NEWPORT
OREGON

AGENDA & NOTICE OF PLANNING COMMISSION MEETING

The Planning Commission of the City of Newport will hold a meeting at **6:00 p.m. Monday, April 22, 2013**, at the Newport City Hall, Council Chambers, 169 SW Coast Hwy., Newport, OR 97365. ***(Note the earlier starting time for this regular meeting).*** A copy of the meeting agenda follows.

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting to Peggy Hawker, City Recorder, 541-574-0613.

The City of Newport Planning Commission reserves the right to add or delete items as needed, change the order of the agenda, and discuss any other business deemed necessary at the time of the meeting.

NEWPORT PLANNING COMMISSION
Monday, April 22, 2013, 6:00 p.m.
AGENDA

A. Roll Call.

B. Approval of Minutes.

1. Approval of the Planning Commission work session and regular session meeting minutes of March 25, 2013, and the work session minutes of April 8, 2013.

C. Citizens/Public Comment.

1. 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.

D. Consent Calendar.

E. Public Hearings.

Quasi-Judicial actions:

1. 1. File No. 1-TIA-13. *De novo* hearing on an appeal of the Community Development Director's decision of approval of a Traffic Impact Analysis (TIA) regarding SE Moore Drive (a.k.a. John Moore Road) and SE Bay Boulevard submitted by Teevin Bros. Land and Timber Co., LLC. for a proposed log yard at 1650 SE Bay Blvd (Tax Assessor Map 11-11-9-D, Tax Lots 100 and 101).

F. New Business.

G. Unfinished Business.

H. Director Comments.

1. Reminder that the Volunteer Dinner is scheduled for 6:00 p.m. on April 23rd at the Oregon Coast Aquarium.

I. Adjournment.

Please Note: ORS197.763(6): "Unless there is a continuance, if a participant so requests before the conclusion of the initial evidentiary hearing, the record shall remain open for at least seven days after the hearing." (applicable only to quasi-judicial public hearings)

***Draft* MINUTES**
City of Newport Planning Commission
Work Session
Newport City Hall Conference Room 'A'
Monday, March 25, 2013

Planning Commissioners Present: Bill Branigan, Glen Small, Mark Fisher, Jim Patrick, Rod Croteau, and Jim McIntyre.

Planning Commissioners Absent: Gary East.

Citizens Advisory Committee Members Present: Lee Hardy and Bob Berman.

Citizens Advisory Committee Members Absent: Suzanne Dalton *(excused)*.

City Staff Present: Community Development Director (CDD) Derrick Tokos and Executive Assistant Wanda Haney.

Chair Patrick called the Planning Commission work session to order at 6:02 p.m. and turned the meeting over to CDD Tokos.

A. Unfinished Business.

1. Discussion of code updates relating to accessory dwelling units (ADUs). Tokos noted that in the packets he included the authorization for Wilder where we have authorized ADUs. Wilder is the only place they are expressly allowed right now; but that's not to say there are not some lots out there with multiple dwelling units on one lot. He also attached Astoria's and Portland's language for the Commissioners to take a look at. Tokos said that part of the discussion needs to be about what type of outreach the Commissioners are looking for on this type of amendment. He wondered if there was a need for a work group or if the Commissioners are comfortable fielding it themselves. The indication was that the Commission would do the work themselves. Tokos said that if we are talking about outreach, it would be to every residential owner in the City; but we could do press releases. Legally all we have to do is publish notice in the newspaper. That would be the Commission's choice. The consensus was that the Commission would be comfortable with publishing a notice in the newspaper; and we can always do a press release. Tokos asked if the Commission wanted to shoot for an outright use in all districts. Croteau noted that in the other codes, these units were not counted toward density. Tokos said that is what we did in Wilder. He noted that Astoria made it conditional in R-1. Branigan said many of the residences in Astoria are 50 years old or older, and it sound like what they did was limit it to big old houses. Tokos noted that the model ordinance for small cities from the State had a limit of floor area between 600 and 800 square feet or not more than 40% of the main unit, whichever is smaller. In the model code, they must be owner-occupied and have single utilities; which is what we set up for Wilder. Berman wondered what the intent was here; if it was to allow more flexibility and then once they are allowed to put parameters around that. Tokos said that the objective of this is that it is accommodation for families. He said that the key here is the utility hookup. We don't want to hit them with SDCs; and we would have to for a separate meter. That provides some control because it is one utility bill. Branigan asked what would prevent someone from putting up a mother-in-law unit and then turning it into a vacation rental by owner; and Tokos said there's nothing.

Hardy asked about a requirement for a separate entrance. Tokos said the code defines a dwelling unit as having certain elements such as a sleeping area, and a kitchen is the primary thing. It was noted that most people will create a studio and not put in a kitchen. Patrick mentioned that he built a two-story with two kitchens for someone so that if the owner had to get a care-giver that person would have a kitchen and living area downstairs. Tokos said you would be surprised what is out there that have never received permits.

Berman said that he would not like to see this creating a situation where it becomes common to build a little place behind your house and rent it as a vacation rental for income. Tokos said that if they want additional units, they have to provide parking and landscaping. That is in the vacation rental endorsement standards. Patrick said that most ADUs have not been separate units, but in the same unit already. Fisher said he has to believe there are some that are separate. Tokos wondered if the consensus was to go with standards something like permitting it outright in each district subject to certain restrictions. Patrick said maybe a restriction such as it can't be used as a B&B or vacation rental.

Branigan asked about the percentage of the main house. Small said 40% of the main house or 600-800 square feet, whichever is smaller. Tokos noted that in Wilder it is 600 square feet or 50%; but they are smaller lots. Patrick added that the houses are smaller. He said he would like to go up to 800 square feet; but he wondered if 40% is a good number, or is 50%. Branigan asked if it has to be stand-alone. Patrick suggested borrowing from the other codes; that it is over something, in something, or separate. Small said that he did like the common utility. Tokos thought it would get at the vacation rental issue with the owner-occupied requirement; that is how Astoria tackled it. He said it was discussed with Wilder because they were hoping to

rent to college students as he recalled. Berman wondered that since vacation rental is defined, if they can rent monthly to a student or non-relative. Patrick said that maybe someone would build an ADU and move into it and then rent out the house as a B&B. Hardy wasn't sure how it was any different than adding a room to a house. Patrick said that you can add anything but a kitchen according to the definition of a dwelling. Tokos said that when these do end up coming to a head with our department is when it has to do with financing and a lender is asking the question if this second unit is acceptable. We have to say no because there are no permits, and it ends up getting torn down. Tokos said that every deed says that the buyer is responsible for gong to the planning department to make sure you can use your property for what you want. He said that a deed restriction would be one way to handle it. Branigan asked how many issues Astoria has had, and Tokos said that he hasn't asked them. Patrick noted that the State is pushing for this kind of stuff, and there are new rules coming down. The way to get around requirements is by putting in an ADU ordinance. He noted that Newport has one of the highest new building density levels anywhere in the state. In Nye Beach we have all those units on small lots. Small said ADUs help address the affordable housing issue; especially here where housing is pretty expensive. He thought we will see here what we've seen in most developed nations; multiple families living in one home.

