity of just under 3,200 dwelling units beyond the forecast of housing growth over the next 20 years.

Exhibit 94. Forecast and Comparison of Capacity of Existing Residential Land (Excluding Land in the Constructability Analysis) with Demand for New Dwelling Units, Newport UGB, 2022 to 2042

Source: Buildable Lands Inventory; Calculations by ECONorthwest.

Note: Does not include the 539 acres of vacant land in the Plan Destination Resort Overlay

Plan Designation	Total Capacity (Dwelling Units)	Demand (Dwelling Units)	Capacity less Demand (Dwelling Units)
Low Density Residential	1,676	300	1,376
High Density Residential	1,714	276	1,438
Commercial	408	50	358
Total	3,798	626	3,172

Conclusions

The key findings and conclusions of the Newport's Housing Capacity Analysis are that:

- **Newport may grow faster than the official population forecast from Portland State University.** According to Newport's official population forecast from Portland State University, Newport's UGB is forecast to grow by 248 people between 2022 and 2042, resulting in the demand for 115 new dwelling units over the 20-year planning period. However, if Newport grew at the same pace it did between 2000 and 2021, it would add 1,348 new people and 626 new dwelling units. Given that Newport's growth rate over the past 20 years has been much greater than current projections, it is reasonable to assume that the official forecast may be under projecting the future population. For planning purposes, this report relies on the historical growth rate rather than the official population forecast.
- **Newport has sufficient land to accommodate population growth over the 20-year planning period.** Even using the historical growth rate, which is greater than the official population forecast from Portland State University, Newport has sufficient land to accommodate population growth. The barriers to growth in Newport are more about infrastructure deficiencies, ability to build housing that is affordable, and other issues discussed below.
- **Newport's needed housing mix is for an increase in housing affordable to renters and homeowners, with more attached and multifamily housing types.** Historically, about 64% of Newport's housing was single-family detached. While 50% of new housing in Newport is forecast to be single-family detached, the City will need to provide opportunities for the development of new single-family attached housing (10% of new housing), duplexes, triplexes, quadplexes (15% of new housing), and multifamily structures with 5 or more units (25% of new housing).
 - The factors driving the shift in types of housing needed in Newport include changes in demographics and decreases in housing affordability. The aging of baby boomers and the household formation of millennials and Generation Z will drive demand for renter and owner-occupied housing, such as single-family detached housing, accessory dwelling units, townhouses, cottage housing, duplexes, triplexes, quadplexes, and multifamily structures. These groups may prefer housing in walkable neighborhoods, with access to services.
 - Newport complied with the requirements of House Bill 2001 to allow duplexes on lots where single-family detached housing is allowed. Newport also allows other missing middle housing types, such as cottage housing, townhouses, duplexes, triplexes, and quadplexes. Allowing this wider range of housing in more areas will likely result in a change in mix of housing developed over the next 20 years, especially in areas with large areas of vacant buildable land.

- Without diversification of housing types and policies to support development of housing affordable to households with incomes below 80% of MFI (\$57,400), lack of affordability will continue to be a problem, possibly growing in the future if incomes continue to grow at a slower rate than housing costs. About 40% of Newport’s households are cost burdened (paying more than 30% of their income on housing), including a cost burden rate of 53% for renter households.
- **Newport has a need for additional housing affordable to lower and middle-income households.** Newport has a need for additional housing affordable to households with extremely low incomes and very low incomes, people experiencing homelessness, and households with low and middle incomes. These needs include existing unmet housing needs and likely housing needs for new households over the 20-year planning period.
 - About 33% of Newport’s households have extremely low incomes or very low incomes, with household incomes below \$28,700. At most, these households can afford \$720 in monthly housing costs. Median gross rent in Newport was \$896 in the 2015-2019 period and has increased since, but rents were generally closer to \$1,360 (or more) for currently available rental properties. Development of housing affordable to these households (either rentals or homes for sale) rarely occurs without government subsidy or other assistance. Meeting the housing needs of extremely low-income and very low-income households will be a significant challenge to Newport.
 - About 33% of Newport’s households have low or middle incomes, with household incomes between \$28,700 and \$68,900. These households can afford between \$720 and \$1,720 in monthly housing costs. Households at the lower end of this income category may struggle to find affordable rental housing, especially with growing costs of rental housing across Oregon. Some of the households in this group are likely part of the 40% of all households that are cost burdened. Development of rental housing affordable to households in this income category (especially those with middle incomes) can occur without government subsidy.
 - The need for these types of affordable housing has impacts on Newport’s economy if people who live in Newport cannot find housing, much less affordable housing, to locate in Newport. People working in Newport frequently commute from places like Toledo, Lincoln City, Waldport, Corvallis, and unincorporated areas of Lincoln County.
- **Housing for people experiencing homelessness is an increasingly pressing problem.** The Point-in-Time count for Lincoln County in 2021 estimated 460 people experiencing homelessness, up from 260 people in 2019. The Point-in-Time count is acknowledged to be an undercount of homelessness, suggesting that the number of people in Lincoln County is higher, not lower, than the 2021 estimate.

- **Newport’s housing market is affected by groups of people who live part of the year in Newport.** These include:

- **Second homeowners.** Second homes are likely to continue to grow in Newport. It is reasonable to expect that Newport may add about 100 new second homes over the 20-year period. Possibly more if Newport attracts more second homeowners. In addition, some existing housing may convert to second homes over time. Second homes are most likely to be in areas with views of the ocean, especially in areas with lower development densities.
- **Vacation rentals.** Newport regulates vacation rentals, requiring conditional use permits to authorize vacation rentals and regulating where they are allowed to locate. Newport caps the number of vacation rentals to 176 throughout the city. As a result, there should not be growth in the number of new, legal vacation rentals in Newport.
- **Student housing.** OSU expects the number of students present in Newport to grow from 100 students in summer (when most students are present) to between 200 and 250 students. OSU owns land in the Wilder area and plans to build 50 to 80 dwelling apartment units, with a mix of studios to four-bedroom units. OSU expects to have two students per dwelling unit and that development of this housing will be completed in 2023.
- **Seasonal employees.** The number of seasonal employees who need housing increases substantially in the summer with increased tourism and the summer fishing season. Seasonal employees in tourism-related industries typically need to seek out their own lower-cost housing during their time in Newport. Seasonal employees in the fishing/seafood processing industries often rely on employer-provided workforce housing. However, employers have struggled to acquire property in Newport that is affordable and meets their workforce housing needs, instead renting rooms for their seasonal workforce in local hotels.

Temporary housing that could meet the needs of seasonal workers includes smaller shared units, such as dormitory housing, studio apartments, accessory dwelling units, student housing, and other small, less costly housing. Some of these types of development could be employer-supplied workforce housing.

- **Newport has sufficient land to accommodate growth but there are key barriers to growth in Newport.** The constructability analysis examined the financial feasibility of different development types given costs of development and the estimated costs of building infrastructure necessary for housing. This analysis found:

- **Infrastructure deficiencies.** Many areas within Newport have significant infrastructure deficiencies, such as the need for collector and local roads, bridges, culverts, water pipes and pump stations, water storage tanks, wastewater pipes and lift stations, and other types of infrastructure. The areas with the highest costs and largest infrastructure deficiencies were in northern Newport to the east of Highway

101 and areas around Highway 20 above the Bay Front. Infrastructure cost limitations could impact close to 300 acres of buildable land, which has capacity for more than 2,000 dwelling units.

- **Development costs.** Development costs are higher in Newport. Local developers report that lack of local contractors for certain types of work, limited suppliers for building materials, requirements for deep foundations and special materials and design to meet building code, the need for geotechnical reports, and the need for more extensive grading and retaining walls in hilly areas all contribute to higher development costs. Builders and developers estimated roughly 10-20% higher construction costs than in the mid-Willamette Valley.
- **Areas of greater development feasibility.** Areas in South Beach, such as the Wilder area or the adjacent land south of the Oregon Coast Community College, appear to have greater financial feasibility for development. In these areas, a mix of housing types appears financially feasible. These areas may provide better opportunities for development over the next 5 to 10 years, including for development of housing affordable to people who live and work in Newport.
- **There is potential for infill, but costs can still be problematic.** The smaller infill areas studied in the constructability analysis did not have major infrastructure needs, but with small sites, even the need for extending local streets, making frontage improvements, or upgrading existing pump capacity could make development challenging.
- **Challenges in other areas.** The constructability analysis did not include all land in Newport. It is probable that lands not included in the constructability analysis also have a range of developability status and similar issues with infrastructure deficiencies in some places.
- **Addressing the infrastructure gap.** Given the estimated cost of infrastructure development from the constructability analysis (over \$100 million, excluding the cost of local roads, across the nine areas examined), Newport is not going to be able to address the infrastructure gap without outside assistance.

The *Newport Housing Production Strategy* will include recommendations for a wide range of policies to support the development of housing for people experiencing homelessness and housing for extremely low to middle-income households. The *Housing Production Strategy* will also include recommendations that are intended to improve equitable outcomes for housing development, as well as strategies to support the development of all types of housing.

Appendix A: Residential Buildable Lands Inventory

The buildable lands inventory uses methods and definitions that are consistent with Goal 10/OAR 660-008. This appendix describes the methodology that ECONorthwest used for this report, based on 2020 data. The results of the BLI are discussed in Chapter 2.

Overview of the Methodology

Following are the statutes and administrative rules that provide guidance on residential BLIs:

OAR 660-008-0005(2):

“Buildable Land” means residentially designated land within the urban growth boundary, including both vacant and developed land likely to be redeveloped, that is suitable, available, and necessary for residential uses. Publicly owned land is generally not considered available for residential uses. Land is generally considered “suitable and available” unless it:

- (a) Is severely constrained by natural hazards as determined under Statewide Planning Goal 7;*
- (b) Is subject to natural resource protection measures determined under Statewide Planning Goals 5, 6, 15, 16, 17 or 18;*
- (c) Has slopes of 25 percent or greater;*
- (d) Is within the 100-year flood plain; or*
- (e) Cannot be provided with public facilities.*

Inventory Steps

The BLI consists of several steps:

1. Generating UGB “land base”
2. Classifying land by development status
3. Identify constraints
4. Verify inventory results
5. Tabulate and map results

Step 1: Generate “land base”

Per Goal 10 this involves selecting all the tax lots in the Newport UGB with residential and other nonemployment plan designations. Plan designations included in the residential inventory include:

- Low Density Residential
- High Density Residential
 - Planned Destination Resort (PDR) Overlay
- Commercial

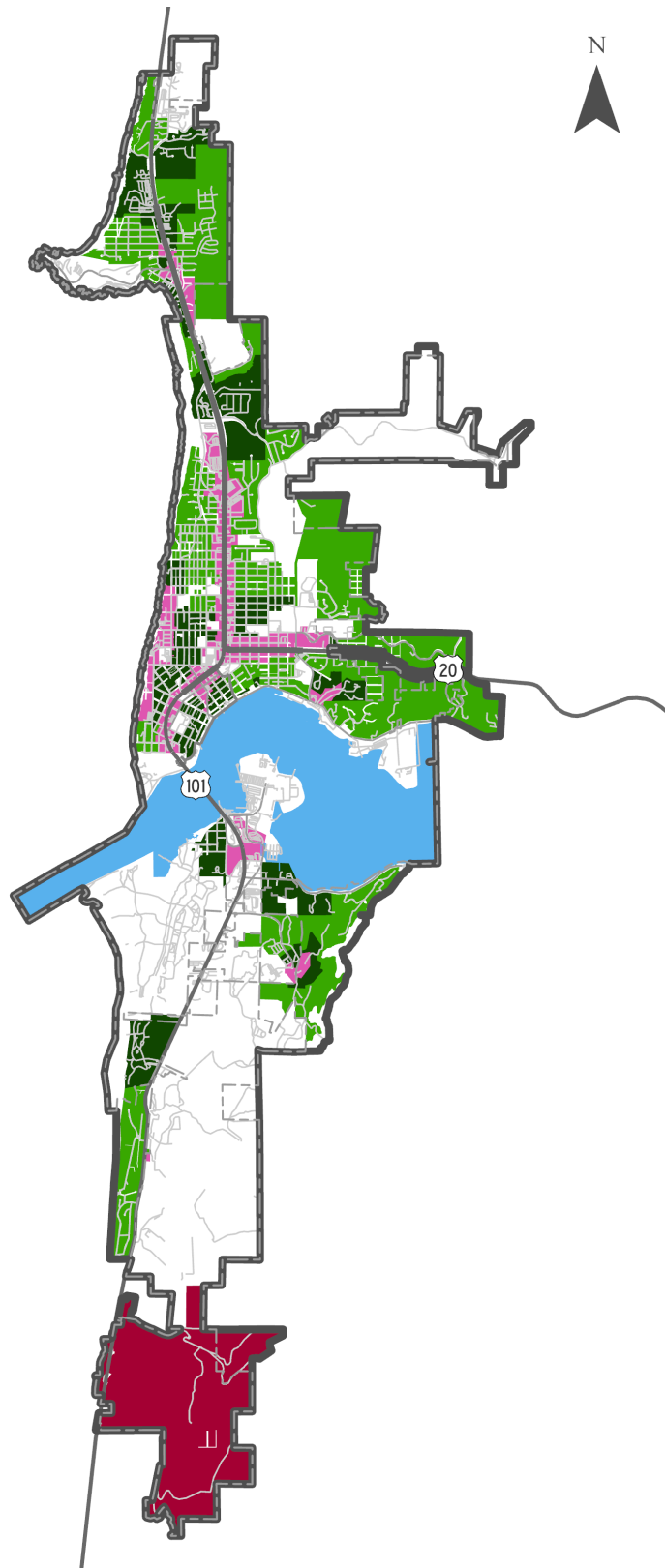
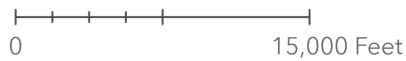
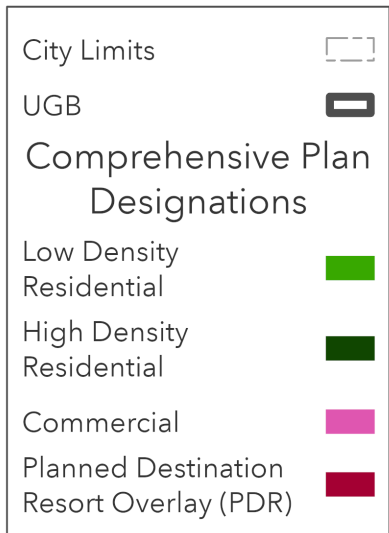
It should be noted that the PDR Overlay is not an official comprehensive plan designation for the City of Newport; instead, this area is identified in the Newport Municipal Code and has been separated from the other comprehensive plan designations, as it can only be a full package resort that includes a waste treatment plant or nothing at all. Thus, housing in this area relies on special considerations.

Exhibit 95 shows the residential plan designations included in the BLI, with details in Exhibit 96 to Exhibit 98.

Exhibit 95. Residential Land Base by Plan Designation, Newport UGB, 2022
 Source: Lincoln County, ECONorthwest analysis.

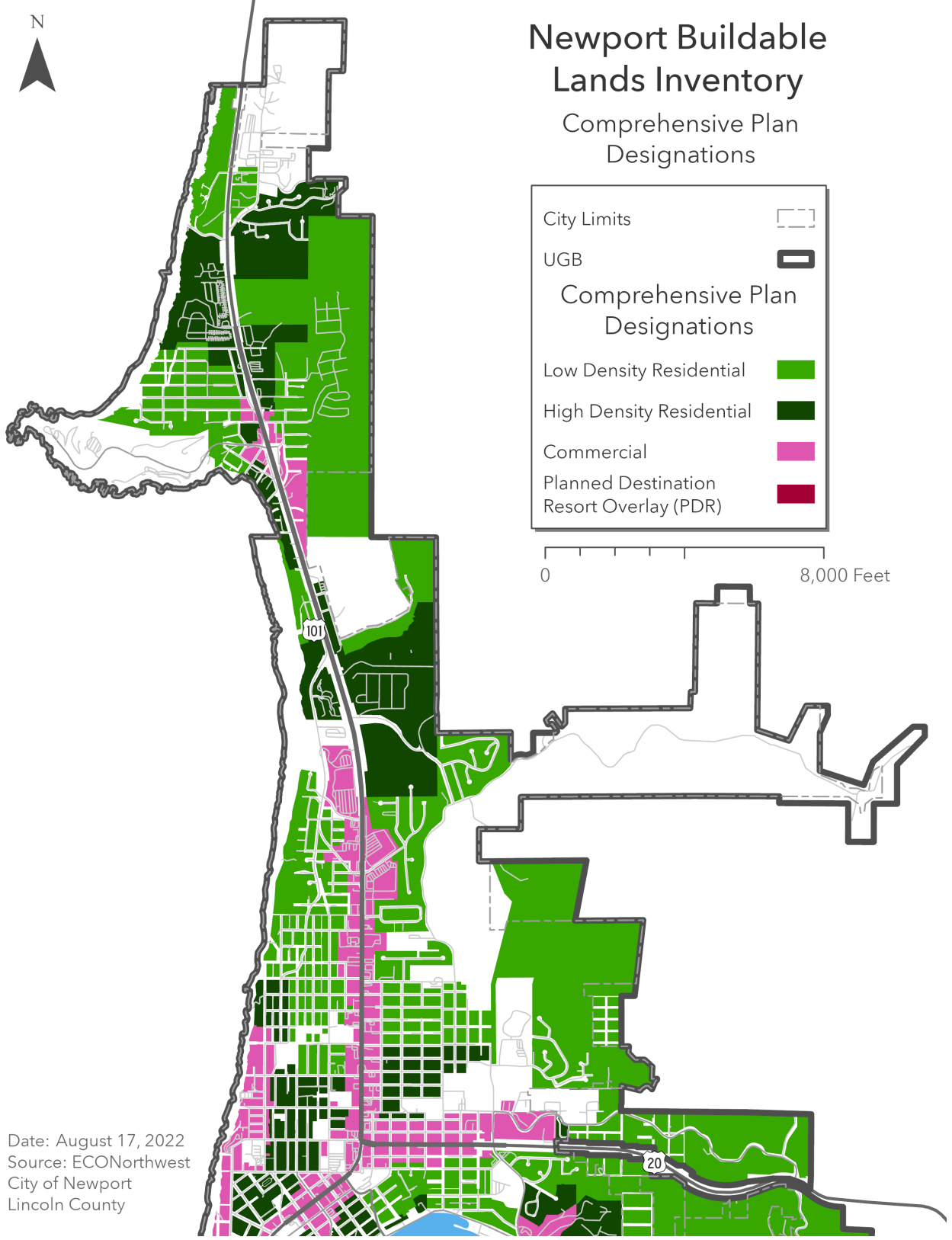
Newport Buildable Lands Inventory

Comprehensive Plan Designation



Date: August 17, 2022
 Source: ECONorthwest
 City of Newport
 Lincoln County

Exhibit 96. Residential Land Base by Plan Designation, Northern Newport, Newport UGB, 2022
 Source: Lincoln County, ECONorthwest analysis.



Date: August 17, 2022
 Source: ECONorthwest
 City of Newport
 Lincoln County

Exhibit 97. Residential Land Base by Plan Designation, Central Newport, Newport UGB, 2022
 Source: Lincoln County, ECONorthwest analysis.

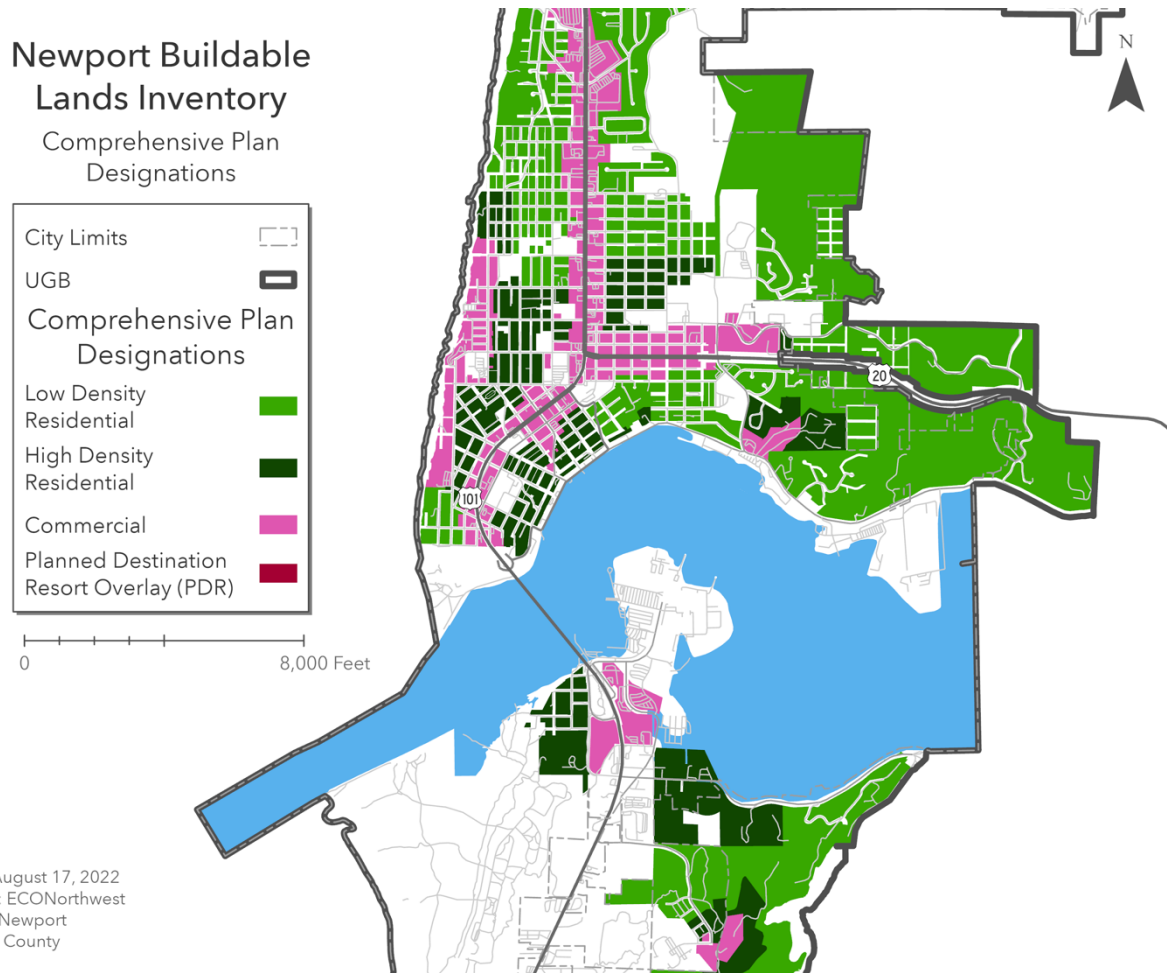
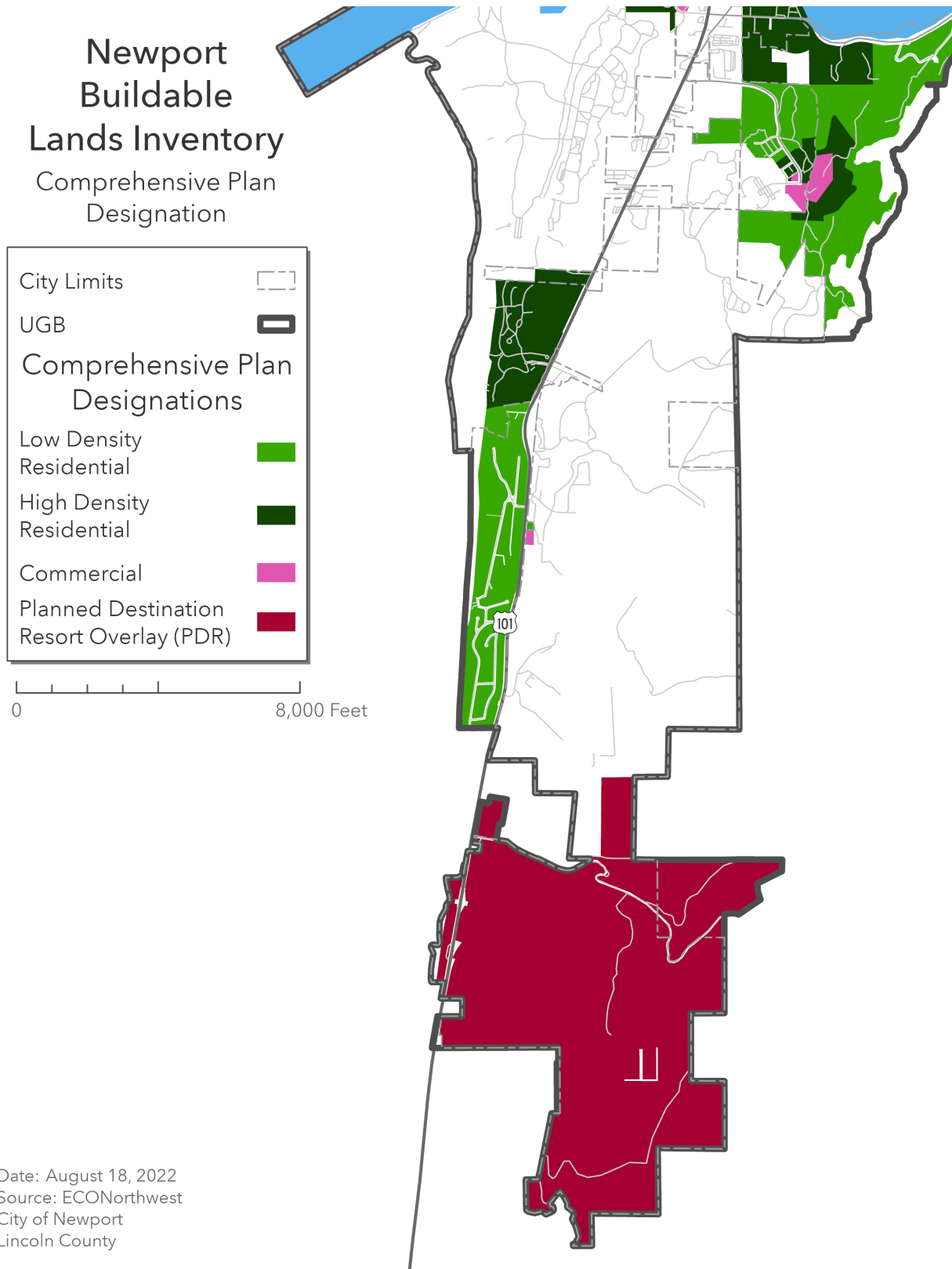


Exhibit 98. Residential Land Base by Plan Designation, Southern Newport, Newport UGB, 2022
 Source: Lincoln County, ECONorthwest analysis.



Date: August 18, 2022
 Source: ECONorthwest
 City of Newport
 Lincoln County

Step 2: Classify lands

In this step, ECONorthwest classified each tax lot with a plan designation that allows residential uses into one of five mutually exclusive categories based on development status:

- Vacant land
- Partially vacant land
- Undevelopable land
- Public land
- Developed land

ECONorthwest initially identified buildable land and classified development status using a rule-based methodology, as described below in Exhibit 99.

Exhibit 99. Rules for Development Status Classification

Development Status	Definition	Statutory Authority
Vacant Land	Tax lots that have no structures or have buildings with very little improvement value. For this inventory, lands with improvement values of less than \$10,000 will be considered vacant (not including lands that are identified as having mobile homes).	OAR 660-008-0006(2) (2) "Buildable Land" means residentially designated land within the urban growth boundary, including both vacant and developed land likely to be redeveloped, that is suitable, available, and necessary for residential uses. Publicly owned land is generally not considered available for residential uses.
Partially Vacant Land	Partially vacant tax lots can use safe harbor established in State statute: <i>The infill potential of developed residential lots or parcels of one-half acre or more may be determined by subtracting one-quarter acre (10,890 square feet) for the existing dwelling and assuming that the remainder is buildable land;</i>	OAR 660-024-0050 (2)(a)
Undevelopable Land	Vacant tax lots less than 3,000 square feet in size are considered undevelopable.	No statutory definition
Public Land	Lands in public are considered unavailable for residential development. This includes lands in Federal, State, County, or City ownership. In addition, we recommend including land for cemeteries in this category.	OAR 660-008-0005(2) - Publicly owned land is generally not considered available for residential uses.

Development Status	Definition	Statutory Authority
Developed Land	Land that is developed at densities consistent with zoning and improvements that make it unlikely to redevelop during the analysis period. Lands not classified as vacant, partially vacant, undevelopable, or public or exempt are considered developed.	No statutory definition

Step 3: Identify constraints

Consistent with OAR 660-008-0005(2) guidance on residential buildable lands inventories, ECONorthwest deducted certain lands with development constraints from the BLI. We used the following constraints, as listed in Exhibit 100.

Exhibit 100. Constraints to be included in BLI

Constraint	Statutory Authority	Threshold	Source
Goal 5 Natural Resource Constraints			
Natural Resource Protection Areas	OAR 660-015-0000(2)	Areas within Newport’s Parks and Natural Areas, and Significant Habitats overlays	City of Newport
Natural Hazard Constraints			
Regulatory Floodway	OAR 660-008-0005(2a)	Lands within FEMA FIRM identified floodway	FEMA via National Map
100-Year Floodplain	OAR 660-008-0005(2d)	Lands within FEMA FIRM 100-year floodplain	FEMA via National Map
Steep Slopes	OAR 660-008-0005(2c)	Slopes greater than 40%	Oregon Department of Geology and Mining Industries
Combined Geologic Hazards	OAR 660-008-0005(2)	Bluff and Dune Erosion areas identified as “Active” or “High” Hazard Zones	City of Newport
Big Creek Reservoirs	OAR 660-008-0005(2)	Lands within reservoir body of waters	City of Newport

We treated these areas as prohibitive constraints (unbuildable) as shown in Exhibit 101. All constraints were merged into a single constraint file, which was then used to identify the area of each tax lot that is constrained. These areas were deducted from lands that are identified as vacant or partially vacant.

