

Vacation rentals: City will need to ‘basically facelift the entire comprehensive plan’

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Since Jan. 1, the planning department has received 73 land use applications. Of those, 57.5% are for short-term rentals, including 32 vacation rentals, seven rental condos and three bed-and-breakfasts.

Overall, there are 411 short-term rental units active and pending, Flory said.

Applications are supported for properties located west of Neawanna Street on the city’s north end, west of N. Holladay Drive and S. Holladay Drive and west of S. Roosevelt Drive. The locations where vacation rental applications are not supported are dominated by full-time residential homes.

The Planning Commission will not support the approval of a vacation rental conditional use permit application if more than 40% of the surrounding properties within 100 feet of an applicant’s property are licensed

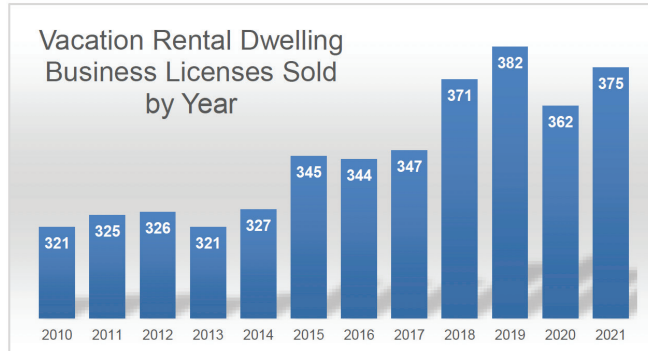
as vacation rentals.

“When it comes to the spatial distribution, what is it doing in the current real estate market as a house comes for sale?” Flory said. “Is it affecting the sale of that property because it is over the density requirement? That’s the first question we get asked when someone calls when a property goes for sales. ‘Can it be a vacation rental?’”

If the density is over 40%, property owners are discouraged from applying for the permit because the recommendation coming out of the planning department is going to be to deny it based on policies that are already set in place, Flory said.

That density may be too high, planning commissioners and councilors said, leading to adverse impacts on housing affordability and demands on city infrastructure.

“My concern is that new vacation rentals are displacing long-term residents,”



City of Seaside

Business licenses sold by year.

Planning Commissioner Seth Morrissey said.

Vacation rental dwellings are turning into a business model, he said, and their numbers will accelerate.

City Councilor Randy Frank said competition for vacation rental dwellings could create a bidding war, artificially inflating the price of lodging. “That ultimately could harm our ability to stay competitive with other places on the coast,” Frank said.

City Councilor Tita Mon-

tero said the density of vacation rentals in a neighborhood is a factor that should determine how many dwellings are allowed, but there are others as well, including how they affect the people who live here.

“We don’t want an overpopulation of the VRDs in any segment of the city,” Montero said. “What we need is a pause and moratorium, that we stop providing any more VRD licenses or permits over a period of

time so that we can look at every one of these different options, see what we think is going to work and see what works for other places. We’re not taking away something that somebody already has. What we’re saying is, from this period of time, no new VRD licenses.”

Density should not be the only way of measuring their needs, Planning Commissioner Kathy Kleczek said.

“Whether we’re talking about sewage and water and electricity and broadband, emergency services and the rest of the community services are also impacted by all of these things,” she said. “This is something that we need to look at and reduce so that we can be forward-looking instead of trying to catch up all the time with what’s happening to us.”

In future weeks, the city will need to “basically facelift the entire comprehensive plan,” Planning Director Kevin Cupples said.

Zoning ordinances would need to be updated to match plan revisions.

“And then from that, you’d know whether you want to move forward or not,” City Manager Mark Winstanley said. “This would be a discussion that the council should be having at a council meeting as to whether they want to move forward with that kind of work.”

As for a potential moratorium on vacation rental permits, Barber asked city staff and City Attorney Dan Van Thiel, in conjunction with the League of Oregon Cities, to provide the steps necessary if a moratorium is considered the right path.

The city may consider a part-time consultant to help with the research, Barber said.

“I’d like someone to tell us what we would need to undertake so we could have a moratorium, so we could make the decision on solid ground,” he said.

Pearl Harbor: Wartime in Seaside

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Seaside immediately went into blackout that day, Linkey said. “We lived on the Prom, so we would close the Venetian blinds, pull the blackout curtains across. My dad had huge plywood boards made that we would have to lift up and put in the window. There were no lights in Seaside.”

It would be so dark in the winter, “you couldn’t even see your hand in front of your face,” she said.

The Prom was off-limits during the winter after 4:30 p.m., and in the summer, at sunset. For fear of Japanese attack, residents and visitors were not allowed on the beach as military police patrolled in their Jeeps.

“It was an amazing time to live in Seaside and to see the many changes that the Second World War brought



R.J. Marx

Members of American Legion Post 99 hold the flag at the Necanicum River.

to our wonderful town,” Linkey said.

Seaside’s John Sefren was the only World War II veteran in the audience. Sefren, 94, said he was 17 when he entered the military at the tail end of the war. He served in the Pacific theater from 1945 to 1947. He said he still gets choked up when he thinks of those who gave

their lives at that time.

After the program, Sefren, accompanied by Barber and escorted by the American Legion Post 99 executive committee, headed to the Pearl Harbor Memorial Bridge on First Avenue for the laying of the wreath, with the playing of Taps, recalling those who lost their lives 80 years ago.

ZIP code: City initiates the process

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been denied homeowners’ insurance or may have paid higher premiums because the distance to Seaside was mistakenly considered too far from their residence.