Tokos said that what he is hearing is that there is general consensus for some of the standards incorporated for Wilder. Only one ADU per lot is good. The three types are good; a portion of the main house, free-standing, or over a free-standing or attached garage. The size is not to exceed 600 square feet or 50% of the main structure. Fisher said that he would prefer 40%, and Tokos noted that 600 square feet and 40% is out of the model code. Patrick said that we will get a lot of small units. Tokos noted that many of the lots are smaller, so the visual will be less. He wondered what the harm is of 600 square feet or 50%, and that was selected. The height standards of the district govern. Tokos said that he would recommend not applying an architectural compatibility standard citywide. Nye Beach has its own and Wilder has a planned development for architectural standards. Outside of that if we try to do that, it would be a discretionary decision so the neighbors can appeal it. Berman thought that we could require the obvious things such as the same kind of roof and exterior including color. Fisher thought we would have to have a committee for review of that. Patrick said that he knows of houses with multiple architectural designs. Berman said that if they add on, it should be the same kind of roof and exterior; so if it's separate, he wondered what is wrong with having a couple of basic dictates. Hardy said that value judgments are hard to enforce. Berman didn't think that the same kind of roof is a value judgment. Hardy said that you run the risk of affecting those whose design modes are dictated by finances rather than aesthetic tastes. Berman said that he worries about the neighbors and doesn't see that it's unreasonable that it looks much like the house. McIntyre agreed that it should look like the existing home; but this standard is talking about the compatibility with the neighborhood. Tokos said that whatever is put out there, he would say not to go with discretionary standards. In a nondiscretionary way specify that it match with the primary structure. He said that he can see someone using a 600 square foot park model as an ADU in the back. It wouldn't have the same exterior as the house, but they may be able to afford a park model. Branigan also mentioned the use of shipping containers as a dwelling. Branigan asked if something that didn't match couldn't be an exception before the Planning Commission. Patrick wondered if it would be reasonable to create a conditional use path. Tokos thought the consensus was for some standards for stand-alone units that require matching existing materials of the house; not exactly the same but such as composition roof to composition roof. Continuing with the standards, Tokos said that the cleanest way is that ADUs don't count against the density limitations. An ADU shares utility hookups with the main house. Berman wondered if the utilities should be specified, such as water, sewer, electric, and gas; not cable or telephone. Hardy suggested adding the wording, "essential services". Tokos wondered as far as off-street parking spaces, if the Commission wanted what is required plus one additional for the ADU. He noted that this was an issue in Wilder because they don't have typical on-street parking, but we have on-street parking most everywhere else. Croteau wondered if one additional space is prohibitive or reasonable. Patrick said it would be tough on some of them. Small thought one extra space was reasonable, and make that a conditional use if it can't be met. Fisher agreed with one additional, and they have to come to get Planning Commission approval if they can't meet that. Tokos wondered if the Commissioners wanted to set ADUs up as an outright authorized use in every district, and the consensus was yes.
Branigan asked about owner-occupied. Tokos said that can be enforced with deed restrictions or no vacation rentals can be specified with a deed restriction. He noted that owner-occupied means that the owner has to occupy either the principal unit or the accessory unit; one of them has to be owner-occupied. Maybe the accessory dwelling would be a vacation rental. He said it doesn't make sense to have deed restrictions for both. If it has to be owner-occupied, it puts the kibosh on making it all a VRD. Berman said that he would like to see a sharp watch on it because an ADU in the back yard could be a source of income. Tokos wondered what the harm is. He said if it's a lot with multiple deed restrictions, it becomes burdensome. Fisher said he would rather have owner-occupied. If the owner lives there, they will keep an eye on it. Small asked for clarification of why we couldn't do both restrictions. Tokos said that it seemed burdensome to do that. We have no process now that requires multiple deed restrictions. Tokos said that if the purpose here is to provide an avenue for folks to have a place for their family, then owner occupancy is a nice clean avenue. The majority liked the owner occupancy restriction.

Patrick said we can start there. Fisher noted that we want this simple enough so the common person could read it and understand the expectations.

Tokos said he will be making director's comments at the meeting tonight that an appeal did get filed on the Teevin Bros. TIA. An appeal hearing with the Planning Commission will be set up for April 22nd. He noted that we had somebody else looking

to do a nonconforming use permit, and he advised them not to set it up for that date. On that evening the Commission will have their hands full with that one appeal only. The Commission will be deciding if the standards for approving a TIA were addressed correctly.

Patrick wondered when the Commission will want to do park models. Tokos will work on that. He said the issue with park models has to do with the City liability issue if there was a fire that caused damage or loss to surrounding homes because they are not built to building code. We are obligated by State law to allow them in manufactured parks. But he said the whole thing is changing, and he can get some other information for the Commissioners. Tokos said the other issue that was raised by an owner at a public hearing was the minimum 5,000 square-foot lot size in manufactured parks. Tokos said that he can tie those two together.

B. Adjournment. Having no further discussion, the work session meeting adjourned at 6:46 p.m.

Respectfully submitted,

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Wanda Haney
Executive Assistant

Draft Minutes
City of Newport Planning Commission
Regular Session
Newport City Hall Council Chambers
Monday, March 25, 2013

Commissioners Present: Jim Patrick, Jim McIntyre, Rod Croteau, Glen Small, Mark Fisher, Gary East, and Bill Branigan.

City Staff Present: Community Development Director Derrick Tokos, Public Works Director Tim Gross, and Executive Assistant Wanda Haney.

A. Roll Call. Chair Patrick called the meeting to order in the Council Chambers of Newport City Hall at 7:00 p.m. On roll call, all Commissioners were present.

B. Approval of Minutes.

1. Approval of the Planning Commission work session and regular session meeting minutes of March 11, 2013.

MOTION was made by Commissioner Fisher, seconded by Commissioner McIntyre, to approve the Planning Commission minutes as presented. The motion carried unanimously in a voice vote.

C. Citizen/Public Comment. No comments on non-agenda items.

D. Consent Calendar. Nothing on the consent calendar.

E. Public Hearings.

Quasi-Judicial Actions:

Chair Patrick opened the public hearing portion of the meeting at 7:01 p.m. by reading the statement of rights and relevance. He asked the Commissioners for declaration of conflicts of interest, ex parte contact, or site visits. Croteau declared a site visit for File No. 1-ADJ-13, Fisher has driven by the property over the years, and Branigan recently drove by. Patrick asked for objections to any of the Commissioners or the Commission as a whole hearing this matter; and none were heard.

1. File No. 1-ADJ-13: A request submitted by Michael & Michelle Mantei for approval of an adjustment to Section 14.11.30 (Garage Setback) of the Newport Municipal Code (NMC) to allow construction of a proposed garage with a setback of 12 feet rather than the required 20 feet. The request is a 40 adjustment and requires Planning Commission decision pursuant to NMC Section 14.33.030(B). The request also necessarily involves a 7-foot reduction to the 19 foot front yard setback from NW Biggs Street for the garage building. The property is located at 5705 NW Biggs St (Assessor's Map 10-11-29-BB; Tax Lot 3600) in an R-2 zoning district.

Patrick opened the public hearing for File No. 1-ADJ-13 at 7:03 p.m. by reading the summary of the action from the agenda. He called for the staff report. Tokos noted that the staff report included in the packet contains detailed findings for each of the criteria and a site plan provided by the applicant showing the layout of the new house and garage. The applicant also provided survey information establishing the property corners. Tokos read the standards required for approval of an adjustment. He noted that there are two adjustments to this request; one to the garage and one to the second front yard setback. With the applicant's proposal, as outlined in the findings, it is obvious that with the garage setback there is sufficient space to park off-street. The applicant does take into consideration that the public streets may be fully improved at some point and has addressed that by having off-street space to the rear of the structure. He said that is something that the Commission could accept as satisfying this standard. The setbacks are otherwise met. There is sufficient access for fire suppression unit and to run hose around the unit. Staff is not recommending any specific mitigation in this case. In terms of recommended conditions, he called out one that is not out of the norm for an adjustment request; and that is that the applicant actually stake out the corner of the structure during the course of construction so that they are known up until a footing inspection. Then they could be taken down. Tokos said that he thinks the Commission has ample grounds to authorize the adjustment if they feel it satisfies the standards.