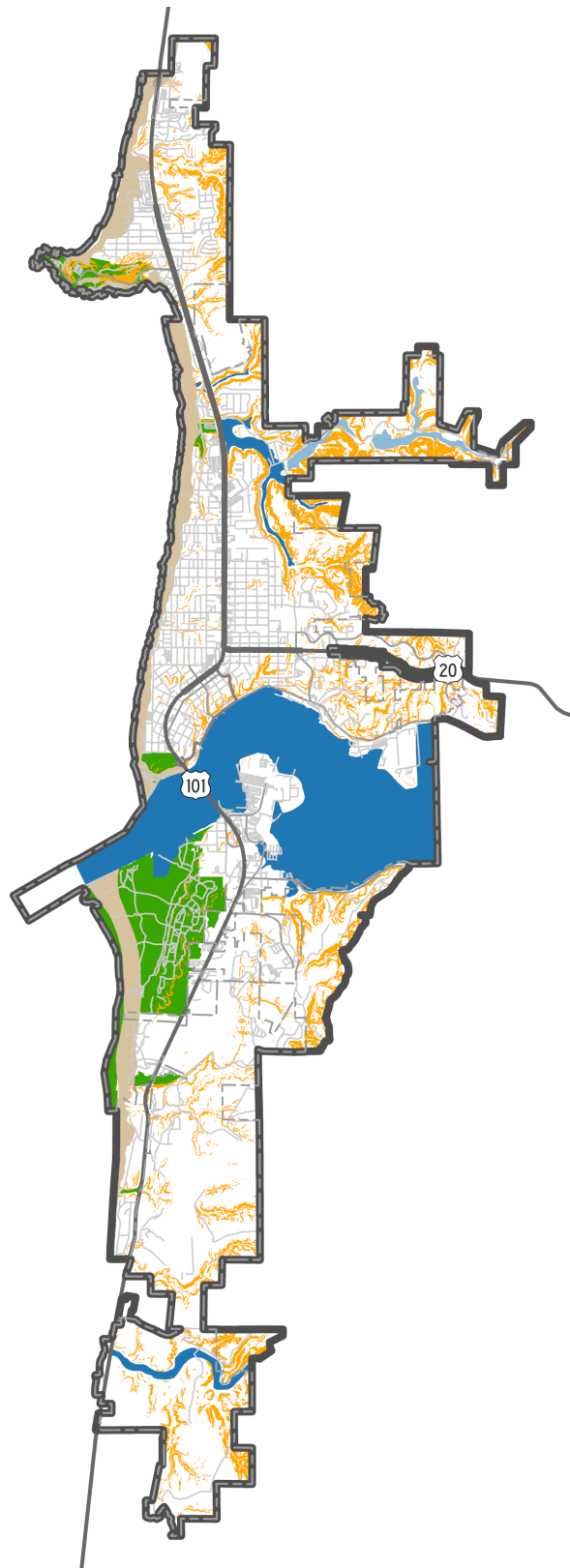
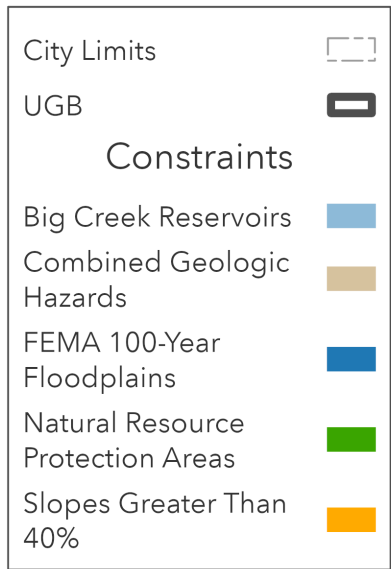
It should be noted that tax lots adjacent to the ocean were clipped at the vegetation line (data provided by the City of Newport) due to land existing under public ownership below that line. This clipping occurred early in the BLI process, so while the vegetation line is not being displayed or utilized as the other constraints are above, it is a de facto constraint.

Lack of access to water, sewer, power, road, or other key infrastructure cannot be considered a prohibitive constraint unless it is an extreme condition. This is because tax lots that are currently unserved could potentially become serviced over the 20-year planning period.

Exhibit 101. Residential Development Constraints, Newport UGB, 2022
 Source: Lincoln County, ECONorthwest analysis.

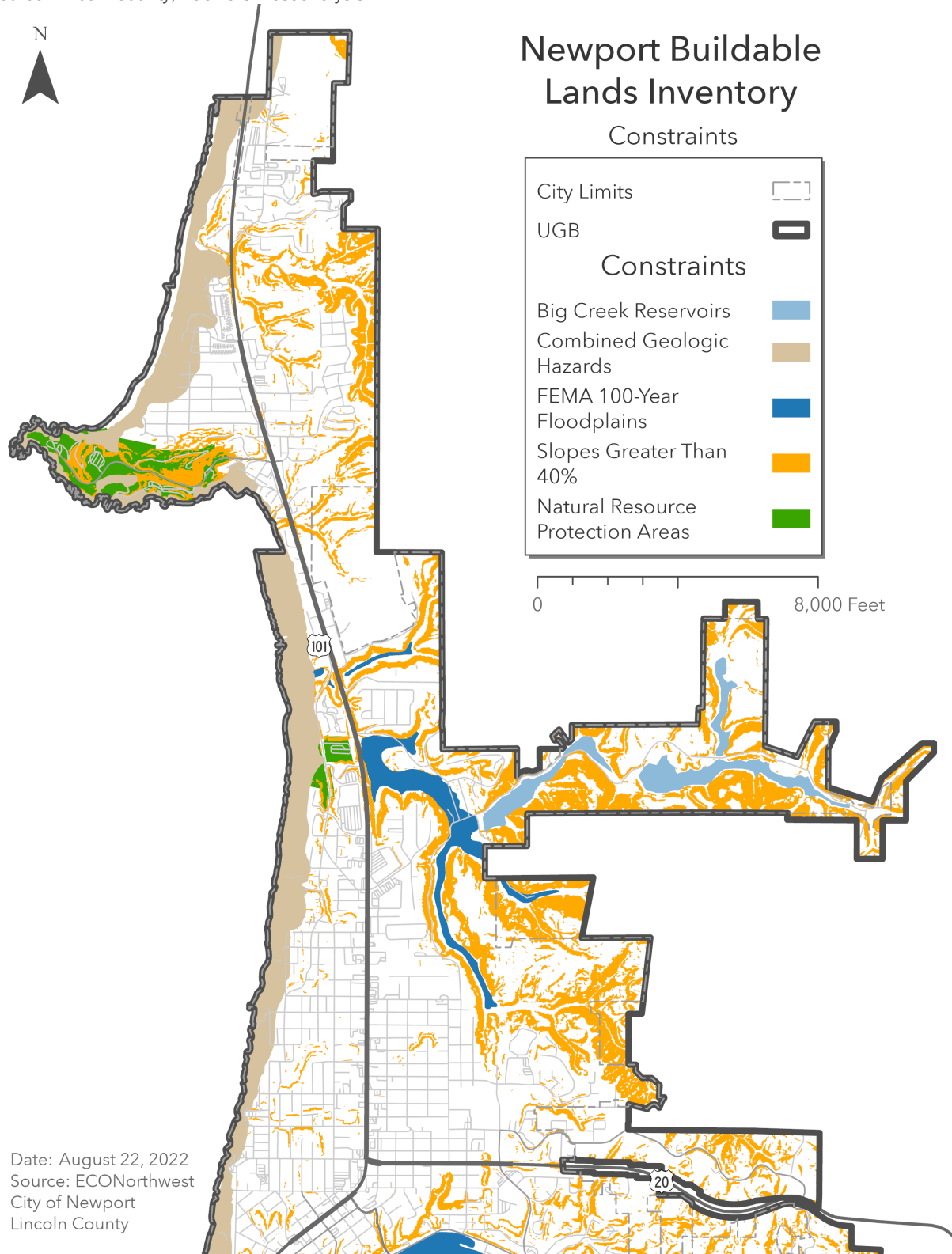
Newport Buildable Lands Inventory

Constraints



Date: August 22, 2022
 Source: ECONorthwest
 City of Newport
 Lincoln County

Exhibit 102. Residential Development Constraints, Northern Newport, Newport UGB, 2022
 Source: Lincoln County, ECONorthwest analysis.

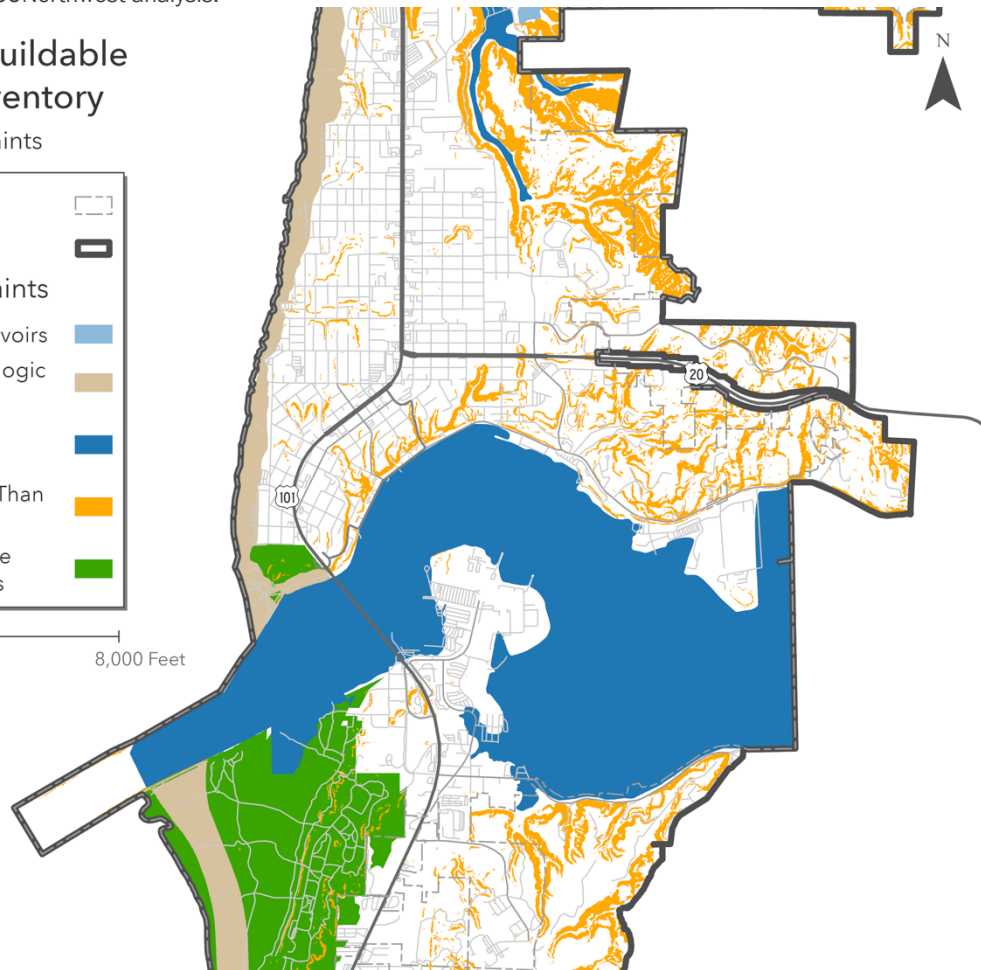
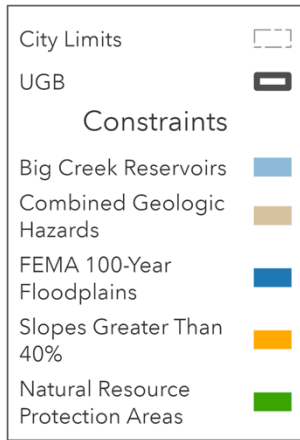


Date: August 22, 2022
 Source: ECONorthwest
 City of Newport
 Lincoln County

Exhibit 103. Residential Development Constraints, Central Newport, Newport UGB, 2022
 Source: Lincoln County, ECONorthwest analysis.

Newport Buildable Lands Inventory

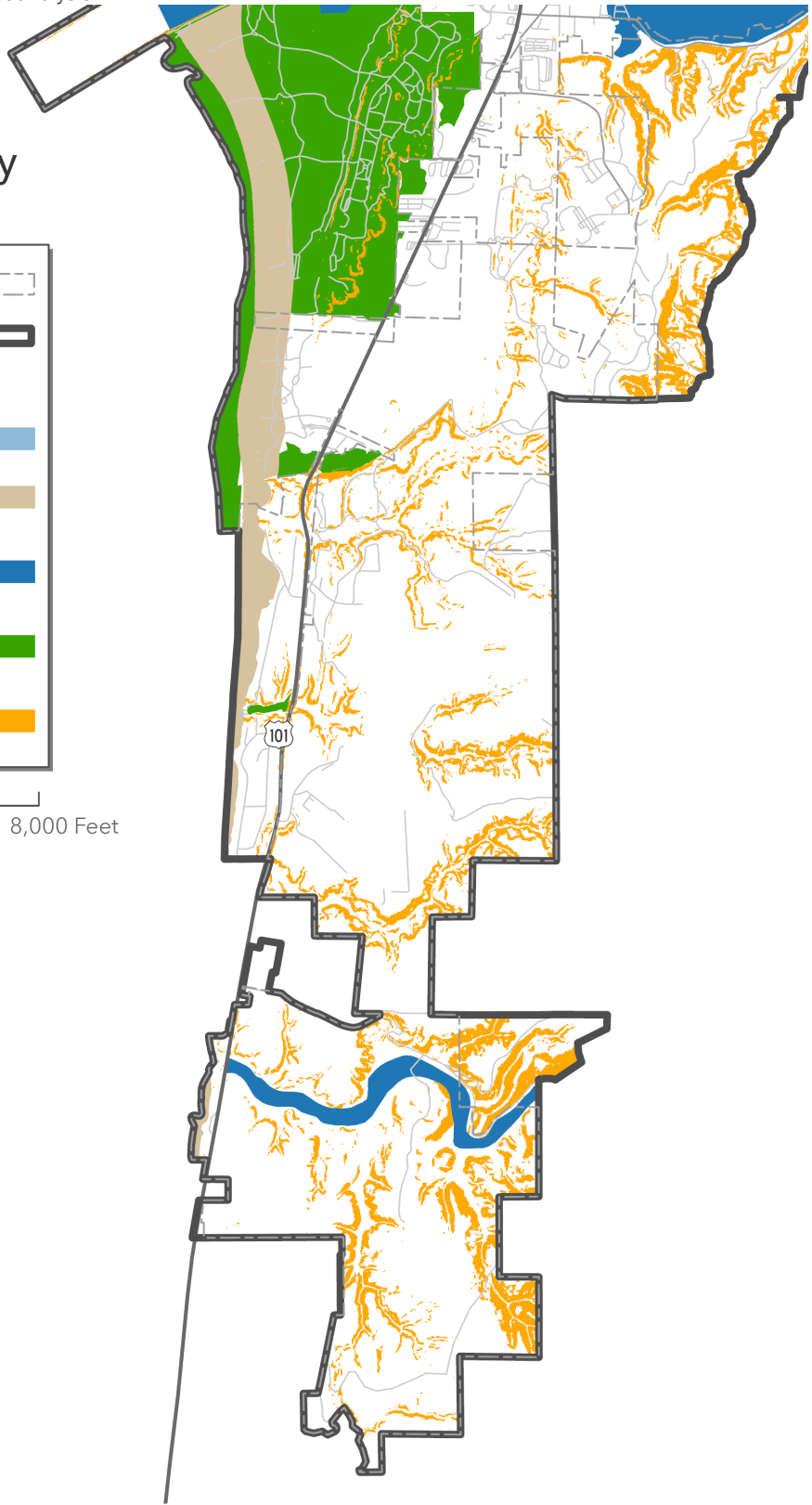
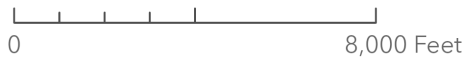
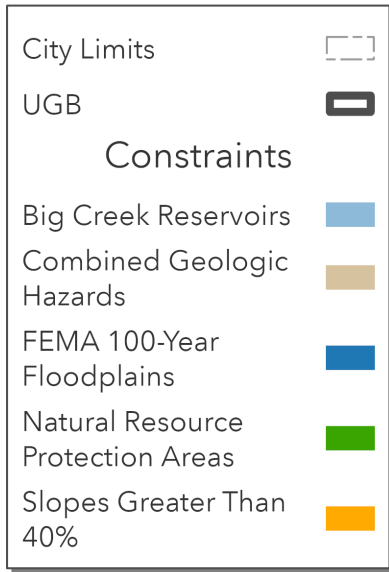
Constraints



Date: August 22, 2022
 Source: ECONorthwest
 City of Newport
 Lincoln County

Exhibit 104. Residential Development Constraints, Southern Newport, Newport UGB, 2022
 Source: Lincoln County, ECONorthwest analysis.

Newport Buildable Lands Inventory Constraints



Date: August 22, 2022
 Source: ECONorthwest
 City of Newport
 Lincoln County

Step 4: Verification

ECONorthwest used a multistep verification process. The first verification step involved a “rapid visual assessment” of land classifications using GIS and recent aerial photos. The rapid visual assessment involves reviewing classifications overlaid on recent aerial photographs to verify uses on the ground. ECONorthwest reviewed all tax lots included in the inventory using the rapid visual assessment methodology.

City staff and ECONorthwest performed multiple additional rounds of verification, such as the verification about partially vacant land described in Exhibit 99, which involved verifying the development status determination and the results of the rapid visual assessment. ECONorthwest amended the BLI based on City staff review and a discussion of the City’s comments.

Step 5: Tabulation and mapping

The results are presented in tabular and map format. We included a comprehensive plan map, the land base by classification, vacant and partially vacant lands by plan designation, and vacant and partially vacant lands by plan designation with constraints showing.

Appendix B: Constructability Analysis

Purpose

The City of Newport has many vacant properties, including several large vacant sites that the City has identified anecdotally as potentially being difficult to serve with infrastructure. The City asked ECONorthwest to assist with an evaluation of whether key vacant and partially vacant land is feasible to develop with needed housing, given the anticipated infrastructure needs and costs—an analysis of the “constructability” of these areas. The analysis provides a rough indication of the likelihood that residential development on key vacant and partially vacant land may be financially feasible based on estimated infrastructure costs provided by City staff and estimated development potential and financial assessments by ECONorthwest.

Overview of Subareas

The City identified nine subareas within the Newport urban growth boundary for analysis. These subareas are identified on Exhibit 105 (by development status) and Exhibit 106 (by Comprehensive Plan designation). Most of the largest blocks of vacant and partially vacant land within the UGB were included, along with several clusters of smaller infill parcels. A large vacant area at the southern end of Newport’s UGB was excluded from this analysis because it is designated for (and may only be developed with) a destination resort, which does not provide needed housing per state rules.

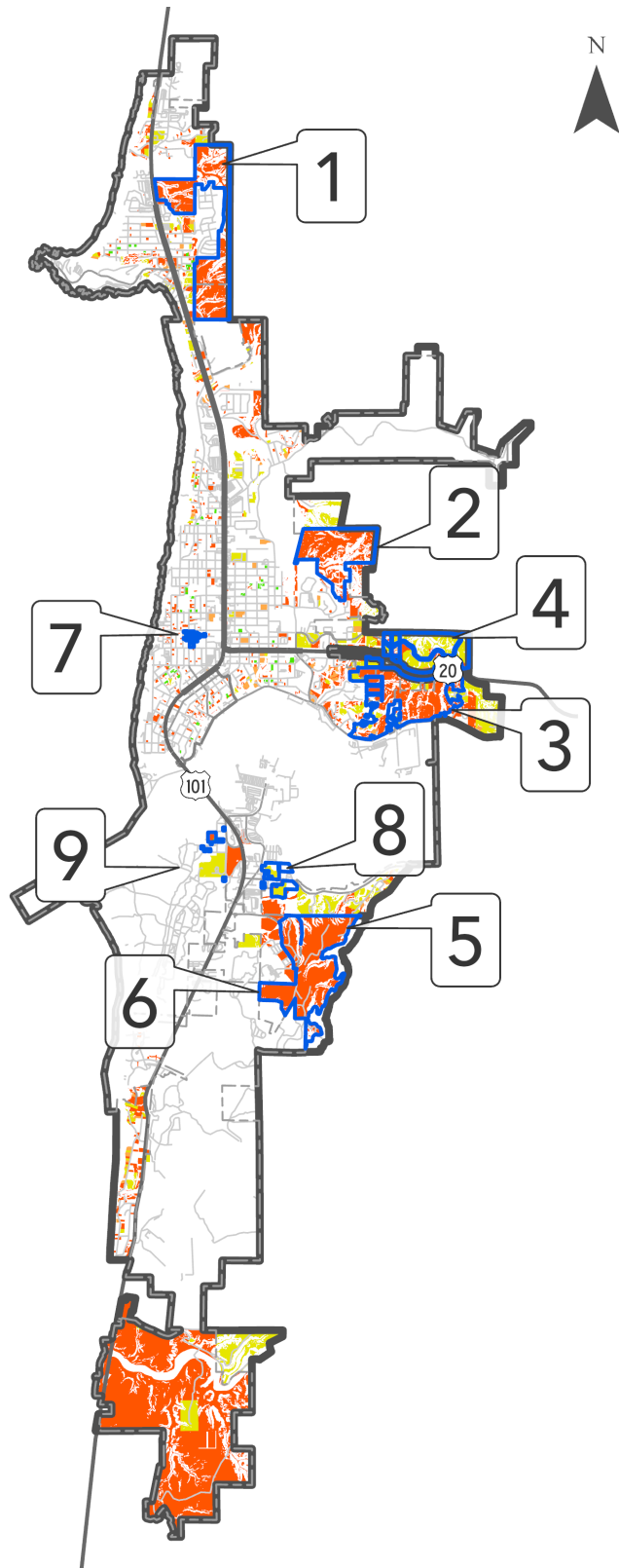
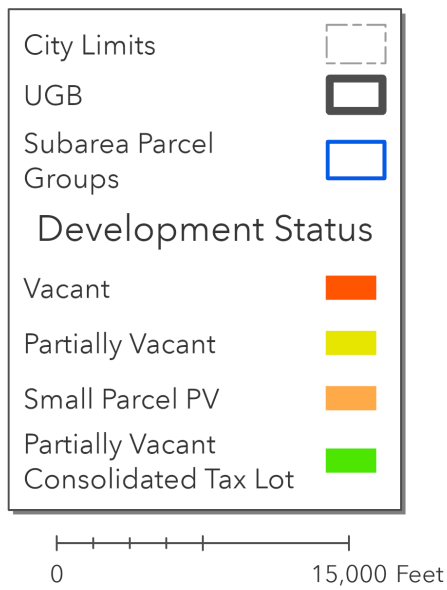
Overview of Approach

The analysis brings together three types of information to assess whether development is likely to be financially feasible:

4. **Infrastructure:** What are the anticipated infrastructure needs for each area, and what are the approximate costs to provide that infrastructure? This was based on assessments of infrastructure needs by City staff and planning level unit cost estimates.
- **Development Potential:** What mix(es) of housing is/are most likely for this area? Given the net buildable areas from the Buildable Lands Inventory (BLI), the likely housing mix, and typical densities for each housing type, how many units could be built?
5. **Residual Value:** Given the estimated costs of building each type of housing on a development-ready site (construction cost to build the structure, fees, design costs, etc.) and the estimated value of the future development, how much is left over to pay for land and infrastructure while allowing a reasonable financial return for the developer?

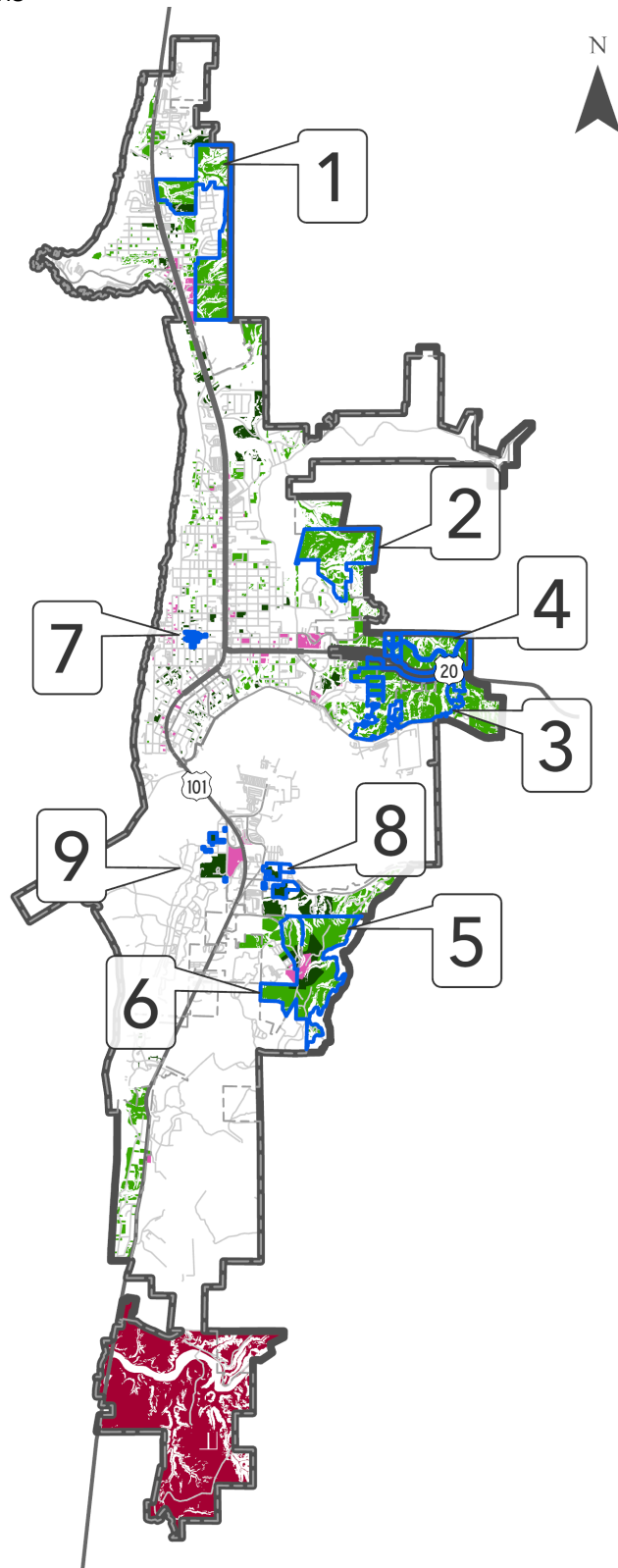
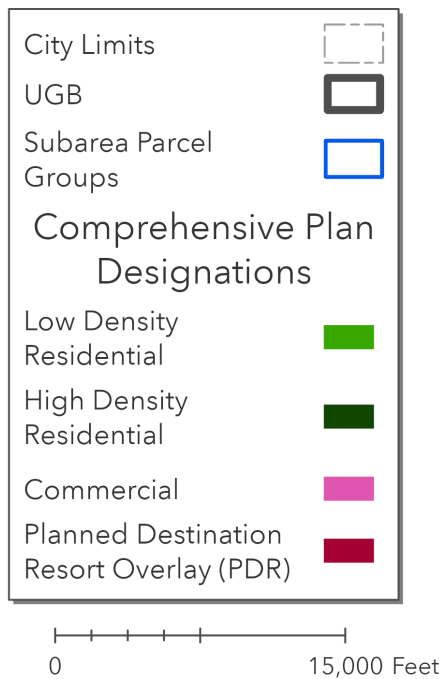
The assumptions for each component of the analysis are discussed in greater detail in the following sections.

Exhibit 105. Development Status



Date: November 2, 2022
 Source: ECONorthwest
 City of Newport
 Lincoln County

Exhibit 106. Comprehensive Plan Designations



Date: November 2, 2022
 Source: ECONorthwest
 City of Newport
 Lincoln County

Housing Assumptions

Housing Types

The analysis included seven types of housing (listed below), using prototypical development examples calibrated to align with recent development in and around Newport.

- Multifamily: Apartments
- Middle Housing:
 - Quadplex
 - Cottage Cluster
 - Townhouse
- Single-Detached Housing:
 - Small Single-Detached House
 - Medium Single-Detached House
 - Large Single-Detached House (hillside only)

Details about the assumed unit size, density/lot size, parking, and rents/sales prices for each housing type are included in Appendix A.

Housing Mix

ECONorthwest established a range of housing mix scenarios for use in different types of contexts:

- **Multifamily** (all apartments)
- **High Density Residential blend** (a mix of apartments, townhouses, quadplexes, small single-detached houses, and some medium single-detached houses)
- **Infill** (a mix of townhouses, quadplexes, small single-detached houses, and medium single-detached houses)
- **Low Density Residential blend** (mostly small single-detached houses and medium single-detached houses with small amounts of townhouses, cottage clusters, and quadplexes)
- **Hillside Low Density Residential** (mostly large single-detached houses and medium single-detached houses with small amounts of small single-detached houses, townhouses, and cottage clusters)

Details about the specific housing mix in each scenario are included in Appendix B.

Relative Ability to Pay for Land and Infrastructure

ECONorthwest’s analysis showed that single-detached houses can afford higher land/infrastructure costs on a per unit basis than middle housing or apartments (see Exhibit 107). Even after accounting for differences in density, single-detached housing can likely afford greater land/infrastructure costs per square foot of buildable land (see Exhibit 108).