“Over half of Gearhart gets its mail directly delivered to residences,” Warren said. “There is no reason to expect this would change as a result of changing our ZIP code. Having an independent ZIP code from the city of Seaside should not preclude the USPS (U.S. Postal Service) from continuing to deliver our mail as the city of Gearhart host post office.”

The population of Gearhart, at 1,800, far exceeds smaller communities with their own ZIP codes, including Arch Cape, Hammond, Manzanita and Tolovana.

“Getting our own ZIP code will not solve every issue such as having an insufficient number of P.O. boxes,” Warren said. “But in my opinion, it is an incremental improvement for all of our residents.”

City Councilor Dan Jesse said he was concerned that the change would prove costly to business owners with address and printing changes.

Those already getting home delivery could face delays or even elimination of the service. “It’s more about the bean counters that are already trying to cut the services in spots that will be terminated and save a fair amount of money by not delivering to Gearhart anymore,” Jesse said. “When you say there’s wide support for this, my guess is you’re not seeing wide support for it in places that are getting mail delivery.”

Since the 1960s, Gearhart mail has been routed through the Seaside Post Office to the Gearhart Post

Office.

The Gearhart Post Office became a contract satellite office of Seaside Post Office in 1961. The change was made as a cost-saving measure, however, the Postal Service agreed that Gearhart would continue to receive mail addressed to “Gearhart, Oregon.”

“As far as I am able to determine, Gearhart has never made a formal request and has never solicited assistance from its congressional delegation to achieve this goal,” Warren said.

City Attorney Peter Watts said during the ZIP code request process the post office will look at the overall impact on local customers, conducting surveys to see if the majority of residents favor the new ZIP.

One of the things that

they’d be looking for is community support, Watts said.

Should the potential negatives outweigh the benefits, there are multiple off-ramps the City Council could take in order to step back from the process. “As I understand it, if the service is diminished as a result of this, it wouldn’t happen,” he said.

City councilors approved the resolution in a 4-1 vote. Jesse voted against it.

“It will be long, deliberative, and we probably will have to do a Survey Monkey and get community input and demonstrate broad support,” Warren said. “But, so far, it looks like we have broad support, so we have to start the process somewhere and this is the way to start it.”

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4:31 p.m., 1300 block Broadway: Caller requests welfare check of a motorhome parked in the area all day; caller says children are inside with a male and no lights are on. The motorhome is gone when police arrive.

6:27 p.m., 400 block S. Roosevelt: EMS call. Someone at the scene is arrested on a warrant.



Nov. 26

12:22 p.m., 83000 block Creekside: EMS call.

2:42 p.m., Hug Point: Water rescue.

8:28 p.m., 500 block N. Wahnana: Fire investigation for smoke reported in the area.

Nov. 27

1:16 p.m., 900 block Avenue G: EMS call.

10:07 p.m., 1000 block S. Beach Drive: EMS call.

Nov. 29

6:48 p.m., 500 block Beach Drive: EMS call.

Dec. 2

12:17 p.m., 2600 Spruce Drive: EMS call.

3:25 p.m., 2500 block Mill Creek Lane: EMS call.



Single-car crash

An 83-year-old man was given a citation Nov. 22 at 6:23 p.m. on U.S. Highway 101 and Sea Ridge Lane. An Oregon State Trooper drove up on a single-car crash that had just occurred near milepost 18 when the driver mistakenly turned left on to the roadside curb while trying to enter a nearby parking lot. There were no injuries and only minor damage to his Lexus. He drove the car into the parking lot and secured it there. The trooper took only minimal information at the time as he was on his

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way to three-car crash with injuries reported.

Disabled truck

Troopers came upon a disabled U-Haul truck on U.S. Highway 26 near milepost 4 Nov. 22 at 8:36 p.m. The driver, 71, from Santa Cruz, California, said he was heading west when his tire hit something in the road. His tire deflated and he drove over to the shoulder where he was able to get out and observe his tire was bent in off the rim. A U-Haul mechanic was dispatched to the scene.

Suspended license

A man caught driving with a suspended license was pulled over by state police Nov. 23 at 4:33 p.m. on U.S. Highway 101 at milepost 18, northbound after patrol saw a car speeding. A records check showed a suspended misdemeanor status. James Daryl Collins, 40, was given provided a criminal citation in addition to his violation citations. He was instructed he could not operate a motor vehicle and was released.

Disturbances

Troopers assisted Seaside police Nov. 23 at 9:27 p.m. on U.S. Highway 101 and Avenue U with two physical disturbances. The first was at NAPA Auto Parts where two brothers were fighting in the parking lot. They were separated and

issued criminal citations by Seaside police. Rides were called for both. Not long after, one of the brothers got physical with the family member who came to give them a ride. This altercation occurred in the parking lot of Les Schwab. Seaside police are leading the investigation.

Suspended license

A blue Lincoln Navigator was stopped Nov. 25 on U.S. Highway 101 near milepost 18 at 1:44 p.m. for an equipment violation. It was soon revealed the 51-year-old driver was driving with a suspended license. He was cited and released.

Suspended driving privileges

A Seaside man was arrested Nov. 27 at 6:37 p.m. on U.S. Highway 26 near U.S. Highway 103 at the scene of a crashed tow truck. Cody Joseph Ostermeier, 31, was arrested by Seaside police for probable cause. At the scene of the crash, troopers saw an older blue tow truck that had slipped down the hill from U.S. Highway 25 to U.S. Highway 103. While tagging the vehicle, two men drove up and the owner of the tow truck was contacted. He provided information showing his driving privileges were suspended in Oregon. Seaside police were contacted and he was detained and transported to their headquarters.

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