Proponents: Michael Mantei, PO Box 86342, Portland, OR 97286, as the applicant and property owner came forward. Mantei said this garage is to protect his boat. He did some checking on setbacks and regulations. He has a good architect working on the house and garage, who looked into what would work in that space. The architect told him that the maximum allowed for an adjustment is 40%, so two feet could be added to the building with no problem. Mantei said that his boat is 32 feet long with the trailer, so he needs the space. He said they can park cars to the inside of the lot so they are not blocking the view when turning the corner. The garage is situated next to the garage next door. There is plenty of room for parking between the garage and the street,

even if an improved road goes in. The house is set back toward the back property line so that there is plenty of room in front. That way he can pull in with his truck and boat when he isn't parking in the garage and will be completely off the street. There is off-street parking there too. He is asking for the garage to be built out 8 feet toward the street.

Branigan asked if Mantei will be building the garage simultaneously with the house, and Mantei confirmed that he would be. Branigan asked if the garage is going to be higher. Mantei said that the rooflines are going to be the same. He said they will have to build that lot up because it is the low spot in the neighborhood. He explained that there was a little shack there. It had been a rental for years, and he called it the problem house in the neighborhood. The arrangement he had with family was that when he acquired it, he would take the house down; which he did last fall. He said he will have to build up about two feet and then the roof lines will match. Fisher asked if the upper level of the garage is not for use to be occupied but would be for storage. Mantei said it is an open truss plan with a pull-down ladder to get up there for storage. He said the garage door itself is 10' x 12' and the garage is 16' wide. McIntyre noted that the plan shows it as 18' x 33'.

Mantei explained that in seven years or sooner, he will become a permanent resident of Newport. That garage is essentially for his boat and gear for crabbing.

Opponents: There were no opponents present wishing to testify, so rebuttal was waived.

Patrick closed the public hearing at 7:11 for Commission deliberation. McIntyre said that he is familiar with the neighborhood but not with this particular piece of property. He noted that it seems what is being proposed is consistent with the rest of the development in the area. He had no concerns about it. Small said that it seems like the concern for off-street parking has been thought through, and there are provisions in place. He has no concern. Croteau felt the request was in order and saw no problem. Fisher thought it was a reasonable request, and East agreed. Branigan agreed that it is a reasonable request and recommended the Commissioners approve it. Patrick thought that it fulfills the requirements. He said that as long as we can get cars off the street that is what we are looking for with that setback. He noted that it is a neighborhood of nonconforming uses anyway. He said that it more than meets the criteria.

MOTION was made by Commissioner McIntyre, seconded by Commissioner Croteau, to approve the adjustment request of File No. 1-ADJ-13 with the inclusion of the conditions set forth in the staff report. The motion carried unanimously in a voice vote.

MOTION was made by Commissioner Fisher, seconded by Commissioner McIntyre, to adopt the final order for File No. 1-ADJ-13 as presented. The motion carried unanimously in a voice vote.

F. <u>New Business</u>.

<u>Legislative Actions</u>:

1. <u>Continued Hearing on File No. 2-UGB-12</u>. Review and consideration of further testimony on an application to expand the Newport Urban Growth Boundary by approximately 353 acres to include the City's domestic water storage reservoirs, along with the associated access road and water infrastructure and for a regional park with a looped trail around the reservoirs. On February 25th, the Planning Commission held a public hearing, took testimony, and continued the hearing to tonight in order to make a recommendation to the City Council on this matter.

Patrick continued the public hearing for File No. 2-UGB-12 at 7:15 p.m. by reading the summary of the action from the agenda. He called for the staff report. Tokos noted that he would be brief since he covered it on February 25th. He explained that we now have the actual ordinance with the final legal description. There were some minor modifications, mainly in the northwest corner of the expansion area to align with property lines; adding an acre and a half. The acreage is back to a total of 354.5 now. Tokos said that he made some changes to the findings in order to reflect the change to the map and the ownership list, and to correct some procedural pieces that need to be clarified. The substance is the same as the February 25th presentation. The City Attorney has copies of the findings and has been involved. She assisted in the response to DLCD; and since they are taking a neutral stance, she doesn't believe that she needs to provide anything else at this point. He said that the Commission can take testimony and make a recommendation to the City Council if they so choose.

Testimony: Bob Etherington, 3249 NE Big Creek Rd, said that he owns 6.5 acres that is included in the UGB expansion. He said the only reason he can see for including his 6.5 acres is that technically he owns to the center of the county road. He asked if it was necessary to include his whole 6.5 acres in order to get the County road in the UGB. He said that he just as soon not be in the UGB. Tokos noted that Etherington's property is that piece that was adjusted in the far northwest corner of the expansion area. Etherington explained that it is adjacent to the Lakewood Drive development. Tokos said that most of that property has always been included in the expansion proposal. As part of the final cleanup, the line was matched up to the north property line. He said the reason was twofold. One, we have a master plan that calls for a looped trail all the way through there. Secondly, we desire to include properties immediately adjacent to the reservoir for this expansion. That is why this piece was picked up along with pieces to the east. It's not so much that the property be included to bring the road under city jurisdiction. That would be part of annexation and is not a factor. Etherington's property is within the immediate watershed of the reservoir and the park master plan

calls for the looped trail to run along the north side of the road, which would run through the middle of his property. For purposes of the UGB expansion, instead of taking 2.3 of the property, the line was moved up to the north property line for cleanliness of descriptions. Etherington said what he has heard is that at some future point, the City is planning on annexing part of the property in order to put a trail on it. Tokos said that in terms of near-term annexation plans, the City would only be annexing property it owns. To eventually get the looped trail constructed, we would need to acquire easement rights or something; but in terms of next steps, the only plan is to annex property the City owns. Etherington said that his objection to that is that plans have a way of changing so he would just as soon not be in the UGB, which leaves him open to being annexed into the City at some point down the road. He said that things tend to change. Fisher asked Tokos what the negative impact would be if Etherington's property wasn't included. Tokos said that we wouldn't be able to include the looped trail, and we couldn't provide that need to the DLCD. Tokos said this expansion is about getting the water distribution systems and the immediate watershed in and taking that piece out doesn't meet that objective. Fisher asked if it being in the UGB would limit Etherington's use of his land. Tokos said none whatsoever at this point. It remains under county jurisdiction with county zoning and their existing policies. Etherington said that he would prefer to head it off at this stage. If he is not in the UGB, then he doesn't have to worry about being annexed into the City at sometime in the future. He would feel more comfortable if that couldn't happen.

PWD Gross said that the City is trying to encapsulate as much of the watershed as possible. It is his intention to capture as much as possible through open sale when it becomes possible. By putting it in the UGB now, when it comes up for sale, the City is able to purchase it and then annex it into the City. Gross said that he doesn't see the City condemning properties, but he would actively pursue them. We need to set up reserves. If we don't put it in the UGB now, we will do another review in the future to bring it into the UGB. Gross said that some 6 months ago when the City started going through the UGB expansion, we knew that it is very convoluted, so at that time you identify anything that makes sense and do it once. This is greasing the skids. He said it impacts property owners not at all unless they are annexed without their consent; which is not the City's intention at all. Etherington said that his concern is that somebody may be making those decisions twenty years from now. Gross said that it is one step closer, and they can do that because they will have a common need. He noted that properties identified in the watershed drain directly into the reservoir now. Etherington noted that there are a lot of other properties that drain into the reservoir too. Gross agreed, but he said what we have tried to do with the boundary is to capture those within 100-500 feet that drain right into the reservoir. He said that the impact of those immediately adjacent to the reservoir is far more significant than something up stream that impacts the watershed of other jurisdictions too. He mentioned the Siletz. Gross said that we are trying to capture the area that would be impacted if we did work to the system and those that drain directly into our system. The intent is to obtain and protect and to use it as a park as well for a regional trail around our reservoir. He said that he would like to be in ownership of anything that directly accesses our reservoirs. Etherington said that he can sympathize with what the City has done, but he would just as soon be outside the boundary. He said that he can see that his land directly drains into the reservoir, but Braxling's next to him drains one acre to get into the lake; and he is outside the boundary. Gross noted that Braxling wasn't originally. Gross said this expansion gets really tight and close to the boundary we need. Originally it was based on the watershed, and the State didn't like that. We punched it down as much as we should. He is hesitant to bring it down any more.