Exhibit 107. Residual Value Per Unit

Source: ECONorthwest

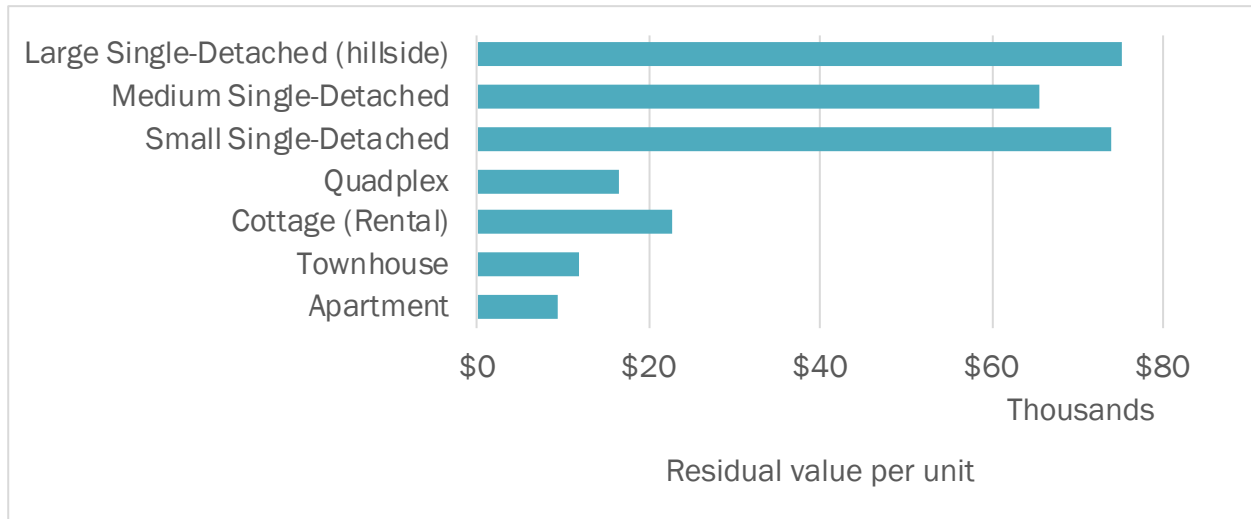
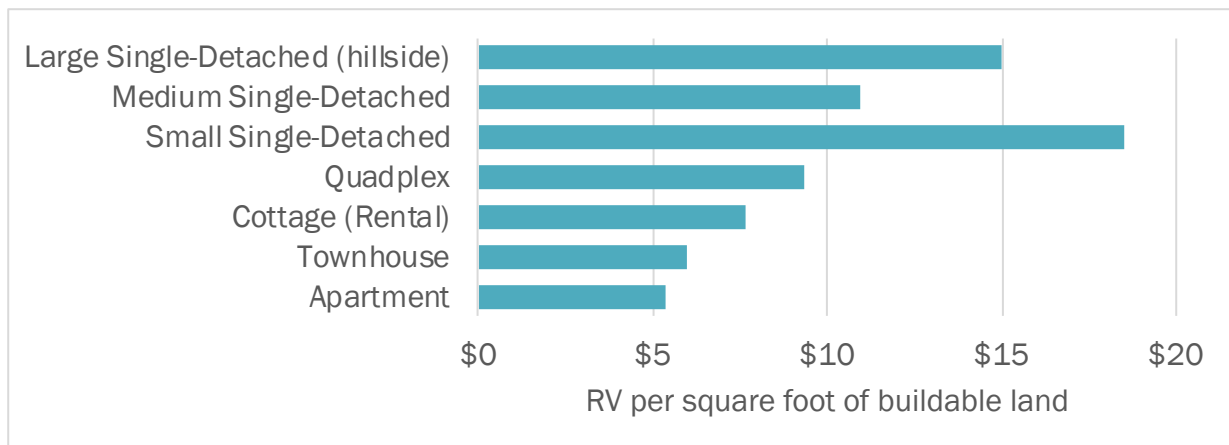


Exhibit 108. Residual Value Per Square Foot of Buildable Land

Source: ECONorthwest



Infrastructure Costs

City of Newport staff reviewed each subarea to identify likely road improvement needs, including access roads to connect to nearby properties, where collector roads are likely to be needed to meet City standards, and where creek crossings will likely require bridges or culverts. Staff also provided unit cost estimates for streets based on typical design requirements per block, with adjustments for hilly areas; typical costs for water and wastewater facilities; estimated costs for site clearing (within future right-of-way); and estimated costs for environmental assessments and design costs. ECONorthwest used the information provided by staff to calculate total infrastructure costs for each subarea.

ECONorthwest also used current System Development Charge (SDC) schedules for Newport to estimate the amount that future development would owe in SDCs and estimate the share of the infrastructure costs that might be eligible for SDC credits based on constructing “qualified public improvements.”⁶⁷ The estimated SDC credit-eligible amount was deducted from the infrastructure costs by system (i.e., water SDCs could be applied to SDC credit-eligible water costs and transportation SDCs could be applied to SDC credit-eligible transportation costs).

Results by Subarea

This section summarizes the analysis for each subarea, including the buildable area and estimated development capacity under specific housing mix scenarios, key infrastructure needs and estimated costs, and a comparison of estimated costs to estimated total residual value for residential development.

A summary of all subarea results is included in Exhibit 154.

⁶⁷ Generally, only the share of costs that accounts for “oversizing” facilities to accommodate demand from other properties is eligible for SDC credits.

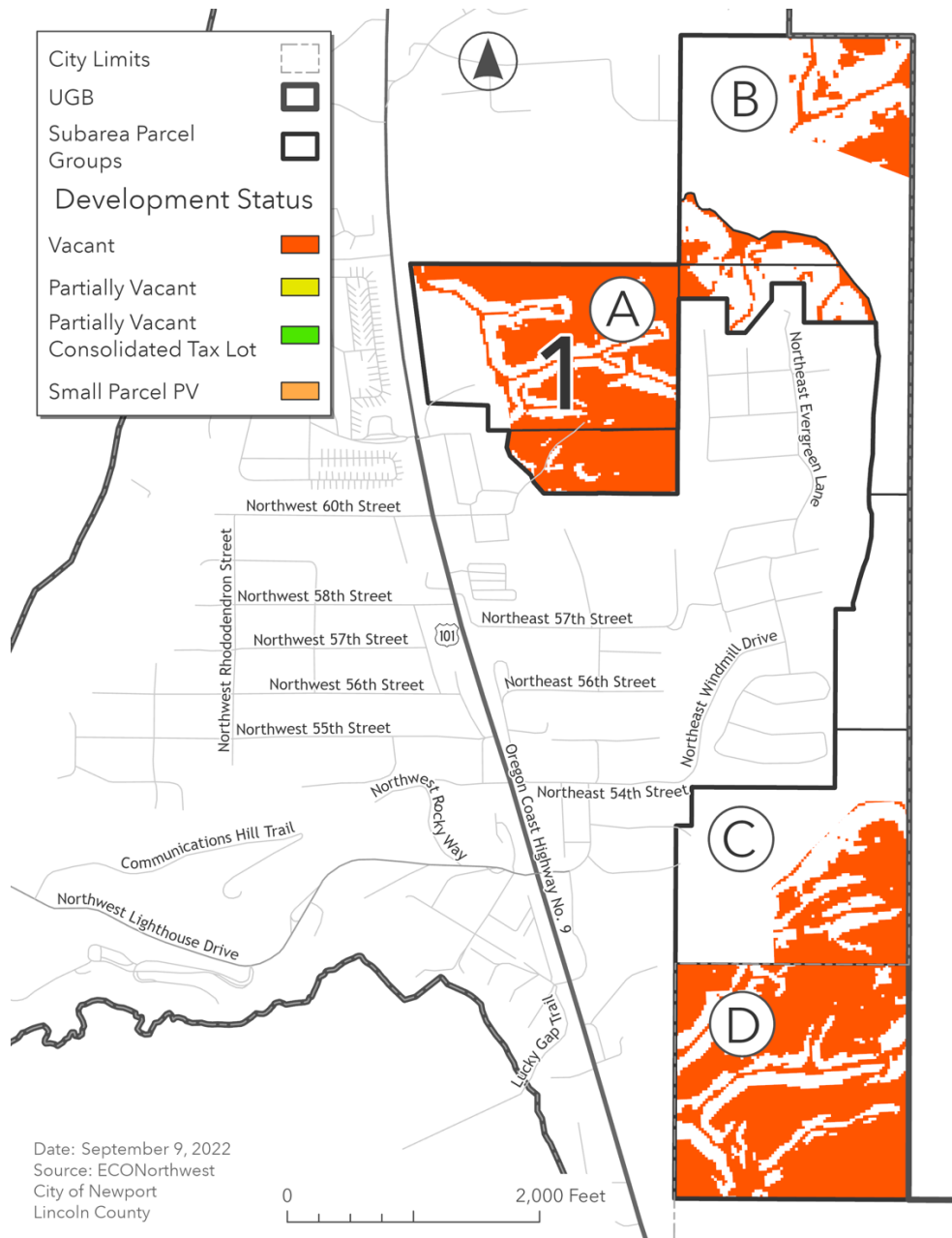
Subarea 1

Overview and Buildable Area

Subarea 1, in the Agate Beach area on the north end of the city, has a total of 71.6 acres of net buildable area and is divided into 4 sections: A, B, C, and D, as shown on Exhibit 109. The buildable land in this area is all vacant and largely under common ownership. Preliminary plans have been developed for the area, which informed the assumptions for road connections and housing mix.

Exhibit 109. Subarea 1 Map and Buildable Land by Development Status

Source: ECONorthwest



Housing Capacity

We tested both a “Multifamily” unit scenario and a “High-Density Residential blend” unit mix scenario for Section 1A based on its proximity to Highway 101, relatively flat topography, and staff’s knowledge of property owner intent for the site. Sections 1B, 1C, and 1D were tested with the “Hillside Low Density Residential” unit mix due to their topography.

Exhibit 110. Subarea 1 Housing Mixes and Estimated Capacity by Section and Housing Mix Scenario
Source: ECONorthwest calculations

Section / Housing Mix Scenario	Buildable Acres	Apartment Units	Townhouse Units	Cottage Units	Quadplex Units	Small Single-Family Units	Medium Single-Family Units	Large Single-Family (hillside)	Total Units
1A: HDR blend	24.92	74	65	57	49	65	14	0	324
1A: Multifamily	24.92	560	0	0	0	0	0	0	560
1B: Hillside LDR	7.51	0	2	2	0	3	12	29	48
1C: Hillside LDR	8.57	0	2	2	0	3	14	34	55
1D: Hillside LDR	30.60	0	10	10	0	12	50	121	203

Residual Value

Based on the pro forma analysis for each housing type and the housing capacity by housing type summarized in Exhibit 110, ECONorthwest estimated the residual value by housing type and total for each section, as shown in Exhibit 111.

Exhibit 111: Subarea 1 Residual Value by Housing Type, Section, and Housing Mix Scenario
Source: ECONorthwest

Section / Housing Mix Scenario	Total RV (Rounded)	RV Per Buildable Acre
1A: HDR blend	\$9,303,000	\$373,331
1A: Multifamily	\$5,247,000	\$210,545
1B: Hillside LDR	\$3,256,000	\$433,602
1C: Hillside LDR	\$3,763,000	\$439,089
1D: Hillside LDR	\$13,602,000	\$444,498

Infrastructure Needs and Costs

Key infrastructure needs identified by staff for this subarea include:

- Section 1A:
 - Looped collector road from Highway 101 to NE 60th Street, with additional cost due to sloped terrain in some areas
 - Internal local road network, with additional cost due to sloped terrain in some areas

- Three bridges
- Section 1B:
 - Collector road from NE 71st Street to water tank
 - Local access road extensions to connect to existing streets, with additional cost due to sloped terrain in some areas
 - Internal local roads, with additional cost due to sloped terrain in some areas
 - One bridge
- Section 1C:
 - Collector road from Lighthouse Dr. to NE 52nd, with additional cost due to sloped terrain in some areas
 - Local access road extensions to connect to existing streets
 - Internal local roads
 - Water pump station
 - Small wastewater lift station
- Section 1D:
 - Collector road loop from 47th to 52nd, with additional cost due to sloped terrain and right-of-way acquisition
 - Internal local roads, with additional cost due to sloped terrain
 - Two bridges
 - Water pump station

The estimated infrastructure costs for this area are summarized in Exhibit 112.

Exhibit 112: Subarea 1 Infrastructure Cost Summary

Source: ECONorthwest summary and calculations based on information provided by City of Newport

Section / Housing Mix Scenario	Subtotal for New Roads (rounded)	Subtotal for Water & Wastewater (rounded)	Total (rounded)	Total After SDC Credits (rounded)
1A: HDR blend	\$9,763,000	\$0	\$9,763,000	\$9,226,000
1A: Multifamily	\$8,992,000	\$0	\$8,992,000	\$8,128,000
1B: Hillside LDR	\$7,326,000	\$0	\$7,326,000	\$7,182,000
1C: Hillside LDR	\$6,279,000	\$850,000	\$7,129,000	\$6,765,000
1D: Hillside LDR	\$21,601,000	\$663,000	\$22,264,000	\$21,423,000

Development Feasibility

Comparing the residual value per buildable acre to the infrastructure costs per buildable acre gives a sense of whether there is value remaining to pay for land. This is shown in Exhibit 113.

Exhibit 113: Residual Value per Buildable Acre Compared to Infrastructure Costs per Buildable Acre by Section and Housing Mix Scenario

Source: ECONorthwest

Section / Housing Mix Scenario	RV per Buildable Acre	Infrastructure Costs per Buildable Acre	RV compared to costs
1A: HDR blend	\$ 373,331	\$ 370,238	101%
1A: Multifamily	\$ 210,545	\$ 326,145	65%
1B: Hillside LDR	\$ 433,602	\$ 956,312	45%
1C: Hillside LDR	\$ 439,089	\$ 789,424	56%
1D: Hillside LDR	\$ 444,498	\$ 700,100	63%

Based on this analysis, most of subarea 1 will be difficult to develop due to the high infrastructure costs per buildable acre. Section 1A, closest to Highway 101, may be financially feasible to develop if costs are slightly lower than estimated or if value is slightly higher than estimated, or if the property is already owned by a developer.

Subarea 2

Overview and Buildable Area

Subarea 2, east of Newport Middle School, has 65.55 acres of net buildable area and is divided into two sections: A and B. Both sections A and B are assumed to develop as “Low Density Residential.” The buildable land in this subarea is vacant. Sections A and B are owned by two different property owners.

Exhibit 114. Subarea 2 Map and Buildable Land by Development Status

Source: ECONorthwest

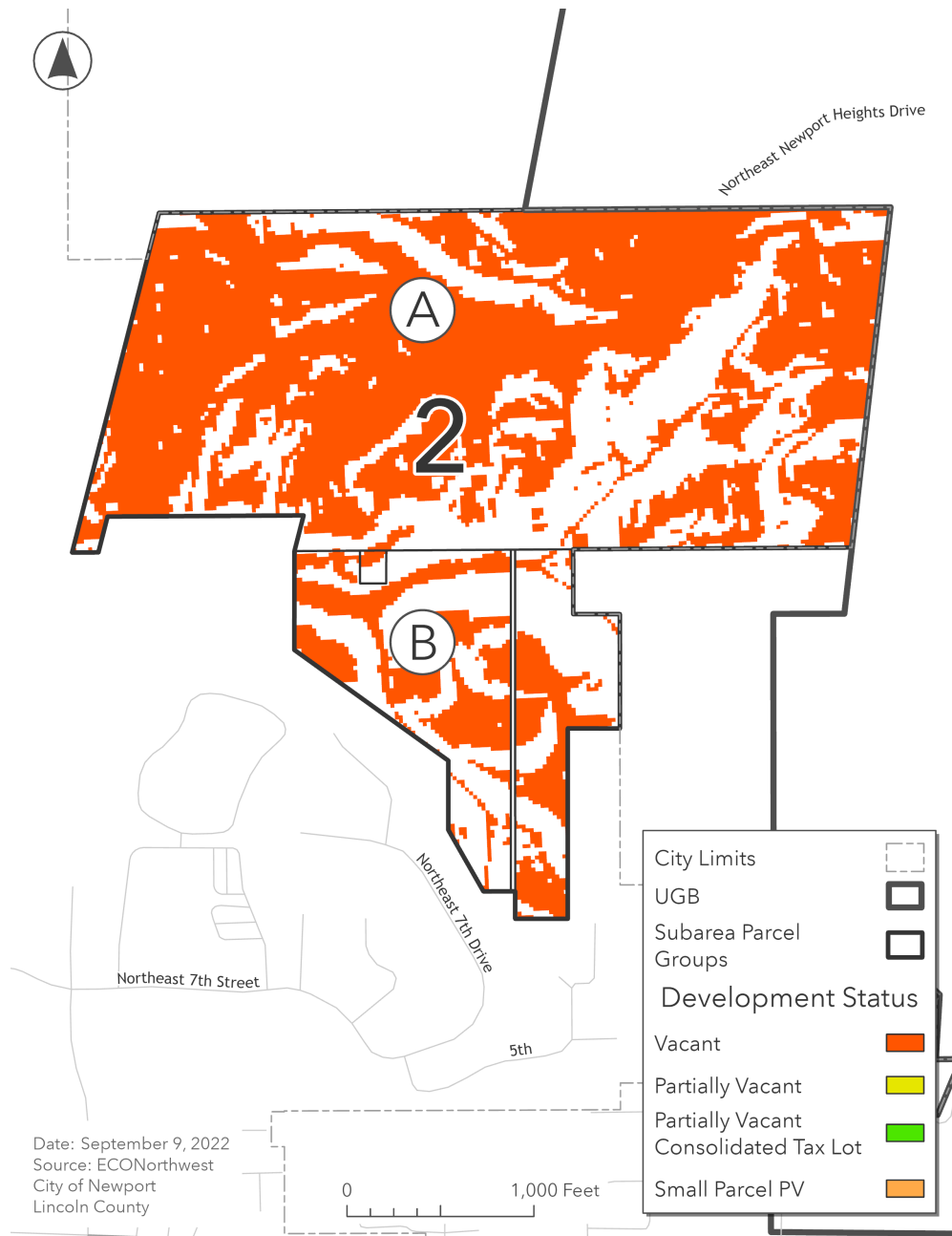


Exhibit 115. Subarea 2 Housing Mixes and Estimated Capacity by Section and Housing Mix Scenario
 Source: ECONorthwest calculations

Section / Housing Mix Scenario	Buildable Acres	Apartment Units	Townhouse Units	Cottage Units	Quadplex Units	Small Single-Family Units	Medium Single-Family Units	Large Single-Family (hillside)	Total Units
2A: LDR	65.55	0	55	22	25	167	222	0	491
2B: LDR	10.35	0	8	3	4	26	35	0	76

Residual Value

Based on the pro forma analysis for each housing type and the housing capacity by housing type summarized in Exhibit 115, ECONorthwest estimated the residual value by housing type and total for each section, as shown in Exhibit 116.

Exhibit 116. Subarea 2 Residual Value by Housing Type, Section, and Housing Mix Scenario
 Source: ECONorthwest

Section / Housing Mix Scenario	Total RV (Rounded)	RV Per Buildable Acre
2A: LDR	\$28,488,000	\$434,616
2B: LDR	\$4,449,000	\$429,790

Infrastructure Needs and Costs

Key infrastructure needs identified by staff for this subarea include:

- Section 2A
 - Access road with additional cost due to difficult terrain from NE 7th to the site and to the northwest of the site
 - Water and wastewater lines from NE 7th to the northwest corner of the site
 - Internal streets, with additional cost due to sloped terrain in some areas
 - Water pump station
 - Wastewater lift stations
- Section 2B
 - Internal looped local roads served from NE Laurel Street, with additional cost due to sloped terrain in some areas

Exhibit 117. Subarea 2 Infrastructure Cost Summary

Source: ECONorthwest summary and calculations based on information provided by City of Newport

Section / Housing Mix Scenario	Subtotal for New Roads (rounded)	Subtotal for Water & Wastewater (rounded)	Total (rounded)	Total After SDC Credits (rounded)
2A: LDR	\$38,683,000	\$11,145,000	\$49,828,000	\$47,627,000
2B: LDR	\$3,904,000	\$0	\$3,904,000	\$3,904,000

Development Feasibility

Comparing the residual value per buildable acre to the infrastructure costs per buildable acre gives a sense of whether there is value remaining to pay for land. This is shown in Exhibit 118.

Exhibit 118: Residual Value per Buildable Acre Compared to Infrastructure Costs per Buildable Acre by Section and Housing Mix Scenario

Source: ECONorthwest

Section / Housing Mix Scenario	RV per Buildable Acre	Infrastructure Costs per Buildable Acre	RV compared to costs
2A: LDR	\$434,616	\$779,756	56%
2B: LDR	\$429,790	\$377,074	114%

Based on this analysis, Section 2A, which accounts for most of subarea 2, will be difficult to develop due to the high infrastructure costs per buildable acre. Section 2B may be financially feasible to develop depending on land value expectations.

Subarea 3

Overview and Buildable Area

Subarea 3, located south of Highway 20 north of Yaquina Bay, has 103.98 acres of net buildable area and is assumed to develop as “Hillside Low Density Residential” given the topography in the area. Much of the area is vacant, though there are several smaller properties included in this subarea, some of which have existing homes on them but are partially vacant.

Exhibit 119. Subarea 3 Map and Buildable Land by Development Status

Source: ECONorthwest

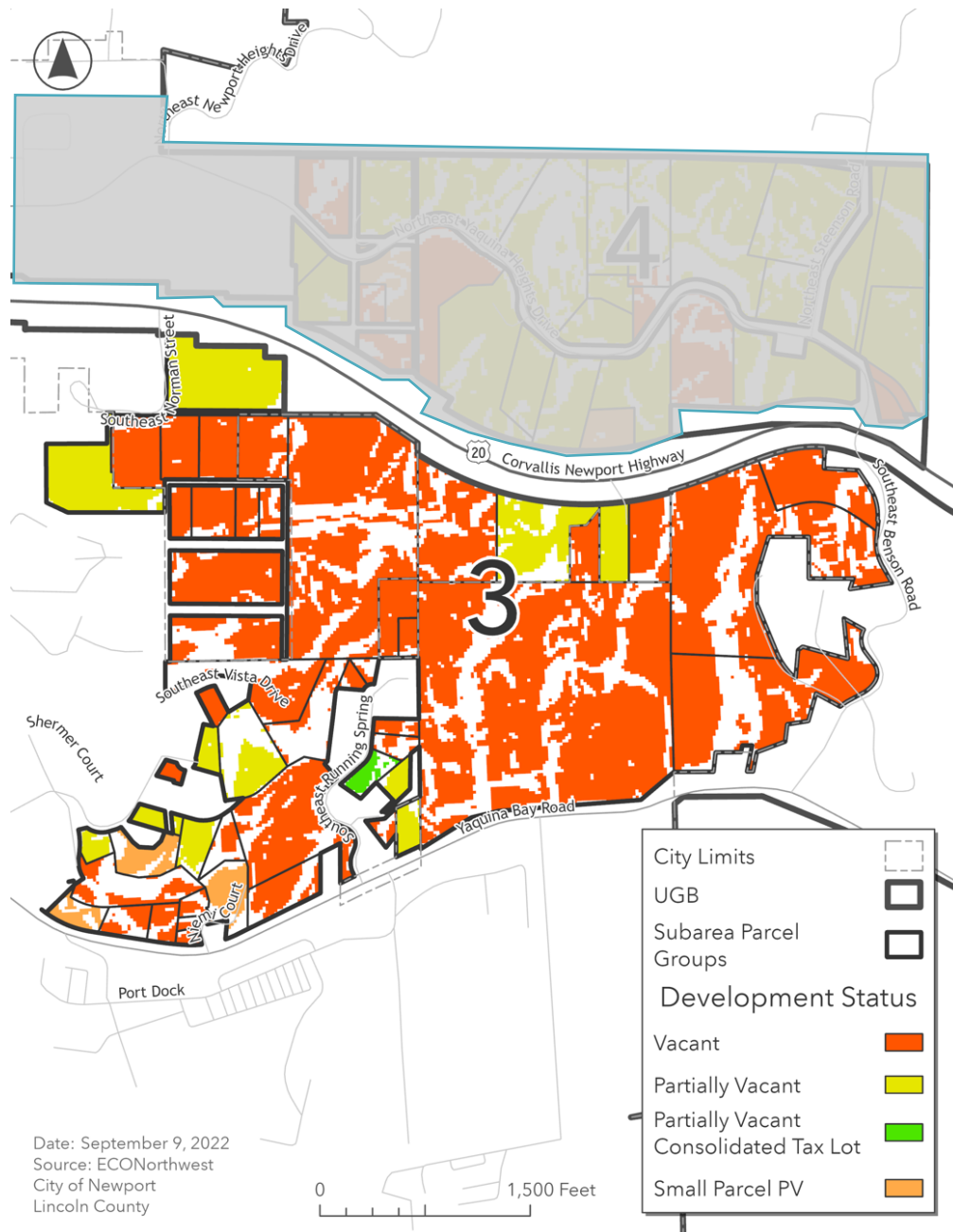


Exhibit 120. Subarea 3 Housing Mixes and Estimated Capacity

Source: ECONorthwest calculations

Section / Housing Mix Scenario	Buildable Acres	Apartment Units	Townhouse Units	Cottage Units	Quadplex Units	Small Single-Family Units	Medium Single-Family Units	Large Single-Family (hillside)	Total Units
Hillside LDR	103.98	0	34	34	0	43	172	413	696

Residual Value

Based on the pro forma analysis for each housing type and the housing capacity by housing type summarized in Exhibit 120, ECONorthwest estimated the residual value by housing type and total for each section, as shown in Exhibit 121.

Exhibit 121. Subarea 3 Residual Value by Housing Type and Housing Mix Scenario

Source: ECONorthwest

Section / Housing Mix Scenario	Total RV (Rounded)	RV Per Buildable Acre
Hillside LDR	\$46,660,000	\$448,721

Infrastructure Needs and Costs

Key infrastructure needs identified by staff for this subarea include:

- Internal streets, with additional cost due to sloped terrain in some areas
- Water tank and pump system
- Wastewater lift station with force main

Exhibit 122. Subarea 3 Infrastructure Cost Summary

Source: ECONorthwest summary and calculations based on information provided by City of Newport

Section / Housing Mix Scenario	Subtotal for New Roads (rounded)	Subtotal for Water & Wastewater (rounded)	Total (rounded)	Total After SDC Credits (rounded)
Hillside LDR	\$35,725,000	\$6,250,000	\$41,975,000	\$37,443,000

Development Feasibility

Comparing the residual value per buildable acre to the infrastructure costs per buildable acre gives a sense of whether there is value remaining to pay for land. This is shown in Exhibit 123.

Exhibit 123: Residual Value per Buildable Acre Compared to Infrastructure Costs per Buildable Acre

Source: ECONorthwest

Section / Housing Mix Scenario	RV per Buildable Acre	Infrastructure Costs per Buildable Acre	RV compared to costs
Hillside LDR*	\$448,721	\$360,087	125%

* Parcelization in these areas would likely reduce development potential and make development less likely to be feasible than the overall numbers suggest.

Based on this analysis, subarea 3 may be financially feasible to develop, but the key challenge will be the parcelization and whether any individual property owner can take on the cost of the larger infrastructure projects needed to enable growth in this area.

Subarea 4

Overview and Buildable Area

Subarea 4, north of Highway 20 and Yaquina Bay, has 55.05 acres of net buildable area and is assumed to develop as “Hillside Low Density Residential” given the topography in the area. The land in this area has fragmented ownership and is mostly partially vacant with existing homes on many of the lots. (The buildable acreage excludes ¼ acre for the existing home on each partially vacant property.)

Exhibit 124. Subarea 4 Map and Buildable Land by Development Status

Source: ECONorthwest

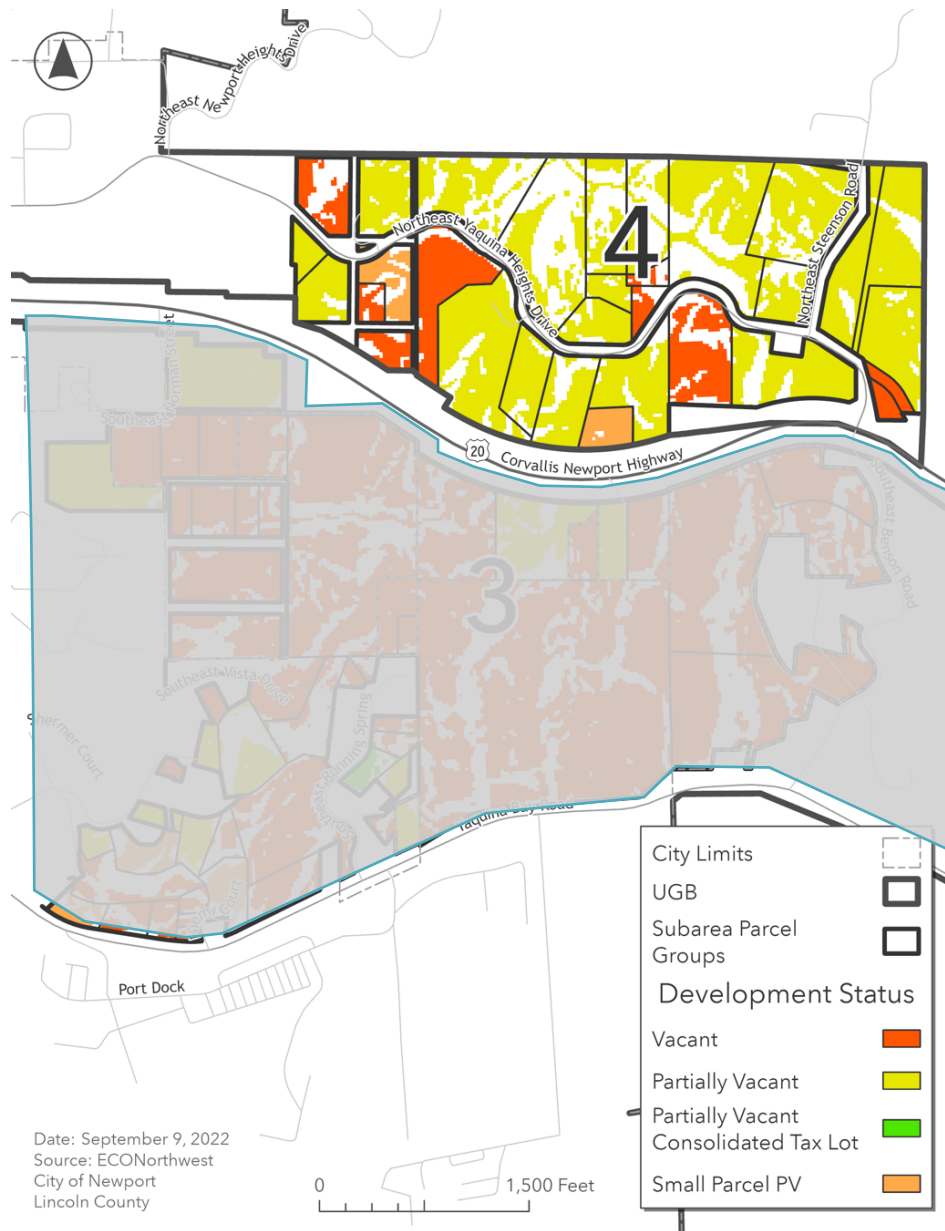


Exhibit 125. Subarea 4 Housing Mixes and Estimated Capacity

Source: ECONorthwest calculations

Section / Housing Mix Scenario	Buildable Acres	Apartment Units	Townhouse Units	Cottage Units	Quadplex Units	Small Single-Family Units	Medium Single-Family Units	Large Single-Family (hillside)	Total Units
Hillside LDR	55.05	0	18	18	0	22	91	218	367

Note: because this area is parcelized, the yield would likely be lower.

Residual Value

Based on the pro forma analysis for each housing type and the housing capacity by housing type summarized in Exhibit 125, ECONorthwest estimated the residual value by housing type and total for each section, as shown in Exhibit 126.