Tokos said that in terms of Etherington's annexation concern, it would be highly unlikely the City could pursue forced annexation because of the public designation without a Measure 49 issue. It takes away basic use rights. If it were like any other typical UGB expansion, you would be looking at commercial or housing and no loss in property value; if anything it is positive. When looking at this area, when the City annexes (but only those it controls), that is the time to put the public zoning on it. Until that time, he would fully believe they would stay the T-C zoning that they are. Patrick noted that the City is not annexing until we have a plan in place for what to do with the dams, and that is quite a ways down the road. Etherington asked that when you are talking about annexing into the City, when that goes from UGB to city limits is that parcel by parcel or a majority of the property owners. The City owns about 95% of the property; and if it is a majority decision the City is the majority and he doesn't have any say. Patrick said that most likely what you will see when we get to that stage is that we will annex city-owned properties. For others, we may end up having to purchase or something because they may end up going under the inundation of the dam. Etherington thought he was outside the inundation area. Gross said it is a pretty big statement to say that that property will be outside the inundation area. The intention is not to remove the lower dam. We want to reinforce one of our dam structures, and the cheapest one to do would be the upper dam. The lower dam is our water supply. Until the upper reservoir is modified and we can run another intake, we would run both until the lower dam would no longer function. That could be 50-60 years. In the meantime, it does serve as the City's water supply reservoir, and we have to treat it as such. Etherington noted that he has raised his objection and put in his request.

Norm Ferber, 5726 NE Big Creek Rd, came forward to testify. Ferber noted that he came tonight just to enter into the public record the easement that he has with the City. When Greg Warren traded property he was guaranteed an easement forever for a road that accesses his property. Ferber said that he found it interesting that a month ago when he was here and DLCD made their presentation, he was confused what they were stipulating as part of their requirement and what they recognize as fulfillment to their objections. He said Tokos made it that looped trail; and Gross was pragmatic that it was the water quality of the community. Ferber said that telling Etherington that he has to be in the UGB because Tokos needs the looped trail to satisfy DLCD seems a lot more serendipitous than the pragmatic conversation in regards to the community water. He noted that Fisher had made a comment that if he had been aware that any property owner would be put out, he would not have been inclined to endorse it. Fisher explained that he believes owners shouldn't be losing use of their property just for us to have a UGB. Ferber said he was in favor of looped trails, but he doesn't think this is priority. He concedes that we need a reliable water source because of an earthquake,

which is coming. Not having the looped trail will not inconvenience anybody in the community. He said that what he had said at the last meeting about Curt Carstens being able to tear holes in this argument is true because he could. Ferber said he initially came to the meeting tonight to reiterate comments made by Gross that the road to the end of the lake would be part of the process; and at that point, Tokos had said there are easements, and the City intends to honor those. Ferber said that he had his "get out of jail free" card with the copy of the easement that he brought to enter into the record. Ferber mentioned his neighbor, Johnson, who would also very much like to access his property. Ferber said that is Johnson's retirement, and his intention is to turn it over to his daughters. Ferber said he is just outside the UGB, but part of his road would be inundated. He said that he understands he will be able to access his property until the city annexes it. Fisher said that even then he doesn't expect the City to take any access of property without paying for it. If the water is going over the road, there is something that has to be done. Norm said that old growth timber and the road will be compromised. Fisher feels it is the City's obligation to work that out before hand.

Gross said we would be foolish if we didn't acquire property early on. It is very black and white. We need to be prepared to make those purchases at that time. As long as there is need for that road to be able to access those properties, he finds it hard to believe that the City would acquire all those properties and not maintain it. The City needs that road ourselves to maintain the reservoirs. Gross said the purpose for this now is to pave the way and start mediation that we need to do. The start is this land use process. He said the RFP is nearly ready to move into the next analysis, and that will build a picture of what the mediation techniques may be, the cost, and how much property is impacted. Gross said that nobody is going to take anything.

Ferber said also in the response to DLCD's concerns, it was noted that the City shouldn't open itself up to Measure 49 counter suits. Once again, his intention tonight was to reiterate that DLCD's understanding was that this UGB expansion wasn't going to interfere with the people that still live around the reservoir; at least at this present time. He said that he understands the City's concern about getting it all in there now. He has seen other communities do it. One point he made last time was that even though the conditional use permit process may be burdensome, the purpose of it is the hearings so that people have a chance to say what is on their minds.

Branigan asked that if we go with the UGB expansion would the road then be maintained by the City. Gross said the road is maintained by Lincoln County. The City wouldn't take over jurisdiction until we actually annex the land around it, which is city-owned. Then the County would like the City to take over the road. He noted that the road was never legalized, which means it was never platted or recorded or identified as a public roadway. That happened to us on Big Creek and Harney Roads. It takes months to complete the legalization process. Tokos said the road is addressed in the ordinance as one of the recitals. He doesn't believe it would be an issue with the County. So there shouldn't be a problem linking that up with the annexation.

With no one else wishing to testify, Patrick closed the public hearing at 7:49 for Commission deliberation. Branigan noted that the Planning Commission has had several work sessions regarding this subject and has heard from opponents, city staff, and DLCD. He said his main concern is that if we have a moderate earthquake, we can lose the city water systems, which will affect the entire population. He agreed with Fisher that people that own private property in the UGB shouldn't be hindered in any way from being able to use their property. The City needs to be able to provide them access. He said that he would be in favor of going forward with the UGB expansion and state that the City will make sure whoever falls into the UGB will be able to access their property. East agreed with going forward with the expansion with the condition that as the process goes forward that all governing bodies are committed to those property owners to make sure their properties are always accessible and is not lost over the years. He said that maybe some instrument should be put in place for follow-up so that it is not forgotten over time. Fisher agreed. He said it makes sense to him that when any land in that area becomes available for sale, the City should be buying it. He thinks that is important. He said the long-term goal is even greater than what we have here. He thought that for the City, the bridge and the water supply are the two things that are scary. He noted that he will always be up front in protecting the common citizen, like himself. He will make sure people can use their property in whatever way they should be able to use it. He said that all of the Commissioners feel very strongly that the City needs to get this going. He said that we are greasing the wheels for years down the road with almost no negative impact. He thinks it is the best we can do. Croteau said that the overarching issue is a secure water supply. There are a lot of details to work out with citizens that have a stake. He believes that we need to start getting this on paper and moving forward with the process. Small was in agreement with that. The protection of the neighbors and all citizens is a concern of his. He said that the Commissioners have asked the question about how this is going to impact property owners many times in the process. He understands Etherington's concern that hearing "trust us, we're from the government" is unsettling. But these are prudent steps to address a larger concern. The City needs to take what steps are needed now. McIntyre agreed with all of his colleagues that expansion of the UGB is absolutely necessary to assure that we can perform the necessary improvements to our dam to secure our water supply and make it safe for everybody. If we have an earthquake of any proportion, it can wipe out those dams; and we would have a catastrophe and lose our water supply for everybody in Newport. He agreed that the Commission should approve the UGB expansion and send this forward. Patrick said that he is assuming that the Commissioners agree with the boundary lines as laid out. He said the access issue is important, but we also must realize that there is not a legally-defined access right at the moment. He said that all we can say is the City will attempt to keep the accesses to the properties as they exist right now; not those that don't have access now. He agrees that we need to do this process. He said he would be happier if it were the larger acre version. He thinks that we cut it as far as we can to get the State's approval.

MOTION was made by Commissioner Small, seconded by Commissioner Fisher, to forward to the City Council the draft ordinance for File No. 2-UGB-12 with a recommendation of approval of the Urban Growth Boundary Expansion of 354.5 acres as presented. The motion carried unanimously in a voice vote.