Exhibit 126. Subarea 4 Residual Value by Housing Type and Housing Mix Scenario

Source: ECONorthwest

Section / Housing Mix Scenario	Total RV (Rounded)	RV Per Buildable Acre
Hillside LDR	\$24,593,000	\$446,765

Infrastructure Needs and Costs

Key infrastructure needs identified by staff for this subarea include:

- Internal local roads, with additional cost due to sloped terrain
- Water tank and pump station
- Wastewater lift station with force main

Exhibit 127. Subarea 4 Infrastructure Cost Summary

Source: ECONorthwest summary and calculations based on information provided by City of Newport

Section / Housing Mix Scenario	Subtotal for New Roads (rounded)	Subtotal for Water & Wastewater (rounded)	Total (rounded)	Total After SDC Credits (rounded)
Hillside LDR	\$18,733,000	\$6,250,000	\$24,983,000	\$23,686,000

Development Feasibility

Comparing the residual value per buildable acre to the infrastructure costs per buildable acre gives a sense of whether there is value remaining to pay for land. This is shown in Exhibit 128.

Exhibit 128: Residual Value per Buildable Acre Compared to Infrastructure Costs per Buildable Acre

Source: ECONorthwest

Section / Housing Mix Scenario	RV per Buildable Acre	Infrastructure Costs per Buildable Acre	RV compared to costs
Hillside LDR*	\$446,765	\$430,285	104%

* Parcelization in these areas would likely reduce development potential and make development less likely to be feasible than the overall numbers suggest.

Based on this analysis, subarea 4 is unlikely to be financially feasible to develop unless costs are lower than estimated or value is higher than estimated. However, because the area is already parcelized and many properties have existing homes on them, this area will be less likely to develop, and more challenging for any individual property owner to take on the costs of building the needed infrastructure.

Subarea 5

Overview and Buildable Area

Subarea 5 has 120.15 acres of net buildable area. ECONorthwest tested both a “Low Density Residential” unit mix scenario and a “High Density Residential blend” unit mix scenario. The land is vacant and under common ownership. Preliminary master plans have been developed for the area as future phases of the Wilder development.

Exhibit 129. Subarea 5 Map and Buildable Land by Development Status

Source: ECONorthwest

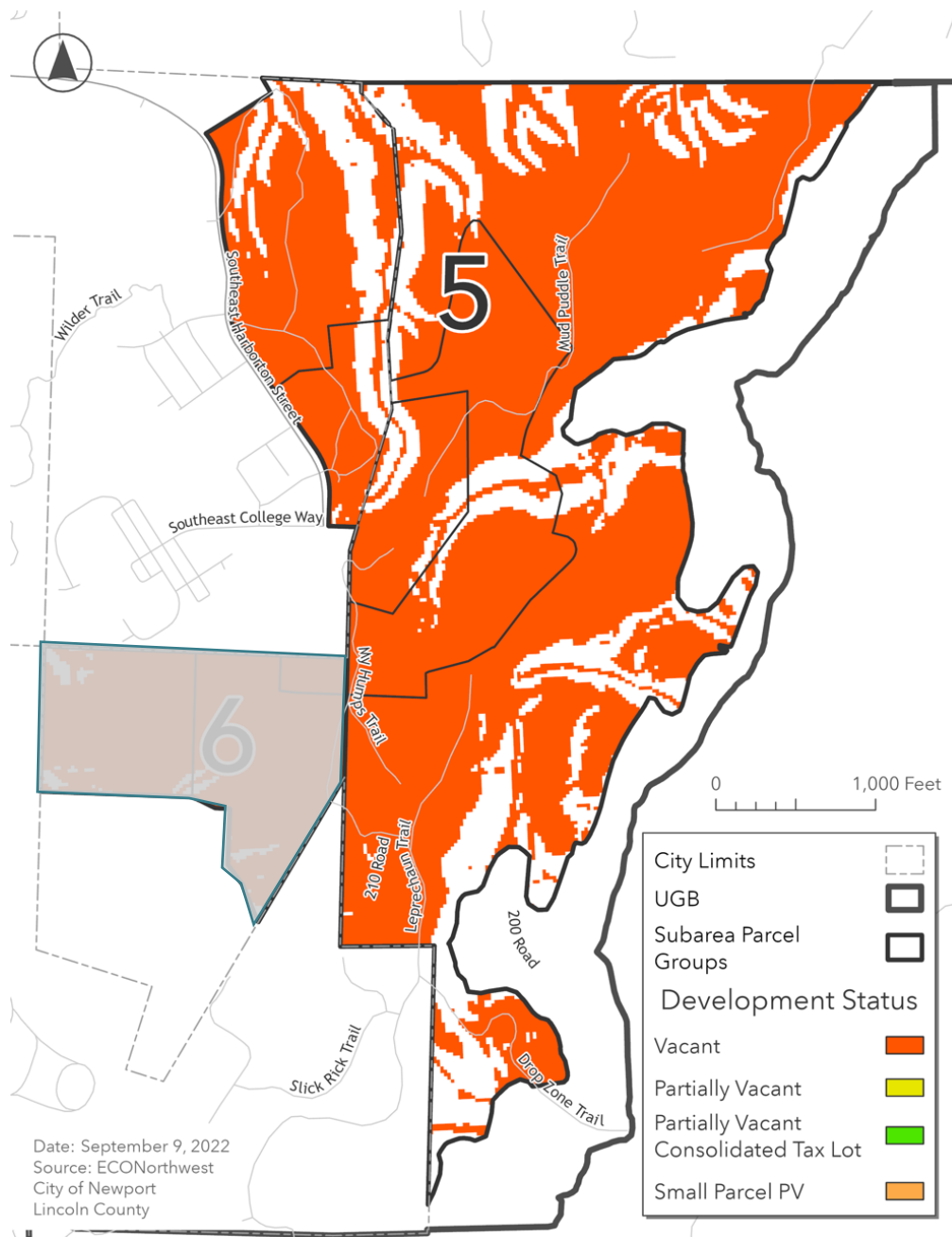


Exhibit 130. Subarea 5 Housing Mixes and Estimated Capacity by Housing Mix Scenario

Source: ECONorthwest calculations

Section / Housing Mix Scenario	Buildable Acres	Apartment Units	Townhouse Units	Cottage Units	Quadplex Units	Small Single-Family Units	Medium Single-Family Units	Large Single-Family (hillside)	Total Units
LDR	120.15	0	102	40	46	306	408	0	902
HDR blend	120.15	360	314	279	239	314	69	0	1575

Residual Value

Based on the pro forma analysis for each housing type and the housing capacity by housing type summarized in Exhibit 130, ECONorthwest estimated the residual value by housing type and total for each section, as shown in Exhibit 131.

Exhibit 131. Subarea 5 Residual Value by Housing Type and Housing Mix Scenario

Source: ECONorthwest

Section / Housing Mix Scenario	Total RV (Rounded)	RV Per Buildable Acre
LDR	\$52,290,000	\$435,210
HDR blend	\$45,177,000	\$376,005

Infrastructure Needs and Costs

Key infrastructure needs identified by staff for this subarea include:

- Collector road looped from Highway 101
- Internal local roads

Exhibit 132. Subarea 5 Infrastructure Cost Summary

Source: ECONorthwest summary and calculations based on information provided by City of Newport

Section / Housing Mix Scenario	Subtotal for New Roads (rounded)	Subtotal for Water & Wastewater (rounded)	Total (rounded)	Total After SDC Credits (rounded)
LDR	\$31,337,000	\$0	\$31,337,000	\$29,194,000
HDR blend	\$24,863,000	\$0	\$24,863,000	\$22,254,000

Development Feasibility

Comparing the residual value per buildable acre to the infrastructure costs per buildable acre gives a sense of whether there is value remaining to pay for land. This is shown in Exhibit 133.

Exhibit 133: Residual Value per Buildable Acre Compared to Infrastructure Costs per Buildable Acre by Housing Mix Scenario

Source: ECONorthwest

Section / Housing Mix Scenario	RV per Buildable Acre	Infrastructure Costs per Buildable Acre	RV compared to costs
LDR	\$435,210	\$242,983	179%
HDR blend	\$376,005	\$185,219	203%

Based on this analysis, subarea 5 appears to be financially feasible to develop with a range of housing mix options.

Subarea 6

Overview and Buildable Area

Subarea 6, which is adjacent to Subarea 5 and just south of Oregon Coast Community College, has 22.38 acres of net buildable area. ECONorthwest tested this area with both a “Low Density Residential” unit mix scenario and a “High Density Residential blend” unit mix scenario. The area is vacant and under common ownership.

Exhibit 134. Subarea 6 Map and Buildable Land by Development Status

Source: ECONorthwest

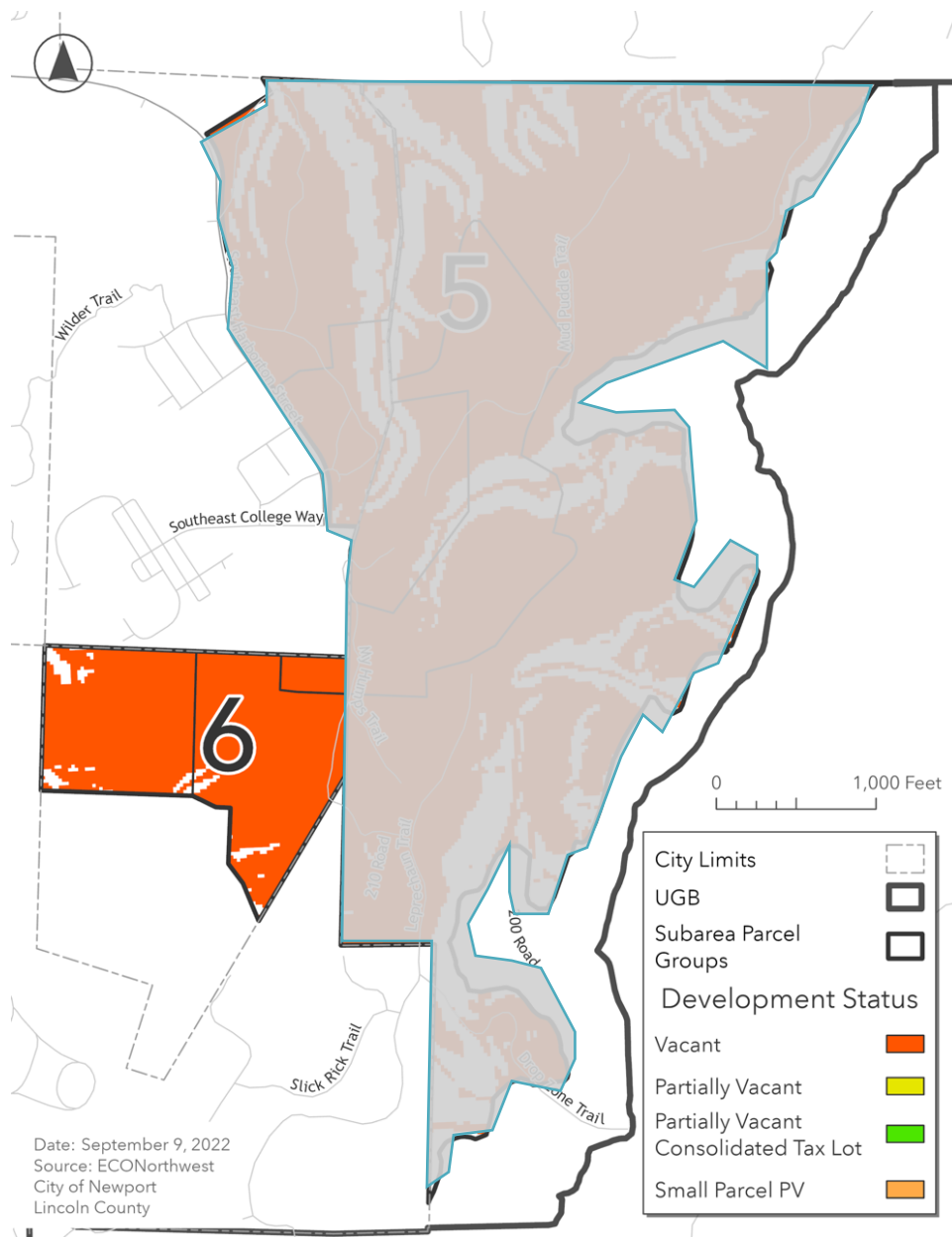


Exhibit 135. Subarea 6 Housing Mixes and Estimated Capacity by Housing Mix Scenario

Source: ECONorthwest calculations

Section / Housing Mix Scenario	Buildable Acres	Apartment Units	Townhouse Units	Cottage Units	Quadplex Units	Small Single-Family Units	Medium Single-Family Units	Large Single-Family (hillside)	Total Units
LDR	22.38	0	19	7	8	57	76	0	167
HDR blend	22.38	67	58	51	44	58	12	0	290

Residual Value

Based on the pro forma analysis for each housing type and the housing capacity by housing type summarized in Exhibit 135, ECONorthwest estimated the residual value by housing type and total for each section, as shown in Exhibit 136.

Exhibit 136. Subarea 6 Residual Value by Housing Type and Housing Mix Scenario

Source: ECONorthwest

Section / Housing Mix Scenario	Total RV (Rounded)	RV Per Buildable Acre
LDR	\$9,721,000	\$434,330
HDR blend	\$8,286,000	\$370,225

Infrastructure Needs and Costs

Key infrastructure needs identified by staff for this subarea include:

- Collector road
- Local access extensions to connect to existing streets

Exhibit 137. Subarea 6 Infrastructure Cost Summary

Source: ECONorthwest summary and calculations based on information provided by City of Newport

Section / Housing Mix Scenario	Subtotal for New Roads (rounded)	Subtotal for Water & Wastewater (rounded)	Total (rounded)	Total After SDC Credits (rounded)
LDR	\$6,697,000	\$0	\$6,697,000	\$6,299,000
HDR blend	\$5,491,000	\$0	\$5,491,000	\$5,011,000

Development Feasibility

Comparing the residual value per buildable acre to the infrastructure costs per buildable acre gives a sense of whether there is value remaining to pay for land. This is shown in Exhibit 138.

Exhibit 138: Residual Value per Buildable Acre Compared to Infrastructure Costs per Buildable Acre by Section and Housing Mix Scenario

Source: ECONorthwest

Section / Housing Mix Scenario	RV per Buildable Acre	Infrastructure Costs per Buildable Acre	RV compared to costs
LDR	\$434,330	\$281,436	154%
HDR blend	\$370,225	\$223,894	165%

Based on this analysis, subarea 6 appears financially feasible to develop with a range of housing mix options.

Subarea 7

Overview and Buildable Area

Subarea 7, located in Nye Beach, has 1.9 acres of net buildable area and was tested with an “Infill” unit mix given the close-in location and small parcels. The area has fragmented ownership.

Exhibit 139. Subarea 7 Map and Buildable Land by Development Status



Exhibit 140. Subarea 7 Housing Mix and Estimated Capacity
Source: ECONorthwest calculations

Section / Housing Mix Scenario	Buildable Acres	Apartment Units	Townhouse Units	Cottage Units	Quadplex Units	Small Single-Family Units	Medium Single-Family Units	Large Single-Family (hillside)	Total Units
Infill	1.90	0	4	5	4	6	4	0	23

Residual Value

Based on the pro forma analysis for each housing type and the housing capacity by housing type summarized in Exhibit 140, ECONorthwest estimated the residual value by housing type and total for each section, as shown in Exhibit 141.

Exhibit 141. Subarea 7 Residual Value by Housing Type and Housing Mix Scenario
Source: ECONorthwest

Section / Housing Mix Scenario	Total RV (Rounded)	RV Per Buildable Acre
Infill	\$934,000	\$492,507

Infrastructure Needs and Costs

Key infrastructure needs identified by staff for this subarea include:

- Local access road extensions to connect to NW Hurbert St and NW Cottage St, with additional cost due to intersecting creek east of NW Hurbert St
- Sewer extension along NW Hurbert St
- Water main extension along NW Cottage St

Exhibit 142. Subarea 7 Infrastructure Cost Summary
Source: ECONorthwest summary and calculations based on information provided by City of Newport

Section / Housing Mix Scenario	Subtotal for New Roads (rounded)	Subtotal for Water & Wastewater (rounded)	Total (rounded)	Total After SDC Credits (rounded)
Infill	\$603,000	\$166,000	\$769,000	\$779,000

Development Feasibility

Comparing the residual value per buildable acre to the infrastructure costs per buildable acre gives a sense of whether there is value remaining to pay for land. This is shown in Exhibit 143.

Exhibit 143: Residual Value per Buildable Acre Compared to Infrastructure Costs per Buildable Acre by Housing Mix Scenario

Source: ECONorthwest

Section / Housing Mix Scenario	RV per Buildable Acre	Infrastructure Costs per Buildable Acre	RV compared to costs
Infill	\$492,507	\$410,981	120%

Based on this analysis, subarea 7 appears financially feasible to develop, though the small parcel sizes and fragmented ownership could make development more difficult depending on site-specific infrastructure needs and development potential.

Subarea 8

Overview and Buildable Area

Subarea 8, in South Beach east of Highway 101, has 9.61 acres of net buildable area. ECONorthwest tested both a “High Density Residential blend” unit mix scenario and an “Infill” unit mix scenario for this area. The land is mostly partially vacant, with somewhat fragmented ownership.

Exhibit 144. Subarea 8 Map and Buildable Land by Development Status

Source: ECONorthwest



Exhibit 145. Subarea 8 Housing Mixes and Estimated Capacity by Housing Mix Scenario
Source: ECONorthwest calculations

Section / Housing Mix Scenario	Buildable Acres	Apartment Units	Townhouse Units	Cottage Units	Quadplex Units	Small Single-Family Units	Medium Single-Family Units	Large Single-Family (hillside)	Total Units
HDR blend	9.61	28	25	22	19	25	5	0	124
Infill	9.61	0	17	23	20	26	17	0	103

Residual Value

Based on the pro forma analysis for each housing type and the housing capacity by housing type summarized in Exhibit 145, ECONorthwest estimated the residual value by housing type and total for each section, as shown in Exhibit 146.

Exhibit 146. Subarea 8 Residual Value by Housing Type and Housing Mix Scenario
Source: ECONorthwest

Section / Housing Mix Scenario	Total RV (Rounded)	RV Per Buildable Acre
HDR blend	\$3,553,000	\$369,847
Infill	\$4,095,000	\$426,302

Infrastructure Needs and Costs

Key infrastructure needs identified by staff for this subarea include:

- Local access road extension south of SE 35th using SE Elm St ROW and SE Chestnut St and north of SE 35th using SE Ferry Slip Rd or SE 35th St
- Internal local roads

Exhibit 147. Subarea 8 Infrastructure Cost Summary

Source: ECONorthwest summary and calculations based on information provided by City of Newport

Section / Housing Mix Scenario	Subtotal for New Roads (rounded)	Subtotal for Water & Wastewater (rounded)	Total (rounded)	Total After SDC Credits (rounded)
HDR blend	\$2,653,000	\$0	\$2,653,000	\$2,653,000
Infill	\$2,201,000	\$0	\$2,201,000	\$2,201,000

Development Feasibility

Comparing the residual value per buildable acre to the infrastructure costs per buildable acre gives a sense of whether there is value remaining to pay for land. This is shown in Exhibit 148.

Exhibit 148: Residual Value per Buildable Acre Compared to Infrastructure Costs per Buildable Acre by Section and Housing Mix Scenario

Source: ECONorthwest

Section / Housing Mix Scenario	RV per Buildable Acre	Infrastructure Costs per Buildable Acre	RV compared to costs
HDR blend	\$369,847	\$276,140	134%
Infill	\$426,302	\$229,083	186%

Based on this analysis, subarea 4 is most financially feasible to develop with an “Infill” housing mix scenario and may be financially feasible to develop with an “HDR blend” housing mix scenario depending on land value expectations and site-specific factors.

Subarea 9

Overview and Buildable Area

Subarea 9, in South Beach west of Highway 101, has 3.86 acres of net buildable area. ECONorthwest tested both a “High Density Residential blend” unit mix scenario and an “Infill” unit mix scenario. The buildable land in this area is generally vacant, with one larger block of land and several smaller sites with fragmented ownership.

Exhibit 149. Subarea 9 Map and Buildable Land by Development Status

Source: ECONorthwest

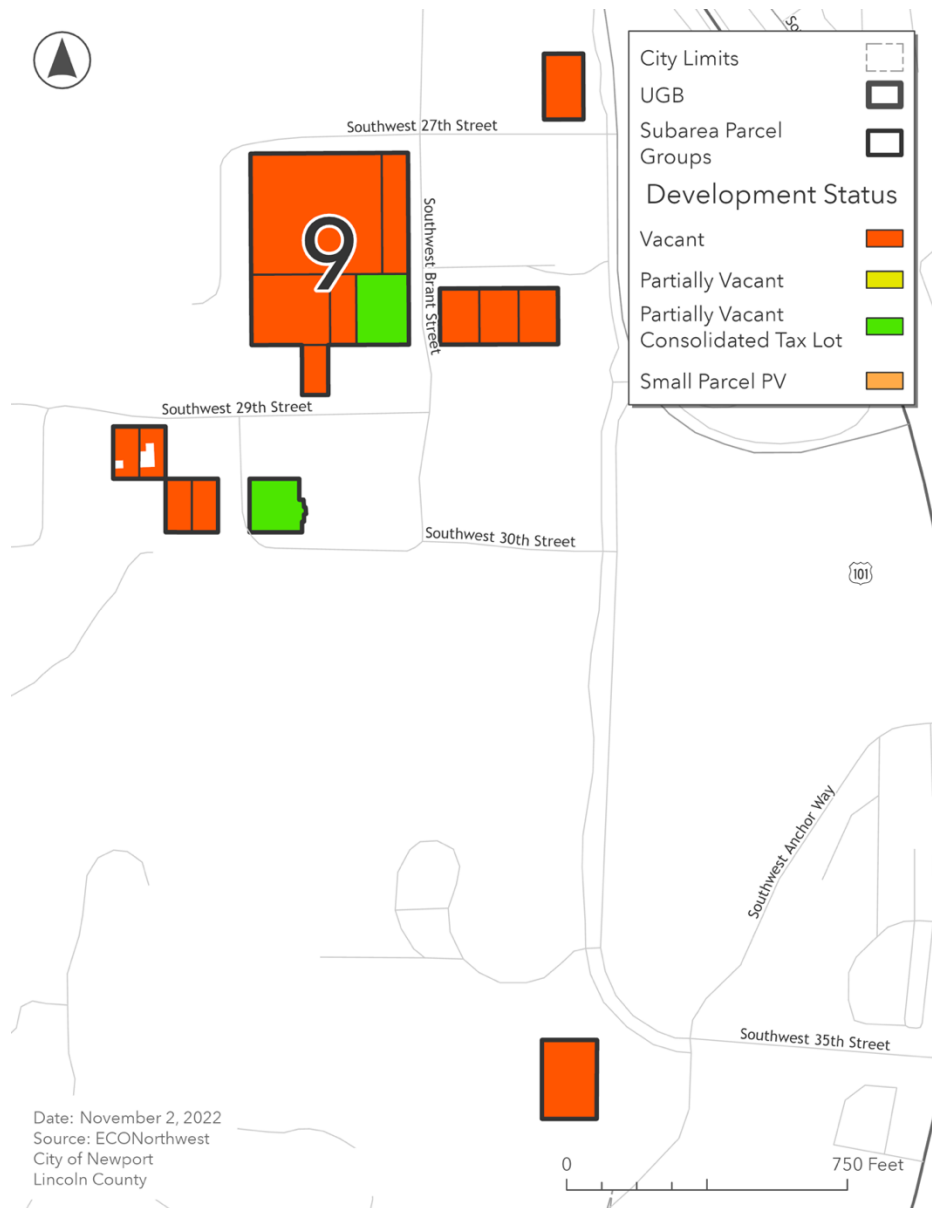


Exhibit 150. Subarea 9 Housing Mixes and Estimated Capacity by Housing Mix Scenario

Source: ECONorthwest calculations

Section / Housing Mix Scenario	Buildable Acres	Apartment Units	Townhouse Units	Cottage Units	Quadplex Units	Small Single-Family Units	Medium Single-Family Units	Large Single-Family (hillside)	Total Units
HDR blend	3.86	11	10	8	7	10	2	0	48
Infill	3.86	0	7	9	8	10	7	0	41

Residual Value

Based on the pro forma analysis for each housing type and the housing capacity by housing type summarized in Exhibit 150, ECONorthwest estimated the residual value by housing type and total for each section, as shown in Exhibit 151.

Exhibit 151. Subarea 9 Residual Value by Housing Type and Housing Mix Scenario

Source: ECONorthwest

Section / Housing Mix Scenario	Total RV (Rounded)	RV Per Buildable Acre
HDR blend	\$1,391,000	\$360,044
Infill	\$1,619,000	\$419,119

Infrastructure Needs and Costs

Key infrastructure needs identified by staff for this subarea include:

- Internal local roads, with additional cost due to sloped terrain
- Upgrade of pumps at 26th Street lift station

Exhibit 152. Subarea 9 Infrastructure Cost Summary

Source: ECONorthwest summary and calculations based on information provided by City of Newport

Section / Housing Mix Scenario	Subtotal for New Roads (rounded)	Subtotal for Water & Wastewater (rounded)	Total (rounded)	Total After SDC Credits (rounded)
HDR blend	\$1,742,000	\$200,000	\$1,942,000	\$1,898,000
Infill	\$1,475,000	\$200,000	\$1,675,000	\$1,640,000

Development Feasibility

Comparing the residual value per buildable acre to the infrastructure costs per buildable acre gives a sense of whether there is value remaining to pay for land. This is shown in Exhibit 153.

Exhibit 153: Residual Value per Buildable Acre Compared to Infrastructure Costs per Buildable Acre by Housing Mix Scenario

Source: ECONorthwest

Section / Housing Mix Scenario	RV per Buildable Acre	Infrastructure Costs per Buildable Acre	RV compared to costs
HDR blend	\$360,044	\$491,098	73%
Infill	\$419,119	\$424,343	99%

Based on this analysis, subarea 9 may be financially feasible to develop with the “Infill” housing mix if costs are lower than estimated or if value is higher than estimated, or if the property is already owned by a developer. However, with some of the area in fragmented ownership and small parcels, the area is less likely to be able to pay for larger infrastructure costs such as a pump station upgrade or new roads.

Summary of Results and Conclusions

The analysis showed some subareas where the estimated “residual value” of the development exceeds the estimated cost of building infrastructure, meaning that there is potential for a developer to pay for both infrastructure and land, and other areas where the infrastructure costs are higher than the development is likely to be able to afford, as shown in Exhibit 154.

Exhibit 154. Constructability Analysis Results: Housing Unit Yields and Residual Value (RV) vs. Costs per Buildable Acre by Subarea and Housing Mix Scenario

Source: ECONorthwest

Subarea	Section / Housing Mix Scenario	Buildable Acres	Total Units	RV per Buildable Acre	Infrastructure Costs per Buildable Acre	RV compared to costs
Area 1	1A: HDR blend	24.92	324	\$373,331	\$370,238	101%
	1A: Multifamily	24.92	560	\$210,545	\$326,145	65%
	1B: Hillside LDR	7.51	48	\$433,602	\$956,312	45%
	1C: Hillside LDR	8.57	55	\$439,089	\$789,424	56%
	1D: Hillside LDR	30.60	203	\$444,498	\$700,100	63%
Area 2	2A: LDR blend	65.55	491	\$434,616	\$779,756	56%
	2B: LDR blend	10.35	76	\$429,790	\$377,074	114%
Area 3	Hillside LDR*	103.98	696	\$448,721	\$375,135	120%
Area 4	Hillside LDR*	55.05	367	\$446,765	\$445,277	100%
Area 5	LDR blend	120.15	902	\$435,210	\$242,983	179%
	HDR blend	120.15	1575	\$376,005	\$185,219	203%
Area 6	LDR blend	22.38	167	\$434,330	\$281,436	154%
	HDR blend	22.38	290	\$370,225	\$223,894	165%
Area 7	Infill*	1.90	23	\$492,507	\$410,981	120%
Area 8	HDR blend*	9.61	124	\$369,847	\$276,140	134%
	Infill*	9.61	103	\$426,302	\$229,083	186%
Area 9	HDR blend*	3.86	48	\$360,044	\$491,098	73%
	Infill*	3.86	41	\$419,119	\$424,343	99%

* Parcelization in these areas would likely reduce development potential and make development less likely to be feasible than the overall numbers suggest.

Orange highlighting indicates numbers that are less favorable to financial feasibility compared to the average, while teal highlighting indicates numbers that are more favorable to financial feasibility compared to the average.

Subarea 1, in the Agate Beach area on the north end of the city, and **Subarea 2**, east of Newport Middle School, both have large sections that will be very costly to serve where the topography limits development potential. These areas (identified as 1B, 1C, 1D, and 2A in Exhibit 154) likely are not financially feasible to develop at the infrastructure costs estimated by the City. There are smaller sections of each area (identified as 1A and 2B in Exhibit 154) with lower infrastructure costs where development may potentially be feasible. However, 1A (located close to Highway 101), may or may not be feasible depending on the housing mix and yield on the site. While the

area can support multifamily development based on its topography and location, multifamily development has relatively little ability to absorb infrastructure costs. A more balanced housing mix would increase the need for local streets within the development, increasing the infrastructure costs, but would come closer to making development feasible.

Subareas 3 and 4, located on either side of Highway 20 north of Yaquina Bay, are both highly parcelized. In aggregate, the value of future development could potentially support building the needed infrastructure, though Subarea 4 faces higher costs and may not be feasible even considered as a block. Parcelization in these areas will likely reduce development potential and make development less feasible than the overall numbers suggest. In addition, the parcelization could make it more difficult for any single landowner to move forward with development if they would have to front the cost of much of the needed infrastructure without knowing if and when future development would contribute to the costs. Subarea 4 is also mostly made up of partially vacant land where property owners may have less motivation to sell undeveloped portions of the lot for development.

Subarea 5 (future phases of the Wilder development) and **Subarea 6** (adjacent to Subarea 5, and just south of Oregon Coast Community College) show the strongest potential to cover infrastructure costs. For Subarea 6, the fact that the property owner/developer has owned the land for many years can provide an additional cushion because they will not have to pay current market prices for land. These areas appear to be among the most cost effective to serve with infrastructure out of the subareas included in this analysis and are relatively large sites under common ownership.

Subarea 7 (located in Nye Beach), **Subarea 8** (in South Beach east of Highway 101), and **Subarea 9** (in South Beach west of Highway 101) are smaller infill areas with less infrastructure needs. However, all require some street extensions and/or frontage improvements, and Subarea 9 requires water pump upgrades. Subarea 9 costs are relatively high given its small size and may be more than development can afford. Subareas 7 and 8 appear more promising, but the fragmented ownership and potentially higher land value expectations from property owners in more central locations could still make development challenging in these areas.