G. Unfinished Business. No unfinished business.

H. Director's Comments.

1. As he had mentioned in work session, Tokos noted that the Teevin Bros. TIA approval issued by staff has been appealed. The appeal hearing will be held before the Planning Commission on April 22nd.

I. Adjournment. Having no further business to discuss, the meeting adjourned at 8:00 p.m.

Respectfully submitted,

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Wanda Haney
Executive Assistant

MINUTES
CITY OF NEWPORT PLANNING COMMISSION
WORK SESSION
NEWPORT CITY HALL, CONFERENCE ROOM A
MONDAY, APRIL 8, 2013
6:00 P.M.

Planning Commissioners Present: Gary East, Mark Fisher, Jim Patrick, Rod Croteau, Glen Small, and Jim McIntyre.

Planning Commissioner Absent: Bill Branigan.

Citizens Advisory Committee Members Present: Lee Hardy, Suzanne Dalton, and Bob Berman.

City Staff Present: Community Development Director (CDD) Derrick Tokos and City Recorder/Special Projects Director Peggy Hawker.

Chair Patrick called the Planning Commission work session to order at 6:00 P.M., and turned the meeting over to CDD Tokos.

A. Unfinished Business.

1. <u>Review and discuss draft code relating to accessory dwelling units (ADU's)</u>. Tokos reviewed the definition of "Accessory Dwelling Unit." He reported that the draft includes "Accessory Dwelling Unit" as a permitted use in all residential zoning districts. Tokos reviewed Chapter 14.16 "Accessory Uses and Structures," and specifically 14.16.050 "Accessory Dwelling Unit Standards." A discussion ensued regarding the floor area of Accessory Dwelling Units. Berman addressed 14.16.020 "General Provisions," and specifically that accessory uses and structures, pursuant to this section, are not intended for habitation by people, and would not apply to an Accessory Dwelling Unit. A discussion ensued regarding the maximum height of an accessory building in a residential zoning district. Tokos noted that accessory buildings are separate from accessory dwelling units. It was noted that height restrictions must apply if an accessory dwelling unit is not attached to the primary building. It was also noted that the height of the primary structure must meet the height restrictions of the district, while a separate structure cannot exceed the height of the primary building. If the garage was separate, it would not be allowed to exceed the height of the primary dwelling, but if the garage is a part of the primary dwelling, the height restriction that would apply is that of the zoning district. A discussion ensued regarding the front yard setback requirements for accessory dwelling units. It was noted that the rear yard setback for smaller accessory structures may be reduced to five feet for a one-story detached accessory building if the structure does not exceed 625 square feet and 15 feet in height.

Tokos reviewed the following accessory dwelling unit standards: floor area; type, one unit; exemption from density limits; architecture; utilities; owner-occupied; and off-street parking. Tokos suggested that it might be worth foregoing the off-street parking requirement unless there is a reasonably expectation that there will be additional impact on the system. It was the consensus of the group to leave the off-street parking requirement as it stands. Tokos reported that 14.16.060 contains provisions for conditional use permits if one or more standards cannot be met.

Tokos reported that he would make changes suggested this evening, and that the changes would be scheduled for a public hearing at the second meeting in May.

B. New Business.

1. Review of the Appeal Procedure. Tokos reviewed the city's procedures for handling appeals of quasi-judicial decisions (14.52.080 of the Newport Municipal Code). He noted that the Commission will hear the appeal on the Teevin Brothers log yard traffic impact analysis on April 22. Tokos noted that if Commissioners have had ex parte contact, it must be disclosed. He added that if a Commissioner has a fiduciary stake in the proposal; this must be disclosed, and the Commissioner must step down. He noted that it must also be disclosed if a Commissioner has read about the proposal in the news. He reiterated that anyone having a business relationship with Teevin Brothers would have to step down. It was reported that the boundary is 200 feet from the property, and Tokos noted that he notified everyone who provided comment throughout the process. He added that the hearing is only in regard to the present proposal. Tokos reported that a Commissioner must step down if he/she cannot make an impartial decision, and that individual Commissioner participation can be challenged.

Tokos stated that it is anticipated that the appeal will span at least two meetings. He noted that it is within the purview of the Commission to ask folks to state the standard they do not think is being met. He added that the Commission can ask questions after public testimony. Tokos noted that the applicant may not attend the hearing. He stated that speakers will be asked to sign up to speak by completing the speaker request slips. When all the speakers have had an opportunity to talk, the Chair should ask for others who wish to comment. He added that if the applicant is not in attendance, the Chair should ask for others attending in support of the proposal.

Tokos stated that new testimony can be presented at the hearing. He stated that a copy of the appeal with the staff response will be included in the packet.

Tokos explained continuances, noting that the record must be left open if requested, but that the Commission is not obligated to continue the hearing. He noted that he will not have the findings and final order at this meeting, but will be looking for direction from the Planning Commission in crafting the findings.

Tokos noted that if there is not applicant, there will be no rebuttal.

Tokos reported that the appeal document was timely filed. He added that he will include in the upcoming packet where we are in the 120-day clock.

It was noted that the hearing begins at 6:00 P.M., on April 22.

2. Review Port of Newport's New Strategic Business Plan and New Capital Facilities Plan and Discuss Corresponding Updates to the Port Element of the Newport Comprehensive Plan. Tokos discussed the Port Facilities section of the Newport Comprehensive Plan and the related Goals and Policies element. He reported that the Port has completed a Strategic Business Plan and Capital Facilities Plan. He noted that the Comprehensive Plan should be amended to include the Capital Facilities Plan, and that a policy and goal could be developed that addresses this collaboration. He asked the Commission to let him know if there is something that should not be included as a priority. He added that he does not see anything that would impact upland zoning or estuary rules.

Adjournment. Having no further business, the meeting adjourned at 6:50 P.M.

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Margaret M. Hawker, City Recorder

City of Newport

Community Development Department

Memorandum

To: Newport Planning Commission

From: Derrick Tokos, Community Development Director

Date: April 17, 2013

Re: Appeal of Teevin Bros. Traffic Impact Analysis Approval (File No. 1-TIA-13)

Enclosed is a copy of the written record, staff decision and notice of appeal. Please treat the staff decision as the staff report for the appeal hearing. With respect to the procedures for Monday's hearing, a script will be prepared for the Planning Commission Chair addressing the conduct and order of the proceedings in a manner consistent with the City of Newport's adopted procedures (NMC 14.52.080).

Signup sheets will be provided for those wishing to speak at the hearing. The sheets will include a statement asking that persons identify the criteria they believe the applicant has or has not satisfied before they provide their testimony.

If, after taking testimony, the Commission believes that it has sufficient information to render a decision on the appeal then it may provide direction to staff to prepare findings of fact for consideration at its May 13th meeting. The Commission should identify the direction it wants staff to take in preparing the findings (e.g. approve the application in a manner consistent with the staff decision, approve the application but include alternative findings addressing specific issues, or deny the application). If the Commission is inclined to deny the application, it is reasonable for it to ask that the appellant prepare the findings.

Prior to the conclusion of the hearing, any participant may request an opportunity to present additional evidence, arguments or testimony. If such a request is made, the Commission must, at a minimum, leave the record open for receipt of written materials for a period of 7 days. Unless waived, the City must also afford the applicant at least 7 days after the record is closed to all other parties to submit final written argument in support of the application.

The Commission may, at the request of a participant or on its own accord, continue the hearing to a date certain to provide an opportunity for persons to present and rebut new evidence, arguments or testimony related to the approval criteria. If, after taking testimony, the Commission believes that additional information is needed in order for it to approve the application then this would be an option that it could pursue. In such a case, the Commission should be clear about the additional information that it wants the applicant to submit.

Rick Beasley

Reporter

Are you prepared for the Big One? Even if your official Tsunami Kit is packed and ready for action, it may lack the key ingredients to the Post-Wave good life.