Overall, infrastructure cost challenges could impact close to 300 buildable acres of residential units, representing over 2,000 potential units of housing capacity. However, this analysis provides only a rough indication of development potential and infrastructure costs, with a high margin of error due to the number of unknowns. Individual properties within these subareas may have higher or lower development potential and infrastructure costs than estimated for this analysis.

Appendix C: Housing Prototype Details

Apartments

The rental apartment prototype contains 50 units, stands three stories tall, and has 75 surface parking stalls (1.5/unit). It requires a minimum of 72,600 square feet of buildable area per 50 units of housing (25 units per net acre). One-bedroom units are assumed to be 728 square feet and rent for \$1,445/month, two-bedroom units are assumed to be 1,005 square feet and rent for \$1,660/month, and three-bedroom units are assumed to be 1,204 square feet and rent for \$2,030/month. These rents are based on recent comparable developments and include roughly 6% rent escalation to account for the time it takes from construction to lease-up.

Exhibit 155. Example of Newport Apartments

Source: ECONorthwest



Quadplex

The quadplex rental prototype (4 units) is assumed to be two stories tall with 4 surface parking stalls (1/unit). It requires a minimum of 7,000 square feet of buildable area (close to 25 units per net acre). One-bedroom units are assumed to be 728 square feet and rent for \$1,445/month, and two-bedroom units are assumed to be 1,005 square feet and rent for \$1,660/month. These rents are based on recent comparable developments and include roughly 6% rent escalation to account for the time it takes from construction to lease-up.

Exhibit 156. Example Development Similar to Quadplex

Source: ECONorthwest



Cottage Cluster

The cottage cluster prototype is assumed to be a rental housing development with a minimum of four units on 12,000 square feet of buildable area (roughly 14.5 units per net acre). Units are assumed to be one story tall with one surface parking stall per unit. Units are assumed to be a mix of one-bedroom units that measure 600 square feet and rent for \$1,290/month, and two-bedroom units that measure 1,000 square feet and rent for \$1,730/month. These rents are based on recent comparable developments and include roughly 6% rent escalation to account for the time it takes from construction to lease-up.

Exhibit 157. Example of Cottage Cluster

Source: <https://www.wildernewport.com/homes/types-of-homes/>



Townhouse

The townhouse prototype is assumed to be built for ownership, with three-bedroom units that measure 1,800 square feet and sell for \$420,000 each based on recent comparable sales. Units are assumed to be three stories tall with 1 garage parking stall and 1 surface parking stall (2/unit) on 2,000 square feet of buildable area per unit (roughly 22 units per net acre).

Exhibit 158. Example of Newport Townhouse

Source: ECONorthwest



Small Single-Detached House

The small single-detached house prototype is assumed to be built for ownership with three-bedroom units that measure 1,782 square feet and sell for \$574,000 based on recent comparable sales. Units are assumed to be two stories tall and have 1 garage parking stall and 1 surface parking stall (2/unit) on 4,000 square feet of buildable area per unit (roughly 11 units per net acre).

Exhibit 159. Example of Newport Small Single-Detached Unit
Source: ECONorthwest



Medium Single-Detached House

The medium single-detached house prototype is assumed to be built for ownership with four-bedroom units that measure 2,173 square feet and sell for \$705,000 based on recent comparable sales. Units are assumed to be two stories tall and have 2 garage parking stalls and 2 surface parking stalls (4/unit) on 6,000 square feet of buildable area per unit (roughly 7 units per net acre).

Exhibit 160. Example of Newport Medium Single-Detached House
Source: ECONorthwest



Large Single-Detached House (Hillside)

The large single-detached hillside house prototype is assumed to be built for ownership with four-bedroom units that measure 2,544 square feet and sell for \$782,000 based on recent comparable sales. Units are assumed to be two stories tall and have 2 garage parking stalls and 2 surface parking stalls (4/unit) on roughly 5,000 square feet of buildable area (roughly 9 units per net acre). While large hillside homes are often on larger lots than this, the balance of the lot is often unbuildable and steeply sloped. Because the steep slopes have already been removed from the buildable area calculations, this prototype uses a smaller buildable area per unit to avoid double counting these constrained areas.

Exhibit 161. Example of Newport Large Single-Detached Hillside Unit

Source: ECONorthwest



Derrick Tokos

From: DLCD Plan Amendments <plan.amendments@dlcd.oregon.gov>
Sent: Friday, December 2, 2022 4:49 PM
To: Derrick Tokos
Subject: Confirmation of PAPA Online submittal to DLCD

[WARNING] This message comes from an external organization. Be careful of embedded links.

Newport

Your notice of a proposed change to a comprehensive plan or land use regulation has been received by the Oregon Department of Land Conservation and Development.

Local File #: 1-cp-21

DLCD File #: [008-22](#)

Proposal Received: 12/2/2022

First Evidentiary Hearing: 1/9/2023

Final Hearing Date: 2/20/2023

Submitted by: dtokos

If you have any questions about this notice, please reply or send an email to plan.amendments@dlcd.oregon.gov.

NOTICE OF A PUBLIC HEARING

The City of Newport Planning Commission will hold a public hearing on Monday, January 23, 2023, at 7:00 p.m. in the City Hall Council Chambers to review and make a recommendation to the Newport City Council on a Comprehensive Plan text amendment (File No. 1-CP-21). A public hearing before the City Council will be held at a later date, and notice of that hearing will also be provided. The proposed legislative amendment repeals and replaces the "Housing" Section of the "Socioeconomic Characteristics" Chapter of the Newport Comprehensive Plan, adding the substantive provisions of a Housing Capacity Analysis, prepared by the consulting firm ECONorthwest. The Housing Capacity Analysis identifies Newport's housing needs for the next 20-years, inventoried its buildable residential lands to confirm that there is sufficient land to meet those needs. The amendments have been prepared in accordance with Statewide Planning Goal 10 and the statutes and administrative rules that implement it (ORS 197.295 to 197.314, ORS 197.475 to 197.490, and OAR 600-008). The Newport Comprehensive Plan Section entitled "Administration of the Plan" (pp. 428-437) requires findings regarding the following for such amendments: A. Data, Text, Inventories or Graphics Amendment: 1) New or updated information. B. Conclusions Amendment: 1) Change or addition to the data, text, inventories, or graphics which significantly affects a conclusion that is drawn for that information. C. Goal and Policy Amendments: 1) A significant change in one or more conclusions; or 2) A public need for the change; or 3) A significant change in community attitudes or priorities; or 4) A demonstrated conflict with another plan goal or policy that has a higher priority; or 5) A change in a statute or statewide agency plan; and 6) All the Statewide Planning Goals. D. Implementation Strategies Amendments: 1) A change in one or more goal or policy; or 2) A new or better strategy that will result in better accomplishment of the goal or policy; or 3) A demonstrated ineffectiveness of the existing implementation strategy; or 4) A change in the statute or state agency plan; or 5) A fiscal reason that prohibits implementation of the strategy. Testimony and evidence must be directed toward the request above or other criteria, including criteria within the Comprehensive Plan and its implementing ordinances, which the person believes to apply to the decision. Testimony may be submitted in written or oral form. Oral testimony and written testimony will be taken during the course of the public hearing. The hearing may include a report by staff, testimony from proponents, testimony from opponents, and questions and deliberation by the Planning Commission. Written testimony sent to the Community Development (Planning) Department, City Hall, 169 SW Coast Hwy, Newport, OR 97365, must be received by 3:00 p.m. the day of the hearing to be included as part of the hearing or must be personally presented during testimony at the public hearing. Material related to the proposed amendment may be reviewed or a copy purchased at the Newport Community Development (Planning) Department (address above). Please note that this is a legislative public hearing process and changes to the proposed amendment may be recommended and made through the public hearing process and those changes may also be viewed or a copy purchased. Contact Derrick Tokos, AICP, Newport Community Development Director, (541) 574-0626, email address d.tokos@newportoregon.gov (mailing address above).

(For Publication Once on Wednesday, January 18, 2023)

LEGAL DEADLINES:

Wednesday Edition: 5:00pm Thursday PRIOR

Friday Edition: 5:00pm Monday PRIOR

NOTICE TO INTERESTED PERSONS IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR THE COUNTY OF LINCOLN PROBATE DEPARTMENT ESTATE OF LAURA MARIE SEAGER DECEASED CASE No. 22PB10357 NOTICE TO INTERESTED PERSONS Notice is given pursuant to ORS 113.155 that David Seager has been appointed personal representative of the above estate. All persons having claims against the estate are required to present them within four (4) months after the date of the first publication of this Notice, or their claims may be barred. Claims are to be presented at the address of the attorney for the personal representative, set forth below. All persons whose rights may be affected by this estate proceeding may obtain additional information from the records of the Circuit Court, the personal representative, or J.F. Ouderkirk, attorney for the personal representative. Date of first publication: January 4, 2023 J.F. Ouderkirk, OSB #752903, Attorney for Personal Representative, Ouderkirk & Hollen, P. O. Box 1167 615 SW Hubert Street, Suite A, Newport, OR 97365, 541-574-1630 / 541-574-1638 fax. J4, J11, J28 24-18

CITY OF NEWPORT NOTICE OF A PUBLIC HEARING

The Newport Planning Commission will hold a public hearing on Monday, January 23, 2023 at 7:00 p.m. in the City Hall Council Chambers to consider File No. 4-Z-22, amending Newport Municipal Code (NMC) Chapter 14.06, Manufactured Dwellings and Recreational Vehicles; and Chapter 14.16, Accessory Uses and Structures. The changes will allow RV camping in the driveway of a residential lot with limitations. Language added to the accessory uses chapter

confirm that camping in a tent in the backyard is accessory to a residential use. New land use definitions have been added and temporary use provisions have been clarified. Testimony and evidence must be directed toward the request above or other criteria, including criteria within the Comprehensive Plan and its implementing ordinances, which the person believes to apply to the decision. Failure to raise an issue with sufficient specificity to afford the city and the parties an opportunity to respond to that issue precludes an appeal, including to the Land Use Board of Appeals, based on that issue. Testimony may be submitted in written or oral form. Oral testimony and written testimony will be taken during the course of the public hearing. The hearing may include a report by staff, testimony from the applicant and proponents, testimony from opponents, rebuttal by the applicant, and questions and deliberation by the Planning Commission. Written testimony sent to the Community Development (Planning) Department, City Hall, 169 SW Coast Hwy, Newport, OR 97365, must be received by 3:00 p.m. the day of the hearing to be included as part of the hearing or must be personally presented during testimony at the public hearing. The proposed code amendments, additional material in the file may be reviewed or a copy purchased at the Newport Community Development Department (address above). Contact Derrick Tokos, Community Development Director (541) 574-0626 (address above). J18 46-18

NOTICE OF A PUBLIC HEARING

The City of Newport Planning Commission will hold a public hearing on Monday, January 23, 2023, at 7:00 p.m. in the City Hall Council Chambers to review and make a recommendation to the Newport City Council on a Comprehensive Plan text amendment (File No. 1-CP-21). A public hearing before the City Council will be held at a later date, and notice of that hearing will also be provided. The proposed legislative amendment repeals and replaces the "Housing" Section of the "Socioeconomic Characteristics" Chapter of the Newport Comprehensive Plan, adding the substantive provisions of a Housing Capacity Analysis, prepared by the consult-

ing firm ECONorthwest. The Housing Capacity Analysis identifies Newport's housing needs for the next 20-years, inventoried its buildable residential lands to confirm that there is sufficient land to meet those needs. The amendments have been prepared in accordance with Statewide Planning Goal 10 and the statutes and administrative rules that implement it (ORS 197.295 to 197.314, ORS 197.475 to 197.490, and OAR 600-008). The Newport Comprehensive Plan Section entitled "Administration of the Plan" (pp. 428-437) requires findings regarding the following for such amendments: A. Data, Text, Inventories or Graphics Amendment: 1) New or updated information. B. Conclusions Amendment: 1) Change or addition to the data, text, inventories, or graphics which significantly affects a conclusion that is drawn for that information. C. Goal and Policy Amendments: 1) A significant change in one or more conclusions; or 2) A public need for the change; or 3) A significant change in community attitudes or priorities; or 4) A demonstrated conflict with another plan goal or policy that has a higher priority; or 5) A change in a statute or statewide agency plan; and 6) All the Statewide Planning Goals. D. Implementation Strategies Amendments: 1) A change in one or more goal or policy; or 2) A new or better strategy that will result in better accomplishment of the goal or policy; or 3) A demonstrated ineffectiveness of the existing implementation strategy; or 4) A change in the statute or state agency plan; or 5) A fiscal reason that prohibits its implementation of the strategy. Testimony and evidence must be directed toward the request above or other criteria, including criteria within the Comprehensive Plan and its implementing ordinances, which the person believes to apply to the decision. Testimony may be submitted in written or oral form. Oral testimony and written testimony will be taken during the course of the public hearing. The hearing may include a report by staff, testimony from proponents, testimony from opponents, and questions and deliberation by the Planning Commission. Written testimony sent to the Community Development (Planning) Department, City Hall, 169 SW Coast Hwy, Newport, OR 97365, must be received by 3:00 p.m. the day of the hearing to be included as part of the hearing or must

be personally presented during testimony at the public hearing. Material related to the proposed amendment may be reviewed or a copy purchased at the Newport Community Development (Planning) Department (address above). Please note that this is a legislative public hearing process and changes to the proposed amendment may be recommended and made through the public hearing process and those changes may also be viewed or a copy purchased. Contact Derrick Tokos, AICP, Newport Community Development Director, (541) 574-0626, email address d.tokos@newportoregon.gov (mailing address above). J18 45-18

NOTICE OF FORFEITURE OF PATRONAGE CAPITAL CREDITS OF MEMBERS OF PIONEER TELEPHONE COOPERATIVE, AN OREGON CORPORATION

Notice is hereby given that, by order of the Board of Directors of Pioneer Telephone Cooperative, dba Pioneer Connect, an Oregon cooperative corporation, whose registered office is located at 1304 Main Street, Philomath, Oregon, 1991 Patronage Capital Credits, which include payments authorized December 17, 2018 and March 28, 2019, can be redeemed until March 28, 2023, after which date any not so redeemed will be forfeited to the Cooperative. The unclaimed 1991 Capital Credits list and instructions on redeeming those capital credits can be found at www.pioneer.net/capitalcredits. The list is also available at both of our business offices located at 1304 Main Street, Philomath, OR 97370, and 575 W. Willow Street, Waldport, OR 97394, or by contacting Pioneer Connect at 541-929-3135 or 541-563-3135, option 5. J18 44-18



REQUEST FOR QUOTES FOR CITY ENGINEERING SERVICES FOR THE CITY OF DEPOE BAY, OREGON

Proposal Request No.

2023-01 THE CITY OF DEPOE BAY 570 SE Shell Avenue Depoe Bay, OR 97341 Telephone (541) 765-2361 The City of Depoe Bay, in accordance with ORS Section 279C.100-125, Public Contracting - Architectural, Engineering, Photogrammetric Mapping, Transportation Planning, Land Surveying, and Related Services, is requesting quotes for City Engineering services. It is the policy of the City of Depoe Bay to procure services in accordance with ORS Section 279C.100-125 Public Contracting 2254.004. It is understood that the City of Depoe Bay City Council reserves the right to arrive at such determination by whatever means deemed appropriate and shall be the sole judge in the matter. Instructions for submission can be found on the City of Depoe Bay website at <https://www.depoebay.org> or by contacting the City via email at info@cityofdepoebay.org or by mail at the address listed above. Request for Quotes will be received by the City of Depoe Bay by email at info@cityofdepoebay.org until February 3, 2023, 4:00 PM, Local Time. J13, J18, J20 42-20

SELF-STORAGE PUBLIC SALE

On Wednesday 2/1/23, ending at 10:05am, an auction will be held online at StorageTreasures.com by Safe & Sound Storage, 833 NE 3rd Street Newport OR 97365, for units B3-Jazlin Keene and E33-Hayley Thomas. J18, J25 39-25

NOTICE OF SHERIFF'S SALE #23-0022

On February 21, 2023, at the hour of 10:00 a.m., at the Lincoln County Courthouse, 225 W Olive St, Room 203, in the City of Newport, Oregon, the defendant's interest will be sold, subject to redemption, in the real property commonly known as: 1415 Northwest 31st Place, Unit No. 357, Lincoln City, OR 97367. The court case number is 19CV13097, U.S. Bank National Association, not in its individual capacity but solely as Trustee for the RMAC Trust, Series 2016-CTT, plaintiff(s) vs. Linda Sarson; Association of Unit Owners of Surfclides Plaza, Inc.; Occupants of the Property, defendant(s). This is a public auction to the highest bidder for cash or cashier's check, in hand. For more details go to <http://www.oregon-sheriffssales.org/county/lincoln/> J11, J18, J25, F1 39-01

NOTICE TO INTERESTED PERSONS

Notice is hereby given that the undersigned has been appointed Personal Representative of the ESTATE OF JEAN IRENE LARSON, DECEASED, Lincoln County, Oregon, Circuit Court Case No. 22PB10393. All persons having claims against said estate are required to present them, with proper vouchers, within four months after the date of first publication of this notice, as stated below, to the Personal Representative at 285 Highway 101/P.O. Box 700, Waldport, Oregon 97394-0700, or they may be barred. All persons whose rights may be affected by these proceedings may obtain additional information from the records of the court, the Personal Representative, or the attorney for the Personal Representative. DATED and first published: January 11, 2023. Janice K. Larson, Personal Representative. Law Office of Holly Anne Gibbons, LLC Attorney for Personal Representative, P.O. Box 700, Waldport, OR 97394-0700. J11, J18, J25 37-25

NOTICE OF SHERIFF'S SALE #23-0004

On February 14, 2023, at the hour of 10:00 a.m., at the Lincoln County Courthouse, 225 W Olive St., Room 203, in the City of Newport, Oregon, the defendant's interest will be sold, subject to redemption, in the real property commonly known as: 340 NE Spring Ave, Depoe Bay, Oregon, 97341. The court case number is 19CV48938, US BANK NATIONAL ASSOCIATION, NOT IN ITS INDIVIDUAL CAPACITY BUT SOLELY AS TRUSTEE FOR RMAC TRUST, SERIES 2016-CTT, plaintiff(s) vs. MUSTAPHA A BADREDDINE; VIEW OF THE BAY P.U.D. HOMEOWNERS ASSOCIATION AKA VIEW OF THE BAY HOMEOWNERS ASSOCIATION; AND ALL OTHER PERSONS OR PARTIES UNKNOWN CLAIMING ANY RIGHT, TITLE, LIEN, OR INTEREST IN THE REAL PROPERTY COMMONLY KNOWN AS 340 NE SPRING AVE, DEPOE BAY, OR 97341 defendant(s). This is a public auction to the highest bidder for cash or cashier's check, in hand. For more details go to <http://www.oregon-sheriffssales.org/county/lincoln/> J11, J18, J25, F1 31-01

TRUSTEE'S NOTICE OF SALE

TRUSTEE'S NOTICE OF SALE TS No.: 107812-OR Loan No.: *****2676

Refer certai "Deec ed by THOF HANT to FI TITLE in favr BANK eficlar recor Instru 08206 Trust ' 2/26/2 Numb the C Lincol ing d erty s Count BLOC THE (CITY, COLN OREG / 07- Comm 1636 LINCC The cu Wells Both t the tru sell tr real pr obligat Deed has b suant The d foreclc granto when sums: ments - 1. \$39,07 es: \$5v Advan Total state: REQUI \$214,4 of the eficlar obligat Deed c due ar ing: th \$182,4 interes of 4.5 5/1/20; all acc and a foreclc any su the be to the tions o Wherei is give signed RECOI address bia St land, C 5/4/20; 10:00 / as est 187.11l STREE THE L COUR OLIVE PORT, public s est bid cash e funds c the inte descript

Sherri Marineau

From: Derrick Tokos
Sent: Monday, January 23, 2023 12:57 PM
To: Sherri Marineau
Subject: FW: Findings in 1-CP-21

For the hearing tonight.

From: Derrick Tokos <>
Sent: Monday, January 23, 2023 12:57 PM
To: 'Samuel Goldberg'
Subject: RE: Findings in 1-CP-21

Hi Samuel,

Assuming our Planning Commission provides a favorable recommendation tonight, then I'll be preparing detailed findings for the ordinance that will be up for consideration by our City Council. I would be happy to include additional Goal 10 analysis as part of that, akin to the Newberg example that you provided.

Just a point of clarification though. I take it that "PA-2-22" is a reference to a case file, but it is not ours. Is it from another jurisdiction?

Derrick I. Tokos, AICP
Community Development Director
City of Newport
169 SW Coast Highway
Newport, OR 97365
ph: 541.574.0626 fax: 541.574.0644
d.tokos@newportoregon.gov

From: Samuel Goldberg
Sent: Monday, January 23, 2023 12:07 PM
To: Derrick Tokos
Subject: Findings in 1-CP-21

[WARNING] This message comes from an external organization. Be careful of embedded links.

Hello Derrick,

I am the coordinator for a collaborative project between Housing Land Advocates (HLA) and the Fair Housing Council of Oregon (FHCO) which reviews housing-related PAPAs. We would like to see expanded Goal 10 findings for PA-2-22 which

highlight the topline figures from your HCA and BLI. As an example, Newberg recently adopted [their HNA](#) with the following Goal 10 findings (p. 316):

“Finding: *The Housing Needs Analysis and PSP indicate that there is a deficiency of 34 acres in the Medium Density plan designation and 44 acres in the High Density plan Designation. Here is a surplus of 35 acres in the Low Density Plan Designation. These numbers include capturing the need for group quarters and lands for public and semi-public uses.*

The analysis also includes the Northwest Newberg Specific Plan and Springbrook District anticipating that both of the specific plan areas will fully develop to their planned densities.

The City Council and Planning Commission have discussed efficiency measures to implement and possible future strategies. The HNA and Housing Strategy identify moving from fewer detached single family dwelling residential development over the 20-year planning horizon. This is to move to 60% detached single-family dwellings, 8% attached single-family dwellings, and 32% multi-family dwelling development from the historic trend of 72% detached single-family dwellings, 5% attached single-family dwellings and 23% multi-family dwellings. In addition the city has enacted a series of Comprehensive Plan and Development Code changes to address Middle Housing and Accessory Dwelling unit development that are captured in the HNA, Comprehensive Plan and Newberg Development Code. Actions related to housing are reflected in Attachment 3 for the Housing Work Program.

The City of Newberg has also addressed housing needs through Comprehensive Plan and Zone Changes. An example is the Riverfront District where commercial land was changed to High Density Residential and Medium Density Residential, and the commercial land list of uses expanded to allow housing above ground floor commercial. Other examples are conversion of Neighborhood Commercial to Medium Density Residential, and Industrial to Medium Density Residential. These efforts were to address an efficient use of the land supply to address housing needs.

Exhibits ‘A’, and ‘C’ are incorporated by reference into these findings.

The Goal is met.”

The adoption of a new planning document is an important opportunity to communicate the housing needs of a community in a more easily digestible way. It also provides important context to your proposed housing goals. We hope you will consider adding supplemental findings.

Thank you,

Samuel Goldberg
Education & Outreach Specialist
Fair Housing Council of Oregon
1221 SW Yamhill St. #305
Portland, Oregon 97205
(503) 223-8197 ext. 104
Preferred Pronouns: He/Him/His



PLANNING STAFF MEMORANDUM
FILE No. 4-Z-22

- I. **Applicant:** Initiated by motion of the Newport Planning Commission on November 28, 2022.
- II. **Request:** Amendments to Newport Municipal Code (NMC) Chapter 14.06, Manufactured Dwellings and Recreational Vehicles; and Chapter 14.16, Accessory Uses and Structures. The changes will allow RV camping in the driveway of a residential lot with limitations. Language added to the accessory uses chapter confirm that camping in a tent in the backyard is accessory to a residential use. New land use definitions have been added and temporary use provisions have been clarified. .
- III. **Findings Required:** This is a legislative action whereby the City Council, after considering a recommendation by the Newport Planning Commission, must determine that the changes to the Municipal Code are necessary and further the general welfare of the community (NMC 14.36.010).
- IV. **Planning Staff Memorandum Attachments:**
Attachment "A" – November 30, 2022 mark-up of revisions to the listed NMC chapters
Attachment "B" – Minutes from the 11/28/22 Planning Commission work session
Attachment "C" – Notice of public hearing
- V. **Notification:** The Department of Land Conservation & Development was provided notice of the proposed legislative amendment on November 30, 2022. Notice of the public hearing was provided in the Newport News-Times on Wednesday, January 18, 2023 (Attachment "C").
- VI. **Comments:** No comments were received in response to the notice.
- VII. **Discussion of Request:** On September 26, 2022 and November 28, 2022, the Planning Commission met in work session to consider potential amendments to the City's Zoning Ordinance related to camping. The Zoning Ordinance is codified in Chapter 14 of the Newport Municipal Code. This effort compliments Ordinance No. 2198, adopted by the City Council on October 3, 2022, which rewrote the City's camping regulations for public rights-of-way and public property.

Ordinance No. 2198 addressed camping outside of the context of the City's land use regulations and, with the exception of vehicle camping provisions for homeless individuals authorized under ORS 203.082 (renumbered to ORS 195.520), it does not address camping on private property. The above referenced work sessions provided the Planning Commission an opportunity to discuss revisions it might want to make to City land use regulations to clarify and/or expand upon existing camping use allowances.

The resulting set of land use code amendments, included as Attachment "A" to this report, build upon concepts the Commission discussed. They include definitions for "camp," "camp facilities," and "camp paraphernalia," used in Ordinance No. 2198 in order to help ensure the City is consistent in how it interprets the terms between the two chapters. No changes have been made to how camping is addressed for commercial/industrial properties in circumstances where there is a charge

or fee, or to secure the trade or patronage of a person. In these cases, camping will continue to be limited to recreational vehicle parks or public zoned property where identified in a city or state parks master plan (NMC 14.03.060(C)(2)(c)(vi.)). Ordinance No. 2198, codified in Chapter 9.50, regulates camping on commercial and industrial lands in circumstances where the accommodations are made “free of charge.”

Draft amendments to NMC Chapter 14.06 address the use of a recreational vehicle as a place of habitation. Revisions clarify the circumstances where this can occur, including new language that would allow overnight use of a recreational vehicle in the driveway of a property developed with a dwelling when the accommodations are free of charge. City standards for use of a recreational vehicle, or other structure, as temporary living quarters concurrent with a construction project have been reformatted and clarified (NMC Chapter 14.09).

Lastly, language has been added to NMC Chapter 14.16, related to accessory uses and structures, clarifying that camping in a single tent in the backyard of a property with an occupied dwelling is permitted provided a fee is not charged. This is consistent with how the City has historically interpreted its accessory use/structure regulations. The added language provides clarity and provides sidebars to ensure that camping activities are subordinate to the principal residential use of the property.

- VIII. **Conclusion and Recommendation:** The Planning Commission should review the proposed amendments and make a recommendation to the City Council as to whether or not they are necessary and further the general welfare of the community. This would be done by motion and vote of the Commission members present. The Commission recommendation can include suggested changes to the proposed amendments. If the Commission is not prepared to make a recommendation, or desires additional information before it does so, then it may continue the hearing to a date certain. The Commission’s next regular meeting will be held on February 13, 2023 at 7pm.



Derrick I. Tokos, AICP
Community Development Director
City of Newport

January 20, 2023

NMC Chapter 14, Camping Related Land Use Amendments (11/30/22)

(Unless otherwise specified, new language is shown in double underline, and text to be removed is depicted with ~~strikethrough~~. Staff comments, in *italics*, are for context and are not a part of the revisions.)

CHAPTER 14.01 PURPOSE, APPLICABILITY, AND DEFINITIONS**

14.01.020 Definitions

As used in this ordinance, the masculine includes the feminine and neuter, and the singular includes the plural. The following words and phrases, unless the context otherwise requires, shall mean:

Camp or Camping. Means to pitch, erect, create, use, or occupy camp facilities for the purpose of habitation, as evidenced by the use of camp paraphernalia.

Camp Facilities. Includes, but is not limited to, tents, huts, temporary shelters, motor vehicles, or recreational vehicles.

Camp Paraphernalia. includes, but is not limited to, tarpaulins, cots, beds, sleeping bags, blankets, mattresses, hammocks, or outdoor cooking devices or utensils and similar equipment.

Tent. A structure, enclosure, umbrella structure or shelter, with or without sidewalls or drops, constructed of fabric or pliable material supported in any manner except by air or the contents it protects.

Staff: These are the same definitions used in NMC Chapter 9.50, and are being added to NMC Chapter 14 to make it clear that the terms are to be interpreted the same way in both chapters of the Municipal Code. Definition of tent added at the suggestion of the Commission at a 11/28/22 work session. The definition listed is from the 2019 Oregon Structural Specialty Code.

CHAPTER 14.03 ZONING DISTRICTS

14.03.010 Purpose.

It is the intent and purpose of this section to establish zoning districts for the City of Newport and delineate uses for each district. Each zoning district is intended to service a general land use category that has common location, development, and use characteristics. The quantity and availability of lands within each zoning district shall be based on the community's need as determined by the Comprehensive Plan. Establishing the zoning districts also implements the General Land Use Plan Map as set forth in the Comprehensive Plan.

14.03.060 Commercial and Industrial Districts.

The uses allowed within each commercial and industrial zoning district are classified into use categories on the basis of common functional, product, or physical characteristics.

C. Commercial Use Categories

2. Retail Sales and Service

c. Exceptions.

- i. Lumber yards and other building material sales that sell primarily to contractors and do not have a retail orientation are classified as Wholesale Sales.
- ii. The sale of landscape materials, including bark chips and compost not in conjunction with a primary retail use, is classified as Industrial Service.
- iii. Repair and service of consumer motor vehicles, motorcycles, and light and medium trucks is classified as Vehicle Repair. Repair and service of industrial vehicles and equipment, and heavy trucks is classified as Industrial Service.

- iv. Sales, rental, or leasing of heavy trucks and equipment is classified as Wholesale Sales.
- v. When kennels are limited to boarding, with no breeding, the applicant may choose to classify the use as Retail Sales and Service.
- vi. Camping for a charge or fee or to secure the trade or patronage of a person is limited to Recreation Vehicle Parks or public zoned property where identified in a city or state parks master plan.

Staff: No change to highlighted language. A limited allowance for camping on commercial or industrial properties "free of charge" is provided in NMC Chapter 9.50. The City's temporary use regulations in NMC Chapter 14.09 allow for temporary living quarters to be used during construction of non-residential projects.

CHAPTER 14.06 MANUFACTURED DWELLINGS AND RECREATIONAL VEHICLES

14.06.010 Purpose

The purpose of this section is to provide criteria for the placement of manufactured dwellings and recreational vehicles within the City of Newport. It is also the purpose of this section to provide for dwelling units other than site-built structures.

14.06.050 Recreational Vehicles: General Provisions

- A. Recreational vehicles may be stored on property within the City of Newport provided they are not used as a place of habitation while so stored unless the recreational vehicle is located within.
 - 1. A manufactured dwelling or recreational vehicle park;
or

2. A local or state park where authorized in an adopted parks master plan; or
- ~~3.~~ 3. A property lot, parcel, or tract where construction is occurring and where the recreational vehicle satisfies the conditions listed in NMC 14.09.030; or is utilized as temporary living quarters while a dwelling is being repaired or replaced, provided such use is terminated by the date an occupancy is issued for the dwelling or within 24 months, whichever is sooner; or
4. An area where overnight vehicle camping is permitted pursuant to Section 9.50.015; or 50(A)(2) through 9.50.050(A)(4).
5. A lot, parcel, or tract developed with a dwelling unit provided:
 - a. Such accommodations are made free of charge; and
 - b. Occupancy is limited to a single vehicle that is parked in a gravel or paved driveway; and
 - c. Sanitary facilities in the dwelling are made available to the vehicle occupants; and
 - d. The vehicle is self-contained for sanitary sewer; and
 - e. All items and materials are stored in the vehicle or in a separate storage area that is screened from view from adjacent properties and rights-of-way; and
 - f. The vehicle is used as a place of habitation for no more than 6-months.

Staff: Language related to temporary living quarters used by individuals who are actively engaged in on-site construction are being consolidated in NMC Chapter 14.09. This will eliminate discrepancies between the two code chapters. Cross-references to the recently updated camping ordinance have been fixed and, per the Commission's request, an allowance has been added for a single recreational vehicle to be used as a place of habitation. The standards for this new allowance borrow from the camping and temporary use

sections of the Newport Municipal Code and code language from the City of Eugene that the Commission reviewed at a 9/26/22 work session. Changed length of time from 12-months to 6-months based on feedback from Commission at 11/28/22 work session.

CHAPTER 14.09 TEMPORARY USES

14.09.010 Purpose

The purpose of this section is to provide some allowance for short-term uses that are temporary in nature, where no permanent improvements are made to the site, and the use can be terminated and removed immediately. Temporary activities include special events as defined in 9.80.010 of the Newport Municipal Code, temporary living quarters, construction trailers, leasing offices, mobile food units, kiosks, storage buildings, and similar structures.

14.09.030 Temporary Living Quarters

A. Notwithstanding any other restrictions and prohibitions in this code, a recreational vehicle may be used as a temporary living quarters subject to the following conditions:

A1. ~~The individual(s) occupying the recreational vehicle are actively engaged in the construction or repair of a building on the premises; and request for temporary living quarters must be in conjunction with a valid, active building permit.~~

2. ~~Any required building permits have been obtained; and~~

B3. ~~The recreational vehicle is used as a place of habitation for no more than 24-months, or the date that occupancy is granted, whichever is sooner; and time limit shall be no longer than one (1) year from issuance. After the expiration of the time limit, the recreational vehicle used for the temporary living quarters must no longer be used for on-site living purposes.~~

C4. ~~The recreational vehicle used as the temporary living quarters must be self-contained for sanitary sewer; and~~

~~D. Temporary living situations for non-residential projects may use a job shack or other such structure instead of a recreational vehicle as the living quarters and may have a portable toilet instead of a self-contained unit.~~

~~E5. The location of the temporary living quarters on the site shall satisfy satisfies the vision clearance requirements as set forth in Section 14.21 Section 14.17 of the zoning code.~~

~~F6. Prior to the issuance of a temporary living quarters permit, the applicant shall sign an agreement that the applicant shall comply with the provisions of this subsection.~~

B. Temporary living situations for non-residential projects may use a job shack or other such structure instead of a recreational vehicle as the living quarters and may have a portable toilet instead of a self-contained unit.

C. A permit is not required to utilize a recreational vehicle as a temporary living quarters as provided in this subsection.

Staff: This section has been revised to include language being deleted from Chapter 14.06 that was added to satisfy the requirements of HB 2809 (2021). That bill requires cities allow use of a recreational vehicle as a place of habitation for up to 24-months when they are repairing/replacing a home damaged by a disaster. It is intended to be ministerial (i.e. no permit is required), so residual language in this section referring to a permit has been removed and language has been added making it clear that a permit is not needed. The Commission had previously indicated that it was comfortable with this allowance being available to construction of buildings generally, not just circumstances where a home has been damaged or destroyed.

CHAPTER 14.16 ACCESSORY USES AND STRUCTURES

14.16.010 Purpose

The provisions of this section are intended to establish the relationship between primary and accessory structures or

uses and to specify development criteria for accessory structures or uses.

14.16.020 General Provisions

A. Accessory uses and structures are those of a nature customarily incidental and subordinate to the primary use of a property. Typical accessory structures include detached garages, sheds, workshops, greenhouses, gazebos, and similar structures that, with the exception of Accessory Dwelling Units, are not intended for habitation by people. The Community Development Director, or the Director's designee, shall determine if a proposed accessory use is customarily associated with, and subordinate to, a primary use and may at his/her discretion elect to defer the determination to the Planning Commission. A determination by the Planning Commission shall be processed as a code interpretation pursuant to [Section 14.52](#), Procedural Requirements.

B. An accessory use or structure includes a single tent, not more than 120 square feet in size, used to camp free of charge in the backyard of a lot, parcel, or tract with an occupied dwelling unit.

BC. An accessory use or structure shall be subject to, and comply with, the same requirements that apply to the primary use except as provided in this section.

Staff: Language has been added to clarify that use of a tent to camp in the backyard of a developed residential property is an accessory use provided the accommodations are made free of charge. The City has historically viewed a tent being used in this manner as accessory to the residential use. Limiting camping to a single tent will help to ensure the activity is subordinate to the principal use of the property. Size limitation added at the Commission's request following an 11/28/22 work session. A 120 sq. ft. limit will accommodate most 6 person tents and smaller 8-person tents.

MINUTES
City of Newport Planning Commission
Work Session
Newport City Hall Council Chambers
November 28, 2022
6:00 p.m.

Planning Commissioners Present: Jim Patrick, Bob Berman (*by video*), Braulio Escobar, Jim Hanselman, Bill Branigan, Gary East, and John Updike.

PC Citizens Advisory Committee Members Present: Annie McGreenery, and Dustin Capri.

PC Citizens Advisory Committee Members Absent: Greg Sutton.

City Staff Present: Community Development Director (CDD), Derrick Tokos; and Executive Assistant, Sherri Marineau.

1. **Call to Order.** Chair Patrick called the Planning Commission work session to order at 6:00 p.m.

2. **New Business.**

A. **Discussion with Thompson Sanitary Regarding Trash Enclosure Standards for Multi-Family and Commercial Development Projects.** Tokos introduced Rob and Amy Thompson with Thompson Sanitary Services to the Commission. He noted they supported working with the planning department on a standardization of recommendations for new development or remodels. Rob acknowledged the 10 page example that they submitted to the Commission. Escobar asked what drove the discussion on policy changes. Rob reported that recently there was a code violation and nuisance at the Surf View Apartments for the use of their compactor. Thompsons was okay with compactors, but if the property didn't properly manage the ongoing maintenance, things would become unsanitary. Thompsons would be willing to pick up bulky items and police trash around enclosures, but this would be for an additional fees. Amy reported that since the apartments were opened Thompsons staff received constant calls to fix situations there. Trash would pile up because there wasn't anybody staffing the compactors, and tenants were confused because they thought Thompsons wasn't servicing the property.

Berman asked if any standards were in place currently. Tokos confirmed there weren't any standards for trash enclosures. Berman asked if they implemented standards would it apply to the Surf View apartments. Tokos confirmed they wouldn't because it was a completed development. He explained they couldn't avoid all issues moving forward. Some of the problems at Surf View were operational and couldn't be resolved by standards. Tokos explained they could put standards in place to ensure there were more trash enclosures required at the beginning of development.

Hanselman asked if the franchise agreement with Thompsons required them to service the apartment complex, and if Thompsons had the option to say they no longer wanted to service a property. Tokos pointed out that there were problems with other multifamily and commercial properties in Newport. Surf View was contractually obligated to have trash services because they were an affordable housing project. The franchise agreement listed that Thompsons had the ability to require customers to make changes or they wouldn't provide services to them. Tokos explained they didn't want to go down that road but could if necessary. This discussion was about if there were standards they could apply for

new developments. What happened after developments were completed was a different nuisance. Tokos noted what they were looking at was the standards to add to the code. Patrick asked if there were other things Thompsons was having problems with. Rob Thompson explained the franchise provided Thompsons rates and service levels that have been approved and reviewed by the City Council on an annual basis. This was the same arrangement with the County. They weren't allowed to provide preferential rates or services outside of those confines. Rob explained the last thing they wanted to do was to not provide service in order to get compliance. It was more beneficial to have standardization on the front side. Rob reported they had other challenges to providing services such as substandard streets and lack of landscaping maintenance. Patrick pointed out that apartments could do trash service more than once a week, and wanted to make sure they weren't setting up standards that could be taken care of on a timed basis instead. Rob reported that they could service commercial accounts five or six times a week. If the container was locked in an enclosure they charged extra for that. Thompsons tried not to have a subsidy where there wasn't a fee for extra services. When they subsidized they embedded it in the rate for all to pay.

Amy Thompson reported the plan guide they provided gave people an idea of what enclosures they would need and the kind of size requirements that would mean. Capri noted that the building and planning departments unofficially suggest developers reach out to utilities to get the cart sizes and talk about the topography of the lots and how they could affect trash service pickup. He thought the topography piece should be key and thought the city could look at this on a case by case basis. Tokos agreed that they needed to be thinking of terrain constraints. A number of the sample codes they had referenced were from areas that were flat which made it easy for them to be able to put in the access standards. Tokos thought they should keep in mind this was for multifamily and commercial, not residential. He reminded when putting in requirements they needed to have clear and objective standards. Redmond quantified this in terms of the number of yards per unit, and Seattle did this on a dwelling range. Newport could do something that was straightforward and achievable such as the height of an enclosure, and its proximity to a building. They could even take a look at under what circumstances a compactor made sense. Rob Thompson stated he supported this fully. Tokos thought that they needed to be cautious about access because of Newport's terrain which could create major issues for projects because of parcel size and slopes.

Branigan thought they could add language that automated compactors were not acceptable. Tokos noted this would be a discussion with Thompsons because compactors were valuable option for people. Rob Thompson explained that compactors needed to be loaded and there had to be someone who would maintain them. Hanselman thought it would be a good contingency to say if they wanted a compactor they are required to have an everyday staff member maintain it.

Escobar asked if there had been any dialogue between the Surf View management and Thompson. Amy Thompson reported there had been. They tried to do recycling education with them, but it was almost impossible for them to make sure everyone was educated because there was so much turnover at the apartments. She also noted that the access to the compactor was a far distance for the tenants to walk to. Rob Thompson gave an example of another apartment complex in Newport that had multiple waste receptacles that managed the waste really well. He reiterated that they were willing to sit down with the City and find something that worked for them.

Berman thought the standards would be pretty easy to come up with. Once the occupancy was granted, the monitoring and enforcement would begin. Berman wanted something in the code that would do this. Tokos explained this would go into the nuisance code. When talking about standards, they needed to be clear about the standards for new development. Tokos thought it would be trickier to have standards for how managers managed on an ongoing basis. Amy Thompson noted there was a Recycle

Modernization Act passed the previous year for Oregon which changed how Thompsons picked up recycling in the next five years. She thought that this Act would address some of the standards, and give them some guidelines for recycling.

McGreenery asked if access to the different locations could be improved in the standards. Rob Thompson explained that all of their trucks were side loading only. It would be straight forward to write some of this in the code to get what they needed. Capri pointed out the only thing in the code currently was the requirement to put a label on the trash enclosure. Tokos confirmed there was little in the way of parameters that were in the current code. He noted they also had to consider access for the user. They also needed to be sensitive to ADA requirements to make sure those with mobility limitations had access to trash and recycling.

Escobar thought the 25 page set of rules from Recology Western Oregon was a little overkill for Newport and suggested Thompson edit the document. Rob Thompson was receptive to this and noted the document was their first version. Hanselman thought Thompsons had a good handle on what the issues were. He suggested they provide their remedies for issues to the Commission to help them come up with standards. Rob thought they could do this. Tokos would work with Thompsons on this. He reminded this meeting was to make sure the Commission was comfortable with this being a issue they wanted to address. Then, with general consensus, they would work with Thompsons on a short list of standards they could incorporate into the code that would apply to multifamily and commercial.

Tokos reported there was one other area they needed to tackle that wasn't included in this. They needed to address what to do when people wanted to put waste receptacles off site. Nye Beach was an example of this. Rob Thompson explained the type of structure Nye Beach was proposing was large and close to the street. Thompsons liked what they were proposing, but they didn't have any language to encourage the builders to do it this way. Rob noted he didn't have any thoughts to add concerning people wanting to have their refuge placed away from businesses.

Branigan asked if Dahl Disposal Services was having the same issues. Rob Thompson stated he couldn't speak for them but he knew that they had the same trucks as Thompsons. He was happy to talk to them about what their issues were. Rob wanted to point out that often the developer was different than the management, which stuck Thompsons in the middle when there was issues. McGreenery asked if the public had any concerns brought to Thompsons concerning this. Amy Thompson reported that a few months previously this had happened. This didn't happen often for the majority of the city, but was more so with multifamily. Tokos pointed out that the common issues were about unsightly garbage and smell. He stated that what he heard was that there was general consensus to work on this with Thompsons and bring back a short set of standards to review. The Commission was in general agreement with this.

East asked how much of an issue it would be for Thompsons collections if they added a standard that the units had to be one or two enclosures per building. Rob Thompson explained they could provide a range of how many containers they should have per resident or building. There was a lot of flexibility to work with the customer, and code enforcement could work to keep things out of a nuisance issue. The more services they had the higher the cost. This would typically mean there would be less problems. East asked if the reason the complex chose to only having one compactor was due to the budget. Tokos thought it was. Capri asked if the size of the containers had been standardized. Rob confirmed they were. Capri asked if there was composting available for multifamily. Rob reported they didn't have it for commercial yet.

B. Overview of Updated Zoning Maps (Presentation). Tokos reviewed the web map with the Commission. He explained the plan was to make the map available on the City's website soon. Newport's GIS technician had recently left the City and they were having to contract with a third party vendor to provide assistance on this. Tokos reviewed the look of the map and asked the Commission if they saw any missing pieces. He pointed out that this was the same look as the map for the Transportation System Plan map, and the Camping Ordinance map that showed where the areas were that weren't permissible for camping. Tokos explained most people wanted to find out what the zoning for properties were. This was included in the map, as well as the hazards maps and floodplain areas. Tokos explained this would be teed up on the website but he wanted to see if the Commission was comfortable with the utility of them first. Berman asked if there was a link to map yet. Tokos said the link wasn't done. Berman thought the tsunami maps should be included.

Capri asked if the DOGAMI maps were included. Tokos reported the City didn't adopt all of the DOGAMI areas so they didn't display this. He noted they were going to try to set it up so people could print the maps with a blanket statement that the City didn't warrant anything displayed on the map. They also wanted to make sure people were talking to the City on certain things. This is why utilities wouldn't be included because the map wouldn't be down to a survey level.

Patrick thought there should be a layer to show what properties were and weren't in the city. Tokos explained the zoning map would show this. Updike asked if the viewer could turn on a parcel layer. Tokos reported they could and it would show the addressing as well. He pointed out that they added the five foot contours on the map as well. Berman commented how he liked the map. Tokos would let the Commission know when the map was available.

3. New Business.

A. NMC Chapter 14 Camping Related Land Use Amendments. Tokos reviewed the draft amendments to Chapter 14. He noted how they needed to define the definitions of camping and these changes would make this clear. Tokos explained that the zone districts changes were for camping for fees. Free of charge camping was under Chapter 9.50. Berman asked if all the RVs that hooked up to the Elks property was covered on this. Tokos explained that the property was authorized for camping and was considered a limited recreational RV park.

McGreenery asked if there was a permit process when someone brought in a RV to use for residential camping. Tokos explained there was added language that covered this. The City wasn't looking to do permits but to set parameters on how this would be legal. Berman asked if they added in the code that this didn't supersede CC&Rs. Tokos explained they could put this in the code, but if a CC&R said an owner couldn't do it, the CC&R would supersede the code and it would be privately enforceable.

Escobar asked how much time the code enforcement spent monitoring RVs to use on the streets. Tokos noted the staff spent a fair amount of time working with homeless individuals and those who couldn't find a parking space. He didn't have an exact figure but the camping ordinance has helped because it gave enforcement some clear guidance as to how to operate.

Tokos reviewed the changes to the manufacture dwelling text for properties outside of manufacture dwelling parks. Branigan asked if the language to allow RVs to park for no more than 12 months was negotiable. Tokos explained the 12 month time period would be up for debate by the Commission.

Tokos reviewed the temporary living quarters language for when someone was repairing or building a new home. He then covered the accessory use language to make it clear that owners could put up a

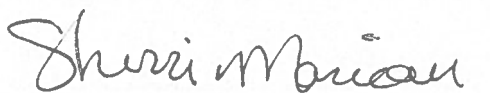
relative in a tent in the back yard. He reminded there had been interest in designating the number of tenants and limiting this to one tent. Updike pointed out they hadn't defined what a tent was and asked what the reason was for this. Tokos thought they could take a look at defining it and also determine a size parameter. He noted the City had a size parameter for sheds and gazebos. Tokos thought they could limit the tent size to no larger than accessory sheds. Patrick asked if a yurt was considered a tent. Tokos would look into this and thought it might be listed as an accessory dwelling unit because a yurt typically had cooking facilities, which would cause it to fall under an accessory dwelling. Updike asked if accessory dwellings had setbacks requirements. Tokos confirmed they did.

Updike asked if the 12 months would be consecutive. Tokos explained it was considered consecutive and was set up by statute. The timeframe could be whatever the Commission thought was reasonable. Branigan thought it should be six months. The Commission was in general agreement to have it be six months.

B. Planning Commission Work Program Update. No discussion was heard.

4. **Adjourn**. The meeting adjourned at 7:02 p.m.

Respectfully submitted,



Sherri Marineau,
Executive Assistant

Derrick Tokos

From: DLCD Plan Amendments <plan.amendments@dlcd.oregon.gov>
Sent: Wednesday, November 30, 2022 2:42 PM
To: Derrick Tokos
Subject: Confirmation of PAPA Online submittal to DLCD

[WARNING] This message comes from an external organization. Be careful of embedded links.

Newport

Your notice of a proposed change to a comprehensive plan or land use regulation has been received by the Oregon Department of Land Conservation and Development.

Local File #: 4-Z-22

DLCD File #: [007-22](#)

Proposal Received: 11/30/2022

First Evidentiary Hearing: 1/9/2023

Final Hearing Date: 2/6/2023

Submitted by: dtokos

If you have any questions about this notice, please reply or send an email to plan.amendments@dlcd.oregon.gov.

CITY OF NEWPORT
NOTICE OF A PUBLIC HEARING

The Newport Planning Commission will hold a public hearing on Monday, January 23, 2023 at 7:00 p.m. in the City Hall Council Chambers to consider File No. 4-Z-22, amending Newport Municipal Code (NMC) Chapter 14.06, Manufactured Dwellings and Recreational Vehicles; and Chapter 14.16, Accessory Uses and Structures. The changes will allow RV camping in the driveway of a residential lot with limitations. Language added to the accessory uses chapter confirm that camping in a tent in the backyard is accessory to a residential use. New land use definitions have been added and temporary use provisions have been clarified. Testimony and evidence must be directed toward the request above or other criteria, including criteria within the Comprehensive Plan and its implementing ordinances, which the person believes to apply to the decision. Failure to raise an issue with sufficient specificity to afford the city and the parties an opportunity to respond to that issue precludes an appeal, including to the Land Use Board of Appeals, based on that issue. Testimony may be submitted in written or oral form. Oral testimony and written testimony will be taken during the course of the public hearing. The hearing may include a report by staff, testimony from the applicant and proponents, testimony from opponents, rebuttal by the applicant, and questions and deliberation by the Planning Commission. Written testimony sent to the Community Development (Planning) Department, City Hall, 169 SW Coast Hwy, Newport, OR 97365, must be received by 3:00 p.m. the day of the hearing to be included as part of the hearing or must be personally presented during testimony at the public hearing. The proposed code amendments, additional material for the amendments, and any other material in the file may be reviewed or a copy purchased at the Newport Community Development Department (address above). Contact Derrick Tokos, Community Development Director (541) 574-0626 (address above).

(FOR PUBLICATION ONCE ON WEDNESDAY, January 18, 2023)

1/18/2023

LEGAL DEADLINES:

Wednesday Edition: 5:00pm
Thursday PRIOR

Friday Edition: 5:00pm
Monday PRIOR

NOTICE TO INTERESTED PERSONS IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR THE COUNTY OF LINCOLN PROBATE DEPARTMENT ESTATE OF LAURA MARIE SEAGER DECEASED CASE No. 22PB10357 NOTICE TO INTERESTED PERSONS Notice is given pursuant to ORS 113.155 that David Seager has been appointed personal representative of the above estate. All persons having claims against the estate are required to present them within four (4) months after the date of the first publication of this Notice, or their claims may be barred. Claims are to be presented at the address of the attorney for the personal representative, set forth below. All persons whose rights may be affected by this estate proceeding may obtain additional information from the records of the Circuit Court, the personal representative, or J.F. Ouderkirk, attorney for the personal representative. Date of first publication: January 4, 2023 J.F. Ouderkirk, OSB #752903, Attorney for Personal Representative, Ouderkirk & Hollen, P.O. Box 1167 615 SW Hubbert Street, Suite A, Newport, OR 97365, 541-574-1630 / 541-574-1638 fax. J4, J11, J28 24-18

CITY OF NEWPORT NOTICE OF A PUBLIC HEARING
 The Newport Planning Commission will hold a public hearing on Monday, January 23, 2023 at 7:00 p.m. in the City Hall Council Chambers to consider File No. 4-2-22, amending Newport Municipal Code (NMC) Chapter 14.06, Manufactured Dwellings and Recreational Vehicles; and Chapter 14.16, Accessory Uses and Structures. The changes will allow RV camping in the driveway of a residential lot with limitations. Language added to the accessory uses chapter

confirm that camping in a tent in the backyard is accessory to a residential use. New land use definitions have been added and temporary use provisions have been clarified. Testimony and evidence must be directed toward the request above or other criteria, including criteria within the Comprehensive Plan and its implementing ordinances, which the person believes to apply to the decision. Failure to raise an issue with sufficient specificity to afford the city and the parties an opportunity to respond to that issue precludes an appeal, including to the Land Use Board of Appeals, based on that issue. Testimony may be submitted in written or oral form. Oral testimony and written testimony will be taken during the course of the public hearing. The hearing may include a report by staff, testimony from the applicant and proponents, testimony from opponents, rebuttal by the applicant, and questions and deliberation by the Planning Commission. Written testimony sent to the Community Development (Planning) Department, City Hall, 169 SW Coast Hwy, Newport, OR 97365, must be received by 3:00 p.m. the day of the hearing to be included as part of the hearing or must be personally presented during testimony at the public hearing. The proposed code amendments, additional material for the amendments, and any other material in the file may be reviewed or a copy purchased at the Newport Community Development Department (address above). Contact Derrick Tokos, Community Development Director (541) 574-0626 (address above), J18 46-18

NOTICE OF A PUBLIC HEARING
 The City of Newport Planning Commission will hold a public hearing on Monday, January 23, 2023, at 7:00 p.m. in the City Hall Council Chambers to review and make a recommendation to the Newport City Council on a Comprehensive Plan text amendment (File No. 1-CP-21). A public hearing before the City Council will be held at a later date, and notice of that hearing will also be provided. The proposed legislative amendment repeals and replaces the "Housing" Section of the "Socioeconomic Characteristics" Chapter of the Newport Comprehensive Plan, adding the substantive provisions of a Housing Capacity Analysis, prepared by the consult-

ing firm ECONorthwest. The Housing Capacity Analysis identifies Newport's housing needs for the next 20-years, inventoried its buildable residential lands to confirm that there is sufficient land to meet those needs. The amendments have been prepared in accordance with Statewide Planning Goal 10 and the statutes and administrative rules that implement it (ORS 197.295 to 197.314, ORS 197.475 to 197.490, and OAR 600-008). The Newport Comprehensive Plan Section entitled "Administration of the Plan" (pp. 428-437) requires findings regarding the following for such amendments: A. Data, Text, Inventories or Graphics Amendment: 1) New or updated information. B. Conclusions Amendment: 1) Change or addition to the data, text, inventories, or graphics which significantly affects a conclusion that is drawn for that information. C. Goal and Policy Amendments: 1) A significant change in one or more conclusions; or 2) A public need for the change; or 3) A significant change in community attitudes or priorities; or 4) A demonstrated conflict with another plan goal or policy that has a higher priority; or 5) A change in a statute or statewide agency plan; and 6) All the Statewide Planning Goals. D. Implementation Strategies Amendments: 1) A change in one or more goal or policy; or 2) A new or better strategy that will result in better accomplishment of the goal or policy; or 3) A demonstrated ineffectiveness of the existing implementation strategy; or 4) A change in the statute or state agency plan; or 5) A fiscal reason that prohibits implementation of the strategy. Testimony and evidence must be directed toward the request above or other criteria, including criteria within the Comprehensive Plan and its implementing ordinances, which the person believes to apply to the decision. Testimony may be submitted in written or oral form. Oral testimony and written testimony will be taken during the course of the public hearing. The hearing may include a report by staff, testimony from proponents, testimony from opponents, and questions and deliberation by the Planning Commission. Written testimony sent to the Community Development (Planning) Department, City Hall, 169 SW Coast Hwy, Newport, OR 97365, must be received by 3:00 p.m. the day of the hearing to be included as part of the hearing or must

be personally presented during testimony at the public hearing. Material related to the proposed amendment may be reviewed or a copy purchased at the Newport Community Development (Planning) Department (address above). Please note that this is a legislative public hearing process and changes to the proposed amendment may be recommended and made through the public hearing process and those changes may also be viewed or a copy purchased. Contact Derrick Tokos, AICP, Newport Community Development Director, (541) 574-0626, email address d.tokos@newportoregon.gov (mailing address above). J18 45-18

NOTICE OF FORFEITURE OF PATRONAGE CAPITAL CREDITS OF MEMBERS OF PIONEER TELEPHONE COOPERATIVE, AN OREGON CORPORATION
 Notice is hereby given that, by order of the Board of Directors of Pioneer Telephone Cooperative, dba Pioneer Connect, an Oregon cooperative corporation, whose registered office is located at 1304 Main Street, Philomath, Oregon, 1991 Patronage Capital Credits, which include payments authorized December 17, 2018 and March 28, 2019, can be redeemed until March 28, 2023, after which date any not so redeemed will be forfeited to the Cooperative. The unclaimed 1991 Capital Credits list and instructions on redeeming those capital credits can be found at www.pioneer.net/capitalcredits. The list is also available at both of our business offices located at 1304 Main Street, Philomath, OR 97370, and 575 W. Willow Street, Waldport, OR 97394, or by contacting Pioneer Connect at 541-929-3135 or 541-563-3135, option 5. J18 44-18



REQUEST FOR QUOTES FOR CITY ENGINEERING SERVICES FOR THE CITY OF DEPOE BAY, OREGON
 Proposal Request No.