In my role as consultant to the News-Times Safety Committee, I compiled the following list of must-have items for your Tsunami Kit:

1. SWISS ARMY KNIFE: At last you'll have a chance to use all those worthless attachments. The corkscrew, screwdriver and scissors get extra workouts during disaster. It's not just to clean your nails, anymore.

2. A .357 MAGNUM: Stop pesky looters in their tracks when all heck breaks loose. They've stripped the Chalet of pies and the bottles at the Whale's Tail are long gone. Get 'em before they befoul the Deco District toilets! Who says there's never a vigilante around when you need one?

3. A PHONE BOOK: Tech-savvy survivors will while-away the long, lonely hours after Armageddon with Kindles that can be recharged from a wind-up generator. But when the toilet paper shortage hits, you'll wish you had a real book.

4. SURFBOARD: Long boards rule the tsunami surf. Shark-attack survivor John Forse of Lincoln Beach prefers the six-foot model, while young daredevils ride it out on four-five short boards. Don't even think about bodysurfing the Big One!

5. WHISKEY: It's an antibacterial agent. It's a topical analgesic. It can help you forget that you are the last person on Earth.

6. CHANGE OF UNDERWEAR: Many people don't see the need to haul around extra boxers. They'll wish they had when they see a 60-foot wall of water headed their way.

7. FISHING ROD & TREBLE HOOKS: Three-way hooks are great for snagging wild coho to cook over an open fire. When coho extinction seems less important than human extinction, the fish loses every time. No matches? No sweat! Think salmon sushi.

8. BLANK DIPLOMAS: When the big one hits, you are what you say you are, especially if you're packing heat. Doctor, Lawyer— the choice is yours. Better yet, start your own university. You'll create doctors and lawyers,— for a price.

9. NOSE PLUGS: If you live in South Beach, you've already got them handy for those occasional "interruptions" at the wastewater treatment plant. Use them to keep that yucky saltwater out of your sinuses, too.

LETTERS TO THE EDITOR

Letters Policy

The News-Times welcomes letters to the editor concerning issues affecting Lincoln County.

All letters must be signed with the full name of the writer, and must be accompanied by a telephone number and address.

We request that letters be limited to 300 words, and that writers limit their letters and viewpoints to one every four weeks. Letters may be edited for length and clarity. Letters sent via email should clearly state that they are for publication.

Write:

editor@newportnewstimes.com

Focus on positive of Teevin Bros.

At what point will the city and Port of Newport stand up to the "Save Newport" group and say enough is enough? If Teevin doesn't come to Newport what does that say to other businesses thinking of coming to town? Frankly, I think the City of Newport owes Teevin an apology for the way they have been treated. Why should a company who is bringing jobs and economic growth to our community be expected to take on such financial burden? Moore Drive is not a private road, this is a public road that was built to withstand truck traffic and is used daily by heavy trucks. If you bought a home next to an industrial zone what did you expect? To Laura Seager who stated in her letter to the editor that "the Longshoreman should go back to where they came from," shame on you. These are men who have lived in this community for over 50 years. They have raised their families, educated our children, paid their taxes, owned businesses and supported this community in many ways. How dare you think that you can come in to this community and treat longtime residents and locals the way you have. Before it is too late, it's time for the citizens of Newport/Lincoln County to stand up and fight for what we voted for back in 2006. Are we going to let a group of a dozen people who have lived in this town for less than 10 years ruin this opportunity for economic growth? For once everyone needs to put aside the log trucks and see what this could do for Newport. The jobs and revenue it will bring to our town. We need to look at the many positives this will have instead of focusing on the few negatives.

Jenny Black
Newport

Why the background check brouhaha?

The US Senate apparently has reached a compromise that would allow universal background checks for gun buyers.

The expectation is that the gun rights forces in the House, who place the Lord, Jesus, their country's security and the welfare of their families, considerably below their supposed right to keep and bear arms, will scuttle it.

Recent TV ads by the NRA claim that background checks are a violation of basic rights.

Those folks need to enlighten me about why background checks are so awful and precisely what those basic rights are and where I can find them in writing (outside the Bible).

Have they forgotten? America is a land of all sorts of checks.

There is a check to get a driver's license. There's a check before you can get a credit card. No howls about these.

There are checks to get almost any kind of employment except, perhaps, day laborer.

There are checks before you can get into most colleges and universities and there are checks before you can get a concealed weapon carry permit.

There often are checks before you can register to vote, or get health insurance

And there certainly checks before you can qualify for a car or home loan.

Those NRA biggies who are so loudly lamenting this heavy-handed government intrusion into everybody's not-so-private lives have repeatedly had their pasts routinely probed with nary a whimper.

One NRA opponent said background checks were the precursor to universal gun registration, which apparently is viewed as much more draconian than universal car registration, which folks do as a matter of course.

There are well in excess of 100 million firearms now in the hands of citizens, ranging from flintlock rifles to submachine guns.

So, if the government wanted to register them, and it has shown no inclination to do so, how could that be accomplished? And to what purpose?

The paranoid among us will have a laundry basket of sinister reasons. But reasonable folks likely would view such a proposal as an exercise in silliness, like requiring registration of all the nation's footballs or golf clubs.

Background checks of all stripes are simply to verify that those checked have the maturity and stability needed to qualify for whatever privilege they seek.

They are not a big deal.

John Painter Jr.
Newport

Bring back bus route

I have been a loyal and happy passenger of the Lincoln County Bus System for the last three years. The drivers are always helpful, friendly and informative. I wish more people were aware of what a valuable service this is to our community.

However, a problem has arisen. On what is called the "Local Bus," one of its most valuable routes has been axed just to save a few pennies. The route I refer to is the final run in the late afternoon between Fred Meyer and Agate Beach. It only takes about 10 extra minutes. Many lower income people use that final bus run to make it home after working at motels, restaurants, etc.

We, as a community, want people to work and be self-sufficient, how can they if they have no way home?

Bill Wiley
Newport

Thanks for track meet help

I want to extend a huge thank you to Terry Thompson and Greg and Linda Giles for their help with our middle school track and field meets.

For many years Terry has been the starter and Greg and Linda have run the timing system. Because of their skill and expertise we are able to run large meets with a level of efficiency that even the big schools in the valley cannot beat. Track meets produce hundreds of individual results, which is a massive amount of work to upload. However Greg has always got them up online right after the meet, allowing the kids and coaches to see their scores as soon as possible. Thanks again, and thanks to all the other volunteers who help as field judges at our meets.

Liam Hughes
Sports Coordinator, Newport Parks and Recreation Department

Thankful for deputy's help

I had to share what happened tonight on my way home from work. I work in Lincoln City and live in Toledo.

Like most people in this county I live paycheck to paycheck and have had to put off some needed work on my van.

Tonight as I pulled out of work, my van broke down. I was able to get it to the side of the road and put my hazards on and began to wait. Thirty minutes passed and not one person had stopped.

Finally, someone pulled over—Deputy Clifton Cox of the Lincoln County Sheriff's Office. I explained that I wasn't sure if I had just ran out of gas or if the van had finally given up, but either way I had no money to help out the situation. He was wonderful enough to clear it with dispatch and gave me a ride to Newport where my son and daughter-in-law were able to get me home.

He didn't have to take the time to drive me. He could have wished me luck and gotten back in his car and left. He made sure I was safe and taken care of before he got back on the road to finish his shift.

Thank you again, Deputy Cox, for going well above the call of duty tonight to help out this stranded motorist and putting just a little bit more faith back into my heart.

Tecia Ezzell
Toledo

New Medicare rule, effective Jan. 1, changed eligibility requirements

A rule that started January 1, 2013, gives Oregonians with Medicare 30 days, each year, to switch to another Medigap plan without regard to their medical history. This new regulation allows seniors to change to the same plan with a different company (from a F plan to a F plan, from a plan C to a Plan C, etc.) or to a plan with less benefits (from an F plan to "gaps" in insurance that Original Medicare (Parts A and B) do not cover, which are the deductibles and co-insurance. The plans are named by letter, Plan A through Plan N. The plan benefits are standardized, meaning Plan A benefits are exactly the same from one company to another.