2023-01 THE CITY OF DEPOE BAY 570 SE Shell Avenue Depoe Bay, OR 97341 Telephone (541) 765-2361 The City of Depoe Bay, in accordance with ORS Section 279C.100-125, Public Contracting - Architectural, Engineering, Photogrammetric Mapping, Transportation Planning, Land Surveying, and Related Services, is requesting quotes for City Engineering services. It is the policy of the City of Depoe Bay to procure services in accordance with ORS Section 279C.100-125 Public Contracting 2254.004. It is understood that the City of Depoe Bay City Council reserves the right to arrive at such determination by whatever means deemed appropriate and shall be the sole judge in the matter. Instructions for submission can be found on the City of Depoe Bay website at <https://www.depoebay.org> or by contacting the City via email at info@cityofdepoebay.org or by mail at the address listed above. Request for Quotes will be received by the City of Depoe Bay by email at info@cityofdepoebay.org until February 3, 2023, 4:00 PM, Local Time. J13, J18, J20 42-20

SELF-STORAGE PUBLIC SALE
 On Wednesday 2/1/23, ending at 10:05am, an auction will be held online at StorageTreasures.com by Safe & Sound Storage, 833 NE 3rd Street Newport OR 97365, for units B3-Jazlin Keene and E33-Hayley Thomas. J18, J25 39-25

NOTICE OF SHERIFF'S SALE #23-0022
 On February 21, 2023, at the hour of 10:00 a.m., at the Lincoln County Courthouse, 225 W Olive St., Room 203, in the City of Newport, Oregon, the defendant's interest will be sold, subject to redemption, in the real property commonly known as: 1415 Northwest 31st Place, Unit No. 357, Lincoln City, OR 97367. The court case number is 19CV13097, U.S. Bank National Association, not in its individual capacity but solely as Trustee for the RMAC Trust, Series 2016-CTT, plaintiff(s) vs. Linda Sarson; Association of Unit Owners of Surfclides Plaza, Inc.; Occupants of the Property, defendant(s). This is a public auction to the highest bidder for cash or cashier's check, in hand. For more details go to <http://www.oregon-sheriffssales.org/county/lincoln/> J11, J18, J25, F1 39-01

NOTICE TO INTERESTED PERSONS
 Notice is hereby given that the undersigned has been appointed Personal Representative of the ESTATE OF JEAN IRENE LARSON, DECEASED, Lincoln County, Oregon, Circuit Court Case No. 22PB10393. All persons having claims against said estate are required to present them, with proper vouchers, within four months after the date of first publication of this notice, as stated below, to the Personal Representative at 285 Highway 101/P.O. Box 700, Waldport, Oregon 97394-0700, or they may be barred. All persons whose rights may be affected by these proceedings may obtain additional information from the records of the court, the Personal Representative, or the attorney for the Personal Representative. DATED and first published: January 11, 2023. Janice K. Larson, Personal Representative. Law Office of Holly Anne Gibbons, LLC Attorney for Personal Representative, P.O. Box 700, Waldport, OR 97394-0700. J11, J18, J25 37-25

NOTICE OF SHERIFF'S SALE #23-0004
 On February 14, 2023, at the hour of 10:00 a.m., at the Lincoln County Courthouse, 225 W Olive St., Room 203, in the City of Newport, Oregon, the defendant's interest will be sold, subject to redemption, in the real property commonly known as: 340 NE Spring Ave, Depoe Bay, Oregon, 97341. The court case number is 19CV48938, US BANK NATIONAL ASSOCIATION, NOT IN ITS INDIVIDUAL CAPACITY BUT SOLELY AS TRUSTEE FOR RMAC TRUST, SERIES 2016-CTT, plaintiff(s) vs. MUSTAPHA A BADREDDINE; VIEW OF THE BAY P.U.D. HOMEOWNERS ASSOCIATION AKA VIEW OF THE BAY HOMEOWNERS ASSOCIATION; AND ALL OTHER PERSONS OR PARTIES UNKNOWN CLAIMING ANY RIGHT, TITLE, LIEN, OR INTEREST IN THE REAL PROPERTY COMMONLY KNOWN AS 340 NE SPRING AVE, DEPOE BAY, OR 97341 defendant(s). This is a public auction to the highest bidder for cash or cashier's check, in hand. For more details go to <http://www.oregon-sheriffssales.org/county/lincoln/> J11, J18, J25, F1 31-01

TRUSTEE'S NOTICE OF SALE
 TRUSTEE'S NOTICE OF SALE TS No.: 107812-OR Loan No.: *****2676

Refer certain "Deed ed by THOF HANT to FI TITLE in fav BANK eficiar recort Instru 08206 Trust' 2/26/2 Numb the C Lincol ing d erty : Count BLOC THE CITY, COLN OREG / 07- Comn 1636 LINCC The ci Wells Both the tru sell th real pr obligat Deed has b suant The dr forelc granto when sums: ments - 1. \$39.07 es: \$ Advan Total state: REQUI \$214,4 of the eficiar obligat Deed c due ar ing: th \$182.4 interes of 4.5 5/1/20; all acc and a forelc any st the be to the tions o Where is give signed RECOI adres bia S land, (5/4/20; 10:00 / as est 187.11' STREE THE L COUR OLIVE PORT, public t est bid cash e funds (the inte descript

Case File: #5-CUP-22
 Date Filed: December 20, 2022
 Hearing Date: January 23, 2023/Planning Commission

PLANNING STAFF REPORT

Case File No. 5-CUP-22

- A. **APPLICANT:** Seth R. Schuepbach, 65140 76th Street, Bend, OR 97703.
- B. **REQUEST:** Application for a conditional use permit filed pursuant to Newport Municipal Code (NMC) Section 14.25.010(C), seeking relief from the short-term rental land use regulation listed under NMC Section 14.25.030(B), which states that vacation rental use shall be limited to a single building on a lot, or group of lots, that abut a street segment. The applicant owns a two-bedroom condominium in Building "H" of the Embarcadero Resort that they would like to operate as a vacation rental. There are no vacation rentals currently operating within that building; however, there are vacation rentals in other buildings at the Resort.
- C. **LOCATION:** 1000 SE Bay Blvd, Unit No. H-412, Newport, OR 97365 (Assessor's Map 11-11-09-CB, Tax Lot 90804).
- D. **LEGAL DESCRIPTION:** Building H, Embarcadero Phase III Condominiums (Condominium Book 1, Page 19, Lincoln County Records).
- E. **LOT SIZE:** Approximately 11.30 acres (Embarcadero Phases I to IV).
- F. **STAFF REPORT**
1. **REPORT OF FACT**
 - a. **Plan Designation:** Shoreland
 - b. **Zone Designation:** W-2/"Water-Related."
 - c. **Surrounding Land Uses:** Yaquina Bay to the south, The Landing at Newport Condominium Hotel to the west, Harbor Village RV Park and Harbor Crescent residential subdivision to the north, waterfront industrial to the east.
 - d. **Topography and Vegetation:** Property slopes to the southwest toward the bay. The condominium project is fully built out and landscaped.
 - e. **Existing Structures:** Thirteen condominium buildings.
 - f. **Utilities:** All are available to the site.

- g. **Development Constraints:** Property is within the City's Geologic Hazards Overlay.
- h. **Past Land Use Actions:** *Ord. #888 (3/6/72)*. Annexation into the City of Newport. *File No. 44-Z-79*. Zone change to add planned development designation to the property. *File No. 2-EUP-11*. Replace and retrofit 34 deteriorated pile in the Embarcadero Marina. *File No. 1-EUP-12*. Replace decking of rotted marina floats. Embarcadero Marina. *File No. 2-EUP-15*. Reconstruction of a failed storm drainage outfall.
- i. **Notification:** Notification to surrounding property owners and to city departments/public agencies was mailed on January 3, 2023, and notice of the public hearing was published in the Newport News-Times on January 13, 2023.
- j. **Attachments:**
 - Attachment "A" – Completed application form
 - Attachment "B" – Application narrative
 - Attachment "C" – County Assessor Tax Map 11-11-09-CB
 - Attachment "D" – Embarcadero Phase III Condominium Plat, dated 5/13/77
 - Attachment "E" – Aerial image of the property
 - Attachment "F" – Letter from Maria Tesch, dated 1/8/23
 - Attachment "G" – Public hearing notice

2. **Explanation of the Request:**

Pursuant to NMC Section 14.25.010(C), if one or more of the standards required under Section 14.25.030 cannot be met, an owner may seek relief from those standards through a conditional use permitting process. Such an application is subject to review by the Planning Commission at a public hearing.

With this application, the property owner is seeking relief from the short-term rental land use regulation listed under NMC Section 14.25.030(B), which states that vacation rental use shall be limited to a single building on a lot, or group of lots, that abut a street segment. The applicant owns a two-bedroom condominium in Building "H" of the Embarcadero Resort that they would like to operate as a vacation rental. There are no vacation rentals currently operating within that building; however, there are twelve (12) vacation rentals operating out of six other condominium buildings on the property. The location of the buildings containing vacation rentals is shown on Attachment "E". Each of these buildings had vacation rentals in them at the time Ordinance No. 2144 was adopted in 2019, the ordinance that imposed the land use standard limiting the number of buildings along a street segment that can be dedicated to vacation rental use.

The owner's condominium was constructed as part of the third phase of the Embarcadero Resort development. That phase was platted in May of 1977 (Attachment "D"). The Embarcadero includes condominium units that are used for full time, non-transient use and transient occupancies. A transient occupancy is a stay of less than 30-days. Dwelling units at the Embarcadero that are available for transient use can be part of a rental pool offered to the public through their in-house hotel operation. Those units are covered by the hotel's business license, and are not subject to the City's business license and endorsement requirements for short-term rentals (NMC 4.05.025(2)). Owners who wish to manage and market their units independent of the Embarcadero are subject to the City's short-term rental licensing requirements (i.e. the twelve dwelling units referenced above).

Mr. Schuepbach notes in his narrative that the unit he owns has been on the City of Newport's vacation rental wait list for a couple of years and that he has been previously informed that it does not meet the City's spacing requirements. He acknowledges the City's efforts to ensure there is enough housing for its full-time residents, but notes that the Embarcadero was not built for that purpose, but rather to accommodate tourism. He has utilized the in-house Embarcadero hotel operation but wishes to obtain a vacation rental license from the City of Newport because he believes that he can manage his unit more effectively than the Embarcadero.

3. **Evaluation of the Request:**

- a. **Comments:** The City received a letter from Marie Tesch, 1000 SE Bay Blvd, Unit Nos. E224 and E324, recommending the Planning Commission deny the application because the applicant has access to the Embarcadero in-house hotel operation.
- b. **Conditional Use Criteria (NMC Chapter 14.34.050):**
 - (1) The public facilities can adequately accommodate the proposed use.
 - (2) The request complies with the requirements of the underlying zone or overlay zone.
 - (3) The proposed use does not have an adverse impact greater than existing uses on nearby properties; or impacts can be ameliorated through imposition of conditions of approval.
 - (4) A proposed building or building modification is consistent with the overall development character of the neighborhood with regard to building size and height, considering both existing buildings and potential buildings allowable as uses permitted outright.

c. **Staff Analysis:**

In order to grant the permit, the Planning Commission must find that the applicant's proposal meets the following criteria.

(1) The public facilities can adequately accommodate the proposed use.

i. Public facilities are defined in the Zoning Ordinance as sanitary sewer, water, streets and electricity. City records indicate that all of these services exist and are available to the condominium building.

ii. Considering the above, it is reasonable for the Commission to conclude that the public facilities can adequately accommodate the use of the dwelling as a vacation rental.

(2) The request complies with the requirements of the underlying zone or overlay zone.

i. This criterion addresses special requirements of the underlying or overlay zone beyond the standard zoning ordinance requirements. The subject property is zoned W-2/"Water-Related" and it is within the Vacation Rental Overlay Zone District (NMC Chapter 14.25).

ii. There are no special requirements of the underlying zone, and the question before the Planning Commission is whether or not an approval standard of the Vacation Rental Overlay Zone District should be set aside under authority granted to it in NMC Chapter 14.25. NMC Section 14.25.030 contains approval standards for siting vacation rental dwellings. NMC Section 14.25.010(C) provides if one or more of the standards required under Section 14.25.030 cannot be met, an owner may seek relief from those standards through a conditional use permitting process.

iii. The applicant is seeking relief from the requirement listed under NMC Section 14.25.030(B), which states that vacation rental use shall be limited to a single building on a lot, or group of lots, that abut a street segment. This is the only standard for which the applicant is seeking relief. An approved conditional use permit that grants relief from, or provides alternative requirements to, one or more of the standards of NMC Section 14.25.030 shall serve as evidence that the standard(s) have been satisfied (NMC 14.25.010(E)).

iv. The Community Development Director is charged with confirming that all other standards are met when reviewing and signing of a land use compatibility statement, a step that is

independent of, and which would follow the Commission's action on this conditional use permit (NMC 14.25.010(A)).

v. Given the above, it is reasonable for the Planning Commission to conclude that this criterion is satisfied.

(3) The proposed use does not have an adverse impact greater than existing uses on nearby properties; or impacts can be ameliorated through imposition of conditions of approval.

i. This criterion relates to the issue of whether or not the proposed use has potential "adverse impacts" greater than existing uses and whether conditions may be attached to ameliorate those "adverse impacts."

ii. The provision the applicant is seeking relief from, NMC Section 14.25.030(B), states that vacation rental use shall be limited to a single building on a lot, or group of lots, that abut a street segment. It was put in place to prevent vacation rentals from concentrating in residential areas with full time residents. Such concentration could change the character of the area, making it more transient and commercial in nature. This is particularly true for residential zoned areas. The Embarcadero Resort is not within a residential zoned area, and while there are condominium units in the development that are used for non-transient purposes, those owners would have understood the resort nature of the site when purchasing their properties.

iii. The fact that the Embarcadero Resort has an in-house hotel operation further highlights the transient nature of the development. Granting relief from the spacing standard so that the applicant can manage their vacation rental for this purpose, as opposed to them making the unit available to guests through the Embarcadero, is effectively the same activity, so there would not be an adverse impact on nearby properties greater than exists today at the resort. In other words, a resident in the Harbor Crescent Subdivision across the street is not going to be impacted one way or the other by who is managing the rental, nor would there be a greater concentration of rentals since the unit can presently be made available to guests through the hotel operation.

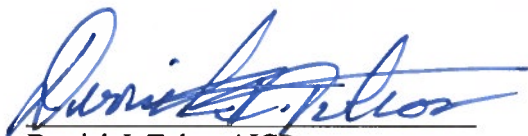
iv. Given the above, it is reasonable for the Planning Commission to conclude that this criterion has been satisfied.

(4) A proposed building or building modification is consistent with the overall development character of the neighborhood with regard to building size and height, considering both existing buildings and potential buildings allowable as uses permitted outright.

i. The applicant is not proposing to modify the building; therefore, it is reasonable for the Planning Commission to conclude that this approval standard is satisfied.

4. **Conclusion:** If the Planning Commission finds that the applicant has met the criteria established in the Zoning Ordinance for granting a conditional use permit, then the Commission should approve the request. The Commission can attach reasonable conditions that are necessary to carry out the purposes of the Zoning Ordinance and the Comprehensive Plan. If the Commission finds that the request does not comply with the criteria, then the Commission should deny the application.

G. **STAFF RECOMMENDATION:** As outlined in this report, this application seeking relief from NMC Section 14.25.030(B), requiring that vacation rental use shall be limited to a single building on a lot, or group of lots, that abut a street segment, satisfies the approval criteria for a conditional use. Accordingly, the Planning Commission should approve the request.



Derrick I. Tokos AICP
Community Development Director
City of Newport

January 19, 2023



City of Newport Land Use Application

Attachment "A"
5-CUP-22

Applicant Name(s) Seth B. Schuepbach Property Owner Name(s) if other than applicant

Applicant Mailing Address: 65140 76th St. Bend, OR 97703 Property Owner Mailing Address:

Applicant Phone No. 541-390-1529 Property Owner Phone No.

Applicant Email tomalopm@gmail.com Property Owner Email

Authorized Representative(s): tomalopm@gmail.com Person authorized to submit and act on this application on applicant's behalf

Authorized Representative Mailing Address:

Authorized Representative Telephone No.

Authorized Representative Email.

Project Information

Property Location: Street name if address # not assigned
1000 SE Bay Blvd. Unit H-412, Newport, OR 97365

Tax Assessor's Map No.: 11-11-09-CB-90804-00 Tax Lot(s): # H-4

Zone Designation: Embarcadero Condo - Phase III, Lot Unit H-4 Legal Description: Add additional sheets if necessary

Comp. Plan Designation: DOC 202103125

Brief description of Land Use Request(s): I request to use my Condo as a short-term rental unit.
Examples:
1. Move north property line 5 feet south
2. Variance of 2 feet from the required 15-foot front yard setback

Existing Structures: if any Embarcadero Resort Hotel & Marina

Topography and Vegetation:

Trees, Shrubs, rocks.

Application Type (please check all that apply)

- | | | |
|--|---|--|
| <input type="checkbox"/> Annexation | <input type="checkbox"/> Interpretation | <input type="checkbox"/> UGB Amendment |
| <input type="checkbox"/> Appeal | <input type="checkbox"/> Minor Replat | <input type="checkbox"/> Vacation |
| <input type="checkbox"/> Comp Plan/Map Amendment | <input type="checkbox"/> Partition | <input type="checkbox"/> Variance/Adjustment |
| <input checked="" type="checkbox"/> Conditional Use Permit | <input type="checkbox"/> Planned Development | <input type="checkbox"/> PC |
| <input type="checkbox"/> PC | <input type="checkbox"/> Property Line Adjustment | <input type="checkbox"/> Staff |
| <input type="checkbox"/> Staff | <input type="checkbox"/> Shoreland Impact | <input type="checkbox"/> Zone Ord/Map |
| <input type="checkbox"/> Design Review | <input type="checkbox"/> Subdivision | <input type="checkbox"/> Amendment |
| <input type="checkbox"/> Geologic Permit | <input type="checkbox"/> Temporary Use Permit | <input type="checkbox"/> Other |

FOR OFFICE USE ONLY

File No. Assigned: 5-cup-22

Date Received: 12/20/2022 Fee Amount: 907.00 Date Accepted as Complete:

Received By: gm Receipt No. 6513 Accepted By:

City Hall
169, SW Coast Hwy
Newport, OR 97365
541.574.0629



City of Newport Land Use Application

I understand that I am responsible for addressing the legal criteria relevant to my application and that the burden of proof justifying an approval of my application is with me. I also understand that this responsibility is independent of any opinions expressed in the Community Development and Planning Department Staff Report concerning the applicable criteria.

I certify that, to the best of my knowledge, all information provided in this application is accurate.

[Handwritten Signature]

Applicant Signature(s)

12/12/22

Date

Property Owner Signature(s) (if other than applicant)

Date

Authorized representative Signature(s) (if other than applicant)

Date

Please note application will not be accepted without all applicable signatures.

Please ask staff for a list of application submittal requirements for your specific type of request.

Attachment "B"
5-CUP-22

DEC 20 2022

RECEIVED

Seth R. Schuepbach
65140 76th Street

Bend, OR 97703

December 12, 2022

To Whom It May Concern,

I just received notice that a short-term license has become available to me, as I have been on the waitlist for a couple of years. However, I have been informed that my condo at the Embarcadero does not meet the city's spacing requirements.

I totally understand and appreciate the city trying to ensure there is enough housing for its full-time residents, as affordable housing is truly a problem all over the state of Oregon and beyond. However, the Embarcadero exists for vacation rentals and tourism in the city of Newport. My condo is currently used for short-term rentals under the Embarcadero's short-term license, I am just trying to establish my own short-term license. The Embarcadero is ran by a large corporation, Vacation Villages of America, and they do not seem interested in their guests experiences, nor the care of the owners units, while taking a large portion of rental proceeds. I would just like to ability to take better care of and have some say in the rental of my condo.

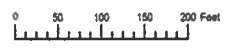
I was given paperwork to fill out to appeal for a conditional use application, which is asking for site plans, building elevations, etc. I assume that the city is fully aware of all these particulars pertaining to the Embarcadero, and that I probably wouldn't need to submit these particulars with my application. I have enclosed a list of those within 200' from the county assessor's office, as well as a plat map with my unit area highlighted.

Your consideration is greatly appreciated.

Kind Regards,

Seth R. Schuepbach

THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSE ONLY



N.W.1/4 S.W.1/4 SEC.9 T.11S. R.11W. W.M.
LINCOLN COUNTY
1" = 100'

11 11 09 CB
NEWPORT

Attachment "C"
5-CUP-22

- Cancelled
- 100
- 101
- 102
- 103
- 104
- 106
- 201
- 300
- 70212
- 70319
- 70321
- 70322
- 80086-41
- 80086-42



SEE MAP 11 11 09

Revised: SEB
07/11/2016

NEWPORT
11 11 09 CB

Attachment "D"

5-CUP-22

REGISTERED PROFESSIONAL LAND SURVEYOR

Kenneth R. Wengler

OREGON JULY 12, 1923 KENNETH R. WENGLER 1992

EMBARCADERO PHASE III CONDOMINIUMS PHASE III & IV MOORAGE

SEC 9, T.11S, R.11W, WM LINCOLN COUNTY, OREGON

LEGEND

- o INITIAL POINT - 2" IRON PIPE, 36" LONG
- FOUND IRON ROD OR PIPE
- o SET 5/8" IRON ROD
- Δ PHASE CORNER OF RECORD BUT NOT SET

SURVEYORS AFFIDAVIT:

I, KENNETH R. WENGLER, BEING DULY SWORN, DEPOSE AND SAY THAT I HAVE SURVEYED AND SET 5/8" IRON RODS FOR THE CORNERS OF THE LANDS REPRESENTED ON THE ADJOINING MAP OF EMBARCADERO PHASE III & IV EXCEPT THOSE CORNERS OF RECORD LYING BELOW THE WATERS SURFACE OR WITHIN THE EXISTING LIMITS OF COUNTY ROAD NO. 515. THE INITIAL POINT IS A 2" DIAMETER GALVANIZED IRON PIPE 36" INCHES LONG AND BEARS S 10° 41' 39" W 669.15 FEET FROM THE NORTHEAST CORNER OF GOVERNMENT LOT 4, SECTION 9, T.11S., R.11W, WM, LINCOLN COUNTY, OREGON.

Kenneth R. Wengler

SUBSCRIBED AND SWORN TO BEFORE ME THIS 13th DAY OF May 1977

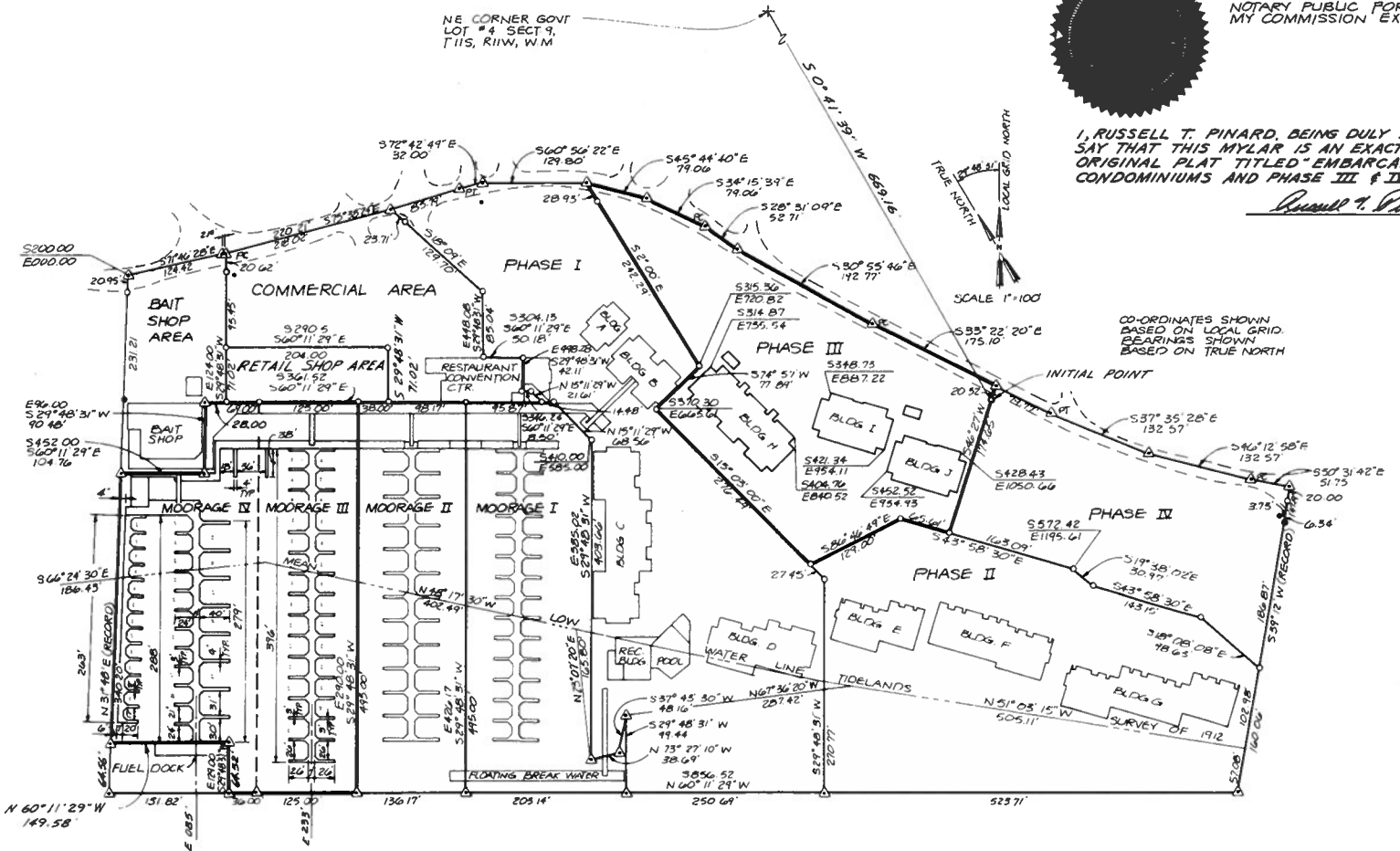
R. T. Pinard

NOTARY PUBLIC FOR OREGON, MY COMMISSION EXPIRES 14.7.1978



I, RUSSELL T. PINARD, BEING DULY SWORN, DEPOSE AND SAY THAT THIS MYLAR IS AN EXACT COPY OF THE ORIGINAL PLAT TITLED "EMBARCADERO PHASE III CONDOMINIUMS AND PHASE III & IV MOORAGE."

Russell T. Pinard L.S. #958



FILED

Albert M. Bryant by Norma Shalep

SHEET 1

PHASE III CONDOMINIUM APARTMENT AREA

THE AREA IN SECTION 9, T. 11 S., R. 11 W., OF THE WILLAMETTE MERIDIAN, LINCOLN COUNTY, OREGON DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHERLY SIDE OF COUNTY ROAD NO. 515 WHICH BEARS SOUTH 689.11 FEET AND WEST 8.11 FEET FROM THE NORTHEAST CORNER OF GOVERNMENT LOT 4 OF SAID SECTION 9; THENCE S 46° 27' 00" W 174.65 FEET; THENCE N 43° 38' 30" W 65.61 FEET; THENCE N 86° 46' 49" W 129.00 FEET; THENCE N 15° 03' 00" W 276.49 FEET; THENCE N 74° 57' 00" E 77.89 FEET; THENCE N 2° 00' 00" W 271.22 FEET TO THE CENTER OF THE PAVEMENT OF COUNTY ROAD NO. 515; THENCE FOLLOWING SAID COUNTY ROAD, S 45° 44' 40" E 79.06 FEET; THENCE S 34° 15' 39" E 79.06 FEET; THENCE S 28° 31' 09" E 52.71 FEET; THENCE S 30° 55' 46" E 192.77 FEET; THENCE S 33° 22' 20" E 175.10 FEET; THENCE LEAVING SAID COUNTY ROAD CENTERLINE S 46° 27' 00" W 20.32 FEET TO THE POINT OF BEGINNING, CONTAINING 2.62 ACRES, SAVE AND EXCEPT COUNTY ROAD RIGHT-OF-WAY AND SUBJECT TO EASEMENTS OF RECORD.

PHASE III & IV CONDOMINIUM MARINE MOORAGE AREA

THE AREA IN SECTION 9, T. 11 S., R. 11 W., OF THE WILLAMETTE MERIDIAN, LINCOLN COUNTY, OREGON DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHERLY BOUNDARY OF THE RETAIL SHOP AREA WHICH BEARS SOUTH 273.63 FEET AND WEST 702.39 FEET FROM THE NORTHEAST CORNER OF GOVERNMENT LOT 4 OF SAID SECTION 9; THENCE S 29° 48' 31" W 495.00 FEET; THENCE N 60° 11' 29" W 161.00 FEET TO THE SOUTHEAST CORNER OF THE FUEL DOCK AREA; THENCE ALONG THE BOUNDARIES OF SAID FUEL DOCK AREA N 29° 48' 31" E 64.52 FEET; THENCE N 60° 11' 29" W 149.58 FEET TO THE SOUTHERLY EXTENSION OF THE EAST BOUNDARY OF THAT PARCEL CONVEYED TO THE PORT OF NEWPORT IN BOOK 274, PAGE 277 OF THE LINCOLN COUNTY DEED RECORDS; THENCE ALONG SAID BOUNDARY N 31° 48' 00" E 340.20 FEET TO THE SOUTHWEST CORNER OF THE BAIT SHOP AREA; THENCE ALONG THE SOUTH BOUNDARY OF THE BAIT SHOP AREA S 60° 11' 29" E 104.76 FEET TO THE SOUTHEAST CORNER OF SAID BAIT SHOP AREA; THENCE N 29° 48' 31" E 90.48 FEET; THENCE S 60° 11' 29" E 194.00 FEET TO THE POINT OF BEGINNING, CONTAINING 3.02 ACRES.

THE AREA IS SUBJECT TO THE RIGHTS OF FISHING, NAVIGATION AND COMMERCE IN THE STATE OF OREGON AND FEDERAL GOVERNMENT AND THE RIGHTS OF THE PUBLIC AND GOVERNMENTAL BODIES IN AND TO THAT PORTION THEREOF BELOW THE ORDINARY HIGH WATER MARK OF THE YAQUINA BAY.

EXCEPTING THEREFROM AN EASEMENT NINE (9) FEET IN WIDTH BEING 4.50 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

BEGINNING AT A POINT ON THE SOUTH BOUNDARY OF THE BAIT SHOP AREA AND BEING SOUTH 250.24 FEET AND WEST 325.25 FEET FROM THE NORTHEAST CORNER OF GOVERNMENT LOT 4 OF SAID SECTION 9; THENCE S 29° 48' 31" W 340.00 FEET TO THE NORTH BOUNDARY OF THE FUEL DOCK AREA AND THERE TERMINATING, CONTAINING 0.07 ACRES.

FILED


7
 Alberta M Bryant
 By Norma Sharp

SHEET 2

Attachment "E"
5-CUP-22



SITE

 Buildings with Vacation Rentals



City of Newport
Community Development Department
169 SW Coast Highway
Newport, OR 97365
Phone: 1.541.574.0629
Fax: 1.541.574.0644

Embarcadero Condominium Development

Image Taken July 2018
4-Inch, 4-band Digital Orthophotos
Quantum Spatial, Inc. Corvallis, OR



This map is for informational use only and has not been prepared for, nor is it suitable for legal, engineering, or surveying purposes. It includes data from multiple sources. The City of Newport assumes no responsibility for its compilation or use and users of this information are cautioned to verify all information with the City of Newport Community Development Department.

Attachment "F"

5-CUP-22

JAN 11 2023

RECEIVED

DATE: January 8, 2023

TO: Derrick Tokos, Community Director

RE: **File #5-CUP-22**, Conditional Use Permit Application, Seth R. Schuepbach, 1000 SE Bay Blvd, #H-4
To Be Heard: Monday, January 23, 2023, 7 pm, City Hall Council Chambers

Mr. Seth R. Schuepbach should be denied a conditional use permit by the City of Newport for a vacation rental at the Embarcadero. The reason why Mr. Schuepbach should be denied his request for a conditional use permit is because he has access to the Embarcadero Hotel Management, of which he is part owner of, to rent out his vacation rental just like the rest of us owners at the Embarcadero.

I am an owner at the Embarcadero and went to the City of Newport a couple of years ago to get a permit to rent out my two-bedroom unit at 1000 SE Bay Blvd. I was told that all the permits were already in use and that I would have to go on a waiting list like everyone else. I checked with our hotel management at the Embarcadero and was informed that Embarcadero owners do not need a City of Newport rental permit if owners use the inhouse hotel management at the Embarcadero which all owners are able to use.

Mr. Schuepbach should not be allowed to get a conditional use permit by the City of Newport to rent out his unit because, unlike any other owner who does not own a unit at a hotel such as the Embarcadero, he has hotel management services at his disposal to rent out his vacation rental.

Giving Mr. Seth R. Schuepbach a special use permit to rent out his two-bedroom unit at the Embarcadero would be prejudicial to everyone else who has followed proper protocol and is on the City of Newport's waiting list for rental permits. Deny him his request and put Mr. Schuepbach on the waiting list like everyone else and he can wait his turn to get a permit when one is available.

Once again, Mr. Schuepbach **should not be granted a Conditional Use Permit** by the City of Newport for a vacation rental.

Thank you,



Marie Tesch
1000 SE Bay Blvd, #E-224, E324
925-787-8600

**CITY OF NEWPORT
PUBLIC NOTICE¹**

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Newport, Oregon, will hold a public hearing to consider the following Conditional Use Permit request:

File No. 5-CUP-22:

Applicant & Owner: Seth R. Schuepbach.

Request: Application for a conditional use permit filed pursuant to Newport Municipal Code (NMC) Section 14.25.010(C), seeking relief from the short-term rental land use regulation listed under NMC Section 14.25.030(B), which states that vacation rental use shall be limited to a single building on a lot, or group of lots, that abut a street segment. The applicant owns a two-bedroom condominium in Building "H" of the Embarcadero Resort that they would like to operate as a vacation rental. There are no vacation rentals currently operating within that building; however, there are vacation rentals in other buildings at the Resort.

Location/Subject Property: 1000 SE Bay Blvd, Unit H-4, Newport, OR 97365 (Assessor's Map 11-11-09-CB, Tax Lot 90804).

Applicable Criteria: NMC Chapter 14.34.050: (1) The public facilities can adequately accommodate the proposed use; 2) the request complies with the requirements of the underlying zone or overlay zone; 3) the proposed use does not have an adverse impact greater than existing uses on nearby properties, or impacts can be ameliorated through imposition of conditions of approval; and 4) a proposed building or building modification is consistent with the overall development character of the neighborhood with regard to building size and height, considering both existing buildings and potential buildings allowable as uses permitted outright.

Testimony: Testimony and evidence must be directed toward the criteria described above or other criteria in the Comprehensive Plan and its implementing ordinances which the person believes to apply to the decision. Failure to raise an issue with sufficient specificity to afford the city and the parties an opportunity to respond to that issue precludes an appeal (including to the Land Use Board of Appeals) based on that issue. Submit testimony in written or oral form. Oral testimony and written testimony will be taken during the course of the public hearing. Letters sent to the Community Development (Planning) Department (address below under "Reports/Application Material") must be received by 3:00 p.m. the day of the hearing to be included as part of the hearing or must be personally presented during testimony at the public hearing. The hearing will include a report by staff, testimony (both oral and written) from the applicant and those in favor or opposed to the application, rebuttal by the applicant, and questions and deliberation by the Planning Commission. Pursuant to ORS 197.763 (6), any person prior to the conclusion of the initial public hearing may request a continuance of the public hearing or that the record be left open for at least seven days to present additional evidence, arguments, or testimony regarding the application.

Reports/Application Material: The staff report may be reviewed or a copy purchased for reasonable cost at the Newport Community Development (Planning) Department, City Hall, 169 SW Coast Hwy, Newport, Oregon, 97365, seven days prior to the hearing. The application materials (including the application and all documents and evidence submitted in support of the application), the applicable criteria, and other file material are available for inspection at no cost; or copies may be purchased for reasonable cost at this address.

Contact: Derrick Tokos, Community Development Director, (541) 574-0626 (address above in "Reports/Application Material").

Time/Place of Hearing: Monday, January 23, 2023: 7:00 p.m.; City Hall Council Chambers (address above in "Reports/Application Material").

MAILED: January 3, 2023.

PUBLISHED: January 13, 2023 /News-Times.

¹ Notice of this action is being sent to the following: (1) Affected property owners within 200 feet of the subject property according to Lincoln County tax records; (2) affected public utilities within Lincoln County; and (3) affected city departments.

CITY OF NEWPORT
NOTICE OF A PUBLIC HEARING

Attachment "G"
5-CUP-22

The City of Newport Planning Commission will hold a public hearing on Monday, January 23, 2023, at 7:00 p.m. in the City Hall Council Chambers to consider File No. 5-CUP-22, a request submitted by owner, Seth R. Schuepbach, for a conditional use permit filed pursuant to Newport Municipal Code (NMC) Section 14.25.010(C), seeking relief from the short-term rental land use regulation listed under NMC Section 14.25.030(B), which states that vacation rental use shall be limited to a single building on a lot, or group of lots, that abut a street segment. The applicant owns a two-bedroom condominium in Building "H" of the Embarcadero Resort that they would like to operate as a vacation rental. There are no vacation rentals currently operating within that building; however, there are vacation rentals in other buildings at the Resort. The property is located at 1000 SE Bay Blvd, Unit H-4, Newport, OR 97365 (Assessor's Map 11-11-09-CB, Tax Lot 90804). The applicable criteria per NMC Chapter 14.34.050 are that: 1) The public facilities can adequately accommodate the proposed use; 2) the request complies with the requirements of the underlying zone or overlay zone; 3) the proposed use does not have an adverse impact greater than existing uses on nearby properties, or impacts can be ameliorated through imposition of conditions of approval; and 4) a proposed building or building modification is consistent with the overall development character of the neighborhood with regard to building size and height, considering both existing buildings and potential buildings allowable as uses permitted outright. Testimony and evidence must be directed toward the criteria described above or other criteria in the Comprehensive Plan and its implementing ordinances which the person believes to apply to the decision. Failure to raise an issue with sufficient specificity to afford the city and the parties an opportunity to respond to that issue precludes an appeal (including to the Land Use Board of Appeals) based on that issue. Submit testimony in written or oral form. Oral testimony and written testimony will be taken during the course of the public hearing. Letters sent to the Community Development (Planning) Department, City Hall, 169 SW Coast Hwy, Newport, OR 97365, must be received by 3:00 p.m. the day of the hearing to be included as part of the hearing or must be personally presented during testimony at the public hearing. The hearing will include a report by staff, testimony (both oral and written) from the applicant and those in favor or opposed to the application, rebuttal by the applicant, and questions and deliberation by the Planning Commission. Pursuant to ORS 197.763 (6), any person prior to the conclusion of the initial public hearing may request a continuance of the public hearing or that the record be left open for at least seven days to present additional evidence, arguments, or testimony regarding the application. The staff report may be reviewed or a copy purchased for reasonable cost at the Newport Community Development (Planning) Department (address above) seven days prior to the hearing. The application materials (including the application and all documents and evidence submitted in support of the application), the applicable criteria, and other file material are available for inspection at no cost; or copies may be purchased for reasonable cost at the above address. Contact Derrick Tokos, Community Development Director, (541) 574-0626, (address above).

FOR PUBLICATION ONCE ON FRIDAY, January 13, 2023.

...en-...m-...ies, her...ser...ing...ere...the...ns...exps

...We'll also see how the slightly less Democratic Legislature does as well, when lawmakers gather this month, and how Kotek relates to it in her new capacity. Governors with legislative experience have been known (not only in Oregon) to flounder in that area after

...none are back.) In 2023, Oregonians can decide how this version of Democratic control compares to the last.

Are Oregon Democrats shrinking their philosophical tent? Last year's primary ouster of Kurt Schrader, a Blue Dog Democrat in Congress, opened the question of

...yet she easily won the party's nomination, and more than 40 percent of the general election vote. Republicans in Oregon have serious structural problems looking ahead to 2023.

They also face some immediate questions. Here's one: Will Republicans try to challenge the terms of

...associated with?

This year will be more than just about politics, of course. The farmworker overtime bill signed into law last April will come more fully into bloom this year. A proposed ballot issue to legalize sex work was short-circuited last year partly because of its descriptive language, and it may be back this

and issues s...
a long list of...
and other public...
Oregon Capital Ch...
(oregoncapitalchr...
com) is part of...
Newsroom, a netw...
news bureaus sup...
by grants and a coal...
donors as a 501c(3)...
charity. Oregon C...
Chronicle maintain...
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NOTICES 1/13/2023

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in accordance with Section 279C.100-Public Contracting 04. It is understood the City of Depoe Bay Council reserves the right to arrive at such a determination by whatever means deemed appropriate and shall be the judge in the matter. Applications for submission can be found on the Depoe Bay website at: www.depoebay.org by contacting the city email at info@depoebay.org or at the address above. Request for will be received City of Depoe Bay until February 3, 4:00 PM, Local 13, J18, J20 42-20

PUBLIC SALE
January 24th, 2023 at 10:00 AM, a public sale held at Ideal Storage 4 NE Metcalf Ave OR 97380: Carrie K - S096, Jane - S175, Ashleka - S059. On January 24th, 2022 at 10:00 AM, a public sale held at Ideal Storage 41 W. Hwy 20, OR 97391: Ryan - T001, Jason - T079, Debbie - T021. On January 24th, 2022 at 2:00 PM, a public sale will be held at Ideal Storage, 2351 Ave. Waldport, OR 97147: Vicki Blakely - Minimum bid \$1000. Cash only. J13, J18, J20 42-20

NOTICE TO INTERESTED PERSONS IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR THE COUNTY OF LINCOLN NOTICE TO INTERESTED PERSONS
In the Matter of the Estate of Marilyn Kay Moxness, Deceased Case No. 22PB10844 NOTICE IS HEREBY GIVEN THAT Jon Moxness has been appointed personal representative of the above estate. All persons having claims against the estate are required to present them, with vouchers attached, to the personal representative at P.O. Box 1144, Newport, OR 97365, within four months after the date of first publication of this notice, or the claims may be barred. All persons whose rights may be affected by the proceedings may obtain additional information from the records of the court, the personal representative, or the attorney for the personal representative, Jeff Waarvick, P.O. Box 1144, Newport, OR 97365.
Dated and first published January 13, 2023. J13, J20, J27 40-27

CITY OF NEWPORT NOTICE OF A PUBLIC HEARING
The City of Newport Planning Commission will hold a public hearing on Monday, January 23, 2023, at 7:00 p.m. in the City Hall Council Chambers to consider **File No. 5-CUP-22**, a request submitted by owner, Seth R. Schuepbach, for a conditional use permit filed pursuant to Newport Municipal Code (NMC) Section 14.25.010(C), seeking relief from the short-term rental land use regulation listed under NMC Section 14.25.030(B), which states that vacation rental use shall be limited to a single building on a lot, or group of lots, that abut a street segment. The applicant owns a two-bedroom condominium in Building "H" of the Embarcadero Resort that they would like to operate as a vacation rental. There are no vacation rentals currently operating within that building; however, there are vacation rentals in other buildings at the Resort. The property is located at 1000 SE Bay Blvd, Unit H-4, Newport, OR 97365 (Assessor's Map 11-11-09-CB, Tax

Lot 90804). The applicable criteria per NMC Chapter 14.34.050 are that: 1) The public facilities can adequately accommodate the proposed use; 2) the request complies with the requirements of the underlying zone or overlay zone; 3) the proposed use does not have an adverse impact greater than existing uses on nearby properties, or impacts can be ameliorated through imposition of conditions of approval; and 4) a proposed building or building modification is consistent with the overall development character of the neighborhood with regard to building size and height, considering both existing buildings and potential buildings allowable as uses permitted outright. Testimony and evidence must be directed toward the criteria described above or other criteria in the Comprehensive Plan and its implementing ordinances, which the person believes to apply to the decision. Failure to raise an issue with sufficient specificity to afford the city and the parties an opportunity to respond to that issue precludes an appeal (including to the Land Use Board of Appeals) based on that issue. Submit testimony in written or oral form. Oral testimony and written testimony will be taken during the course of the public hearing. Letters sent to the Community Development (Planning) Department, City Hall, 169 SW Coast Hwy, Newport, OR 97365, must be received by 3:00 p.m. the day of the hearing to be included as part of the hearing or must be personally presented during testimony at the public hearing. The hearing will include a report by staff, testimony (both oral and written) from the applicant and those in favor or opposed to the application, rebuttal by the applicant, and questions and deliberation by the Planning Commission. Pursuant to ORS 197.763 (6), any person prior to the conclusion of the initial public hearing may request a continuance of the public hearing or that the record be left open for at least seven days to present additional evidence, arguments, or testimony regarding the application. The staff report may be reviewed or

a copy purchased for reasonable cost at the Newport Community Development (Planning) Department (address above) seven days prior to the hearing. The application materials (including the application and all documents and evidence submitted in support of the application), the applicable criteria, and other file material are available for inspection at no cost; or copies may be purchased for reasonable cost at the above address. Contact Derrick Tokos, Community Development Director, (541) 574-0626, (address above). J13 32-13

TRUSTEE'S NOTICE OF SALE
TRUSTEE'S NOTICE OF SALE TS No.: 108938-OR Loan No.: *****3806 Reference is made to that certain trust deed (the "Deed of Trust") executed by ROBERT L. JONES AND SHERIE N. JONES, HUSBAND AND WIFE, as Grantor, to KEY TITLE COMPANY, as Trustee, in favor of SOUTHERN PACIFIC FUNDING CORPORATION, as Beneficiary, dated 10/13/1995, recorded 10/20/1995, in Book 307, Page 1489, in the Official Records of Lincoln County, Oregon, which covers the following described real property situated in Lincoln County, Oregon: Beginning at a 2 inch pipe, 426.1 feet North and 490 feet West of the corner common to Sections 8, 9, 16 and 17, Township 10 South, Range 10 West of the Willamette Meridian in Lincoln County, Oregon; said point being also on the Westerly boundary of the right of way of the Toledo-Siletz Highway, and running thence along said right of way boundary South 37° 44' West 112 feet to a 2 inch iron pipe; thence North 52° 16' West 100 feet to a 2 inch iron pipe; thence North 37° 44' East 112 feet to a 2 inch iron pipe; thence South 52° 16' East 100 feet to a 2 inch iron pipe at the point of beginning; being a part of Section 8, Township 10 South, Range 10 West of the Willamette Meridian in Lincoln County, Oregon. APN: R171408 / 10-10-08-DD-01300-00 Commonly known as: 80 CAMP 12 LOOP TOLEDO, OR 97391 The current beneficiary is: THE BANK

OF NEW YORK MELLON F/K/A THE BANK OF NEW YORK, AS SUCCESSOR IN INTEREST TO JPMORGAN CHASE BANK NATIONAL ASSOCIATION, AS TRUSTEE FOR GSAMP TRUST 2003-SEA, MORTGAGE PASS-THROUGH CERTIFICATES, SERIES 2003-SEA Both the beneficiary and the trustee have elected to sell the above-described real property to satisfy the obligations secured by the Deed of Trust and notice has been recorded pursuant to ORS 86.752(3). The default for which the foreclosure is made is the grantor's failure to pay when due, the following sums: Delinquent Payments: Dates: 8/1/2022 - 12/1/2022; Total: \$1,396.30; Late Charges: \$0.00; Beneficiary Advances: \$891.90; Total Required to Reinstated: \$2,288.20; TOTAL REQUIRED TO PAYOFF: \$2,228.07 By reason of the default, the beneficiary has declared all obligations secured by the Deed of Trust immediately due and payable, including: the principal sum of \$7,101.11 together with interest thereon at the rate of 11.5% per annum, from 7/1/2022 until paid, plus all accrued late charges, and all trustee's fees, foreclosure costs, and any sums advanced by the beneficiary pursuant to the terms and conditions of the Deed of Trust Whereof, notice hereby is given that the undersigned trustee, CLEAR RECON CORP, whose address is 111 SW Columbia Street #950, Portland, OR 97201, will on 5/3/2023, at the hour of 9:00 AM, standard time, as established by ORS 187.110, AT THE FRONT ENTRANCE TO THE LINCOLN COUNTY COURTHOUSE, 225 WEST OLIVE STREET, NEWPORT, OR 97365, sell at public auction to the highest bidder in the form of cash equivalent (certified funds or cashier's check) the interest in the above-described real property which the grantor had or had power to convey at the time it executed the Deed of Trust, together with any interest which the grantor or his successors in interest acquired after the execution of the Deed of Trust, to satisfy the foregoing obligations thereby secured and the

costs and expenses of sale, including a reasonable charge by the trustee. Notice is further given that any person named in ORS 86.778 has the right to have the foreclosure proceeding dismissed and the Deed of Trust reinstated by payment to the beneficiary of the entire amount then due (other than the portion of principal that would not then be due had no default occurred), together with the costs, trustee's and attorneys' fees, and curing any other default complained of in the Notice of Default by tendering the performance required under the Deed of Trust at any time not later than five days before the date last set for sale. Without limiting the trustee's disclaimer of representations or warranties, Oregon law requires the trustee to state in this notice that some residential property sold at a trustee's sale may have been used in manufacturing methamphetamines, the chemical components of which are known to be toxic. Prospective purchasers of residential property should be aware of this potential danger before deciding to place a bid for this property at the trustee's sale. In construing this notice, the masculine gender includes the feminine and the neuter, the singular includes plural, the word "grantor" includes any successor in interest to the grantor as well as any other persons owing an obligation, the performance of which is secured by the Deed of Trust, the words "trustee" and "beneficiary" include their respective successors in interest, if any. Dated: 12/16/2022 CLEAR RECON CORP 1050 SW 6th Avenue, Suite 1100 Portland, OR 97204 Phone: 858-750-7777 866-931-0036 Hamsa Uchi, Authorized Signatory of Trustee. J6, J13, J20, J27 28-27

PUBLIC NOTICE
The Pacific Communities Health District Board of Directors will hold a Virtual and regular meeting on Tuesday, January 17 at 4:00 p.m. by Microsoft Teams or in person at the Center for Health Education located at 740 SW 9th St., Newport, OR, in Conference Hall C. Persons interested in joining

the Virtual meeting have the Microsoft Meeting App downloaded on your computer or cell phone. To request a Teams invite please email kburt@samhealth.org or call 541-574-1971. To join by phone only option, direct 1-971-254-1254, to by Conference ID 486 962#. The meeting agenda includes minutes, financial reports, and facility reports. /s/ Kimberly Burt, Registrar, PACIFIC COMMUNITIES HEALTH DISTRICT For additional information contact 541-574-4666 www.pchdistrict.org 26-13

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR THE COUNTY OF LINCOLN In the Matter of the Estate of: Lee Murray, Deceased # 22PB11296. NOTICE IS HEREBY GIVEN: Teresa Lee Murray, been appointed personal representative of Estate of Lee Roy Murray. All persons having claims against the estate are required to present them with vouchers attached to the personal representative at P.O. Box 1144, Newport, OR, 97365, within four months after the date of first publication of this notice, or claims may be barred. All persons whose rights may be affected by proceedings may obtain additional information from the records of the Court, the personal representative, or the attorney for the personal representative, MacPherson, Gerner & Diaz, P.O. Box 12 Newport, Oregon 97365. PERSONAL REPRESENTATIVE: Teresa Lee Murray 909 SE Bay Blvd, Newport, OR 97365. ATTORNEY FOR PERSONAL REPRESENTATIVE: Corey G. Blake, OSB No. 051688 P.O. Box 12 Newport, Oregon 97365. Telephone 541-265-8811; Fax No. 541-265-3511; Email Address: blake.mggd@law.com D30, J13 23-13

LEGAL DEADLINES:
Wednesday Edition: 5:00pm Thursday PRIOR
Friday Edition: 5:00pm Monday PRIOR

**CITY OF NEWPORT
PUBLIC NOTICE¹**

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Newport, Oregon, will hold a public hearing to consider the following Conditional Use Permit request:

File No. 5-CUP-22:

Applicant & Owner: Seth R. Schuepbach.

Request: Application for a conditional use permit filed pursuant to Newport Municipal Code (NMC) Section 14.25.010(C), seeking relief from the short-term rental land use regulation listed under NMC Section 14.25.030(B), which states that vacation rental use shall be limited to a single building on a lot, or group of lots, that abut a street segment. The applicant owns a two-bedroom condominium in Building "H" of the Embarcadero Resort that they would like to operate as a vacation rental. There are no vacation rentals currently operating within that building; however, there are vacation rentals in other buildings at the Resort.

Location/Subject Property: 1000 SE Bay Blvd, Unit H-4, Newport, OR 97365 (Assessor's Map 11-11-09-CB, Tax Lot 90804).

Applicable Criteria: NMC Chapter 14.34.050: (1) The public facilities can adequately accommodate the proposed use; 2) the request complies with the requirements of the underlying zone or overlay zone; 3) the proposed use does not have an adverse impact greater than existing uses on nearby properties, or impacts can be ameliorated through imposition of conditions of approval; and 4) a proposed building or building modification is consistent with the overall development character of the neighborhood with regard to building size and height, considering both existing buildings and potential buildings allowable as uses permitted outright.

Testimony: Testimony and evidence must be directed toward the criteria described above or other criteria in the Comprehensive Plan and its implementing ordinances which the person believes to apply to the decision. Failure to raise an issue with sufficient specificity to afford the city and the parties an opportunity to respond to that issue precludes an appeal (including to the Land Use Board of Appeals) based on that issue. Submit testimony in written or oral form. Oral testimony and written testimony will be taken during the course of the public hearing. Letters sent to the Community Development (Planning) Department (address below under "Reports/Application Material") must be received by 3:00 p.m. the day of the hearing to be included as part of the hearing or must be personally presented during testimony at the public hearing. The hearing will include a report by staff, testimony (both oral and written) from the applicant and those in favor or opposed to the application, rebuttal by the applicant, and questions and deliberation by the Planning Commission. Pursuant to ORS 197.763 (6), any person prior to the conclusion of the initial public hearing may request a continuance of the public hearing or that the record be left open for at least seven days to present additional evidence, arguments, or testimony regarding the application.

Reports/Application Material: The staff report may be reviewed or a copy purchased for reasonable cost at the Newport Community Development (Planning) Department, City Hall, 169 SW Coast Hwy, Newport, Oregon, 97365, seven days prior to the hearing. The application materials (including the application and all documents and evidence submitted in support of the application), the applicable criteria, and other file material are available for inspection at no cost; or copies may be purchased for reasonable cost at this address.

Contact: Derrick Tokos, Community Development Director, (541) 574-0626 (address above in "Reports/Application Material").

Time/Place of Hearing: Monday, January 23, 2023; 7:00 p.m.; City Hall Council Chambers (address above in "Reports/Application Material").

MAILED: January 3, 2023.

PUBLISHED: January 13, 2023 /News-Times.

¹ Notice of this action is being sent to the following: (1) Affected property owners within 200 feet of the subject property according to Lincoln County tax records; (2) affected public utilities within Lincoln County; and (3) affected city departments.

NW Natural
ATTN: Dave Sanders
1405 SW Hwy 101
Lincoln City, OR 97367

Email: Bret Estes
DLCD Coastal Services Center
brett.estes@dlcd.oregon.gov

CenturyLink
ATTN: Corky Fallin
740 State St
Salem OR 97301

Central Lincoln PUD
ATTN: Ty Hillebrand
PO Box 1126
Newport OR 97365

Charter Communications
ATTN: Keith Kaminski
355 NE 1st St
Newport OR 97365

****EMAIL****
odotr2planmgr@odot.state.or.us

Joseph Lease
Building Official

Rob Murphy
Fire Chief

Aaron Collett
Public Works

Beth Young
Associate Planner

Jason Malloy
Police Chief

Steve Baugher
Interim Finance Director

Laura Kimberly
Library

Michael Cavanaugh
Parks & Rec

Spencer Nebel
City Manager

Clare Paul
Public Works

Derrick Tokos
Community Development

David Powell
Public Works

Lance Vanderbeck
Airport

EXHIBIT 'A'
(Affected Agencies)

(5-CUP-22)

ADAMS MICHAEL P TSTEE & ADAMS
SUSAN A TSTEE
4970 NW TERRACE CT
WALDPORT,OR 97394

ADAMS ROBERT R TSTEE & ADAMS
MARY H TSTEE
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BAILEY ROBERT F & BAILEY KATHIE L
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AMITY,OR 97101

BAKER DAVID
1140 KAY ELLEN CT
SAN JOSE,CA 95125

BAKER JASON L & BAKER JUDY L
11160 SW EDEN CT
TIGARD,OR 97223

BAKER VICTORIA J
12047 SW TUALATIN RD
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BLACKBURN PATRICIA L
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BLACKTAIL DEVELOPMENT LLC
3330 HAYDEN BRIDGE RD
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BUTTERFIELD JUSTIN
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C & L INVESTMENT CO
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CARPENTER KRISTEN MARGRETA
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SAN LEANDRO,CA 94578

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TURNER,OR 97392

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COOPER PAUL D & COOPER
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SUSAN L TSTEE
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REDDING,CA 96003

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CRISP PATRICIA
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CUNNINGHAM ALAN
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39044 GOLDEN VALLEY DR
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PAMELA G TRUSTEE
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OTIS,OR 97368

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DEGNER GEORGE G & DEGNER JAMES
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R
7564 SW ROANOKE DR N
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DEPOE BAY FISH CO LLC
9583 LOGSDEN RD
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35910 EICHER RD
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CLAUDIA A TRUSTEE
85250 S WILLAMETTE
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EMBARCADERO ASSN OF UNIT OWN
1260 NW WATERHOUSE AVE
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ENGER SHARON A
1906 NW EAGLES NEST CIR
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ERISMAN JAMES STUART
862 SE CRESCENT PL
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FAUGHT LESLIE TRUSTEE
1929 NW TIVOLI LN
PORTLAND,OR 97229

FELLER DANIEL ROBERT & FELLER
DEANNE SUE
1639 SILVER FALLS DR NE
SILVERTON,OR 97381

FENSKE RICHARD & FENSKE LINDA
1524 CHAPMAN HILL DR NW
SALEM,OR 97304

FERGUSON NEIL D
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#103
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FETTIG JIM & FETTIG LINNEA
17705 NE CHEHALEM DR
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FISHBACK RON & FISHBACK BETH
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ALBANY,OR 97321

FLAISIG KATHRYN G
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FOSTER JANET & JOHNSON CRAIG
1817 CRITESER LP
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DRAWER 79
MILL CITY,OR 97360

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CHERYL A B TRUSTEE
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SANDRA R
13725 SW HATHAWAY TER
TIGARD,OR 97223

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WENDY
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GROH KEVIN
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ASSN
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DOMINIQUE
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HENDRICKS LIVING TRUST &
HENDRICKS BYRON J TRUSTEE &
HENDRICKS NANCY J TRUSTEE
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JUDITH L TRUSTEE
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HOORNBEEK BILLEE W TSTEE
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JANE K TRUSTEE
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JOHNSON LAVONNE J COTTEE
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DEANN E
34047 FOX DR NE
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JT RENTAL PROPERTIES LLC
570 WEST HOLLEY RD
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KAUMANN ANTHONY GEROME &
KANTOR STAN
24654 GRANGE HALL RD
PHILOMATH,OR 97370

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BARBARA S TSTEE
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KRAMIEN STANLEY RICHARD JR &
KRAMIEN DEBRA L
17600 NE OLDS LN
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LEATHERMAN TAMMY L
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70 NORTH 400 EAST
DELTA,UT 84624

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LOVEDAY JERRY & LOVEDAY
KIMBERLY
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88396 FOREST MEADOW LN
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KLAMATH FALLS,OR 97603

MATHEWS BRENDAN
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REGINALD CHARLES JR
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17011 S BRADLEY RD
OREGON CITY,OR 97045

OPHEIM TAMMY & OPHEIM JOEL
14151 NW WILLIS RD
MCMINNVILLE,OR 97128

OREGON MINK INC
11658 BARON RD
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OSBORNE DANIEL & OSBORNE
MARLENA
7138 SE DRAKE ST
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STE 120
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5240 SW ROSE PL
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BRIDGET E
2124 PAWNEE DR
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5561 HARLAN RD
EDDYVILLE,OR 97343

ROBERTS TIMOTHY FREDERICK &
MEDEMA TRAVIS S
1808 BELFAST RD
SPARKS,MD 21152

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601 E 3RD ST
THE DALLES,OR 97058

ROGGENSACK JODY M &
ROGGENSACK RICHARD D
890 N GRANT ST
CANBY,OR 97013

ROLIE FAMILY LLC
18075 S ABIQUA RD NE
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ROPP HOWARD
5995 NE HWY 20
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JENNIFER STONE COTSTEE
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STE 2400
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SCARBERRY EDDIE DEAN
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SCHUEPBACH SETH R
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SIMPLIFY HOLDINGS LLC
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SLINGLUFF INVESTMENTS LLC
2696 SW 3RD ST
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SMITH LOREN J & SMITH NANCY L
30361 LOREN LN
CORVALLIS,OR 97333

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LOT 33
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P TRUSTEE
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VANLANINGHAM MARIA
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VARNER DOUGLAS
923 SE BAY BLVD
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VOGEL CARL STEPHENS III
PO BOX 1313
NEWPORT,OR 97365

VTS PROGRAM REMAINDER LLC
1417 116TH AVE NE
STE 100
BELLEVUE,WA 98004

WALKER HOUSE LLC
616 NW 35TH ST
CORVALLIS,OR 97330

WALL RICHARD E
1000 SE BAY BLVD
UNIT 101
NEWPORT,OR 97365

WARDELL DOUGLAS L JR TSTEE &
WARDELL DIANNA L TSTEE
5401 EAST RIDGE ST S
SALEM,OR 97306

WELKER DOUGLAS G & WELKER
BRENDA H
162 RAINBOW DR
#6220
LIVINGSTON,TX 77399

WENDORFF STEVEN
PO BOX 1656
NEWPORT,OR 97365

WEST HARRY B JR
229 EIDER AVE SE
SALEM,OR 97306

WHALEY BRADEN T
32277 WELDON RD
LEBANON,OR 97355

WHITE KENNETH JR & WHITE LYNN
18377 SE JANN DR
BEAVERTON,OR 97003

WILLIVER STERLING TODD
67065 FRYER RD
BEND,OR 97703

WILSON RICHARD C TSTEE
PO BOX 928
CORVALLIS,OR 97339

WILSON THOMAS D & WILSON
SUSETTE A
330 NW 185TH AVE
#274
PORTLAND,OR 97229

WINTERS JODY A
1000 SE BAY BLVD
UNIT H-6
NEWPORT,OR 97365

WITHERSPOON CLIFFORD
3160 BEECH ST
EUGENE,OR 97405

WOLF ANDREW D
1960 SW OLD SHERIDAN RD
MCMINNVILLE,OR 97128

WOLFE BRANDON
121 NE WILLIAMS AVE
DEPOE BAY,OR 97341

WOOD STREET LLC
29365 SW HILLECKE RD
HILLSBORO,OR 97123

WORKMAN WILLIAM & BURKHARD
MICHAEL
4756 SAMS CREEK RD
TOLEDO,OR 97391

WROBEL CHARLES J
16971 S CLACKAMAS RIVER DR
OREGON CITY,OR 97045

**YECK ERNEST
PO BOX 1256
NEWPORT,OR 97365**

**YECK FRED A TRUSTEE
PO BOX 352
NEWPORT,OR 97365**

**ZAMIELLO MICHAEL A
PO BOX 715
NEWPORT,OR 97365**

**ZANDER SHAWN & ZANDER SARAH
PO BOX 1519
SILVERTON,OR 97381**

**ZAWALSKI RODNEY M TSTEE &
ZAWALSKI THERESA LYNN TSTEE
6735 GLADYS AVE
OTTER ROCK,OR 97369**

File 5-CUP-22

Exhibit "A"

Adjacent Property Owners Within 200 Ft