This new rule is a response to frequent consumer complaints of being locked into

Viewpoint

program manager of the Oregon Senior Health Insurance Benefits Assistance (SHIBA) program. "This is to promote shopping, cost comparison and competition." The rule will help seniors who find themselves with a plan that turns out to be more expensive than they initially

digap plans starts on the beneficiary's birthday and ends 30 days later.

- The change is guaranteed, regardless of your current health or health history.
- New coverage begins on the first day of the month following the birthday month (so a May

- This rule does not apply to Medicare supplement policies issued before Jan. 1, 1990.
- People with an employer-sponsored standardized Medicare Supplement policy can use the time around their birthday to switch to a non-employer sponsored supplement as long as the new plan does not have additional benefits. Keep in mind that if you leave your employee spon-

your insurance agent or the Senior Health Insurance Benefit Assistance (SHIBA) program, sponsored by the Oregon Insurance Division, to speak with a certified SHIBA counselor at 1-800-722-4134. Lincoln county SHIBA counselors are available to answer questions and help Medicare recipients use advantage of this new rule. To make an appointment with a local coun-

ETTERS TO THE ED OR

Letters Policy

…e News-Times welcomes …rs to the editor concerning …s affecting Lincoln County. …etters must be signed with …al name of the writer, and …t be accompanied by a tele…e number and address. …equest that letters be lim…o …0 words, and that writ…it their letters and view… to one every four weeks. …s may be edited for length …arity. Letters sent via email …d clearly state that they are …ublication.

…WRITE:
…or… newportnewstimes.com

…ew swimming pool, …again?

…s really surprised to read …nesday's issue about the …ost City Council autho… $10,000 for a consultant …nstruction and operating …timates and design re… Why is it necessary to …$10,000 of taxpayer mon… …all of that same work …e past three years ago? …even said, "We're …about a fundamen…ifferent change [sic]". …lso noted the "survey …ows if it's not cen…ated, the community …upport it." The most …e survey was the ac… A new pool was …by the voters, and I …member anyone com…at their vote would …ferent if the new pool …ocated differently. I be…it was rejected because …sidents would be paying …benefit of a few. …, I understand that the …ed location is next to the …nter. That will further ex…ate the parking problems …at area. With city hall, the …center, and the rec cen…ll competing for parking, …ough to find a space now. …would the city add more …for parking while reducing …ready inadequate supply? …it's wrong with the current …cation?

…voters rejected a new …years ago. The city …leave it at that and spend …time working on issues …efit all of the resi…Newport.

Bob Berman
Newport

…s time for the …ristmas trees to go

…I look out the window …e I see five Christ…s. It's April, and …Christmas trees. They …tossed into back…sometimes empty …not only ugly but …hazard. People are …trees home in December but do not transport them to a free disposal location in January.

As this happens year after year, I have been thinking that maybe the City of Newport or Thompson's Sanitary could charge a $10 or $15 recovery fee at the time each tree is sold during the holidays. Then, when the tree is turned in to a free disposal location in January, the person who purchased the tree could get that fee returned to them. If the trees are not recycled, but end up in backyards or on the sides of roads, the buyer would not be able to recover that disposal fee. It would be one way to begin to address this issue.

Joyce Graham
Newport

Standard corporate operating policy

On March 19, I attended a meeting at the community college revealing the deal for shipping logs from the harbor.

One immediate result will be big, noisy exhaust spewing trucks, back and forth, turning down a steep grade from a dangerous intersection on Highway 20. The trees continue on Bay Road to a depot to load huge ships with unmilled logs (translation: job export) by a transnational corporation (TNC). Of course the clear cuts will be replanted with monocultures requiring vast spraying of herbicides (and perhaps pesticides) that poison soil, water, air, plants, animals, humans – the environment. This type of raw resource extraction provides maximum profits with few, if any sustainable jobs. The message broadcasted to us was upbeat because of time, risk and shipping costs saved by the corporations will enhance their profits.

This exhilarating dictate was delivered by the timber representative as if he were an invading Army officer barking to the locals a briefing of the New World order. Then, the DEQ agent recites rules of environmental codes. Ballast contamination was a key focus, since ballast from foreign ports can inject invasive species and/or other toxins. He told us that he and a half-employee cover Oregon's coast. Essentially he takes reports that these ships – on trust – transfer the ballast water 200 miles beyond shore. I consulted a Merchant Marine engineer, on the sea for 65 years, who told me that merchant ships don't pay attention to ballast transfer unless compelled.

Understand that job export, contamination and eco-destruction are what corporations classify as "externalities" – the more or less transparent effects arising from production and transport, on labor, society at large and the environment. They extract the profits. We bear the costs. In the present case, that means something like "if our scheme to save production and shipping costs to increase profits happens to result in pollution and accidents – tough. Not our problem."

This is standard corporate operating policy. They dictate. We sit, blink, nod or curse – convinced it's a done deal. It stinks. It's terrible and ugly for our residents, our local economy, our town and our precious environment.

Michael Kreis
Newport

Hospital and staff are top notch

I went through a major surgery – a hip replacement - at our hospital (SPCH) here in Newport earlier this year, and I would like to share what a great experience it was.

First, my surgeon (Dr. Gerald Butler) was fantastic. For those who don't know him, he's painstakingly detail-oriented and an extremely skilled surgeon. I've heard of nothing but positive outcomes, and personally, my own hip has never felt better.

The surgery nursing staff was also great, providing question-answer sessions before the surgery, and great skills during and immediately after it. Post-operatively, the nursing staff has the most obvious impact, and their care was consistently "above and beyond." Physical therapy did a great job getting me back on my feet, and respiratory therapy, the lab and the pharmacy were also well-represented.

I was struck by how vulnerable a person feels during this process - but also by the right person being there at just the right times to treat me, assist me, or even just reassure me. I think the best medical care provides each one of those things and not just one or two.

I'm aware of local public perception of care provided at large versus small hospitals and feel that the bias against small hospitals is misguided. I've been a health care provider myself for 30 years in hospitals both large (700+ beds) and small (12 beds), so I have witnessed the differences firsthand. I can honestly say that I could not have expected any better or more thorough care at any other hospital of any size.

I wish I had the space here to name each of those people that touched me through my stay - each one deserves special mention. Every one of you had your own aura of caring.

Bob Meyer
Seal Rock

Centro de Ayuda appreciates United Way

Centro de Ayuda is a private, nonprofit organization that receives United Way funding. The United Way monies that Centro de Ayuda receive support the Medical Interpreter's Program, and Living Well With Chronic Conditions in Spanish in our community.

The cost for maintaining these programs and other services we provide to the Spanish speaking population will be difficult due to a lack of other grant funding available for this programs on a local level. United Way dollars provide funding to pay for needed services to keep our office open and assist the under-served Latino community. Last year, we provided 1,091 hours of interpreting services in emergency department and other clinics.

Over 60 people got case management in our offices, regarding issues that ranged from legal, medical to translation and education. Most of our clients are already taking ESL classes to become English proficient, but the average length of time to get to a conversational level is five years.

Centro de Ayuda provides medical interpreters on call 24/7 to the emergency room, so one of our volunteers or staff members can be present to interpret for a Spanish-speaking patient and help in a culturally sensitive way.

Centro de Ayuda is the only agency of its kind in Lincoln County supported by your United Way contributions. I urge you to learn more about the great work our local agencies are doing in our community, and to support United Way in helping the most number of people.

Jorge Hernandez
Executive Director
Centro de Ayuda
Newport

Remember to call before you dig

Spring is in the air, and gardeners in the Newport area will soon roll up their sleeves to get started on long-awaited yard work. If that work includes digging, NW Natural wants to remind you to call 8-1-1, the Utility Notification Center, to locate underground gas and other underground utility lines.

This is a free service, and it's not only a smart thing to do to help prevent damage, it's the law. Once you call, a technician will visit the property within two business days to locate your gas and utility lines.

If a gas line has been accidentally damaged, remember these tips: Smell. Go. Let us know. If you smell rotten eggs or hear a hissing sound, immediately leave the area on foot and then call NW Natural's 24-hour emergency line at 800-882-3377.

Be safe this spring, and be sure to call before you dig.

Lynn Nelson
Community Affairs Manager
NW Natural
Lincoln City

Volunteers gather to clean beaches

Saturday, March 31, marked the Great Oregon Spring Beach Cleanup. With a summer day upon us, 100 volunteers gathered on the beach from South Beach to Yachats to round up 800 pounds of beach debris – nothing too unusual to report or much tsunami debris, mostly Styrofoam and plastics.

Special thanks to the local businesses and volunteers for donating their time and resources: Oregon Coast Aquarium, Pat Sheppard, Oregon State Parks, Seal Rock Fire Department, Alsea Bay Bridge Interpretative Center, Yachats Chamber, Yachats Fire and Rescue, Rogue Brewery, Thompson's Sanitary and Dahl Disposal.

Doug Sestrich
Park Ranger
South Beach State Park

How to contact government officials

…John Kitzhaber

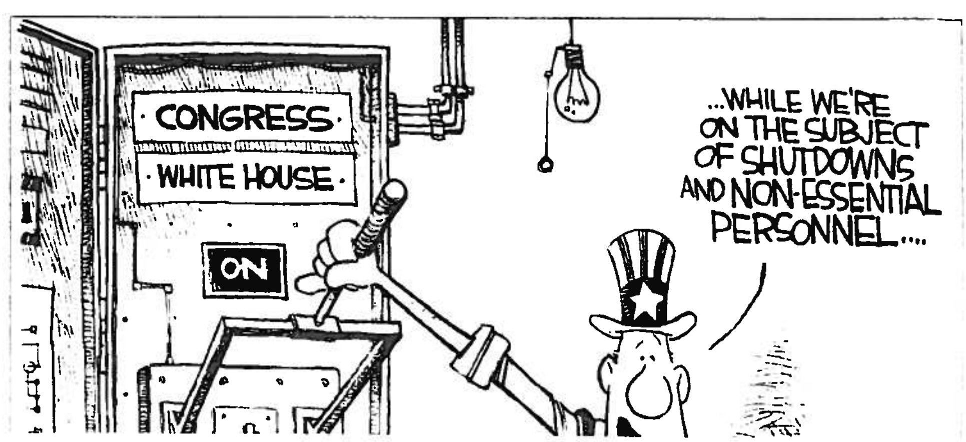
…oregon.gov

…State Legislature

…www.schrader.house.gov

• U.S. Sen. Ron Wyden
D-Ore.
Oregon: 503-326-7525
Washington D.C.
202-224-5244
www.wyden.senate.gov

• State Rep. David Gomberg



PUBLIC NOTICES

LEGAL DEADLINES

WEDNESDAY EDITION: 5:00pm Thursday

FRIDAY EDITION: 5:00pm Tuesday

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR THE COUNTY OF LINCOLN U.S. BANK NATIONAL ASSOCIATION, AS TRUSTEE FOR THE REGISTERED HOLDERS OF BEAR STEARNS ASSET BACKED SECURITIES I TRUST 2007-HE4 ASSET-BACKED CERTIFICATES, SERIES 2007-HE4, PLAINTIFF, VS. LISA D. MEISSNER A/K/A LISA DIANE MEISSNER A/K/A LISA D. DIEHL MEISSNER; KELLY L. MEISSNER A/K/A KALLY MEISSNER A/K/A KELLY MEISSNER; QUICK COLLECT, INC.; CREDITORS COLLECTION SERVICE, INC.; UNITED STATES OF AMERICA; AND OCCUPANTS OF THE PREMISES, DEFENDANTS. NO. 120808 CIVIL SUMMONS TO THE DEFENDANTS: LISA D. MEISSNER AND KELLY L. MEISSNER NOTICE TO DEFENDANT: READ THESE PAPERS CAREFULLY!

A lawsuit has been started against you in the above-entitled Court by U.S. Bank National Association, as Trustee for the registered holders of Bear Stearns Asset Backed Securities I Trust 2007-HE4 Asset-Backed Certificates, Series 2007-HE4, Plaintiff. Plaintiff's claim is stated in the written Complaint, a copy of which is on file at the Lincoln County Courthouse. You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service on the plaintiff. The object of the complaint is to foreclose a deed of trust dated December 28, 2006 and recorded as Document No. 200700521 given by Lisa D. Meissner, a married woman on property commonly known as 3663 NE East Devils Lake Road, Otis, OR 97368 and legally described as: THE FOLLOWING DESCRIBED REAL ESTATE IN LINCOLN COUNTY, OREGON: BEGINNING AT A POINT 660 FEET WEST AND 231 FEET SOUTH OF THE CENTER OF SECTION 1, TOWNSHIP 7 SOUTH, RANGE 11 WEST, WILLAMETTE MERIDIAN IN LINCOLN COUNTY, OREGON, THENCE SOUTH 96 FEET, THENCE WEST TO THE HIGH WATER MARK OF DEVIL'S LAKE; THENCE IN A NORTHERLY DIRECTION ALONG THE HIGH WATER MARK OF DEVIL'S LAKE TO A POINT DUE WEST OF THE POINT OF THE BEGINNING; THENCE EAST TO THE POINT OF BEGINNING. EXCEPT THAT POINT LYING EASTERLY OF EAST DEVIL'S LAKE COUNTY ROAD. FURTHER EXCEPTING THE FOLLOWING DESCRIBED PROPERTY: BEGINNING AT A POINT THAT IS 660 FEET WEST AND 327 FEET SOUTH OF THE CENTER QUARTER CORNER OF SECTION 1 TOWNSHIP 7 SOUTH RANGE 11 WEST OF THE WILLAMETTE MERIDIAN, IN LINCOLN COUNTY, OREGON THENCE WEST 266.28 FEET TO THE TRUE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED, THENCE FROM SAID POINT OF BEGINNING NORTH 96.00 FEET, THENCE EAST 171.26 FEET MORE OR LESS, TO THE WESTERLY RIGHT-OF-WAY LINE OF EAST DEVIL'S LAKE COUNTY ROAD, THENCE SOUTH 17 DEG. 21' WEST ALONG SAID WESTERLY RIGHT-OF-WAY LINE 100.58 FEET TO A POINT THAT IS EAST OF THE TRUE POINT OF BEGINNING; THENCE WEST 128.77 FEET MORE OR LESS TO THE TRUE POINT OF BEGINNING. TOGETHER WITH AN EASEMENT FOR INGRESS AND EGRESS OVER AND ACROSS THE SOUTH 15 FEET OF THE FOLLOWING DESCRIBED TRACT: BEGINNING AT A POINT THAT IS 660 FEET WEST AND 327 FEET SOUTH OF THE CENTER QUARTER CORNER OF SECTION 1 AND TOWNSHIP 7 SOUTH, RANGE 11 WEST OF THE WILLAMETTE MERIDIAN, IN LINCOLN COUNTY, OREGON THENCE WEST 266.28 FEET TO THE TRUE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED, THENCE FROM SAID POINT OF BEGINNING NORTH 96.00 FEET; THENCE EAST 171.26 FEET MORE OR LESS, TO THE WESTERLY RIGHT-OF-WAY LINE OF EAST DEVIL'S LAKE COUNTY ROAD, THENCE SOUTH 17 DEG. 21' WEST ALONG SAID WESTERLY RIGHT-OF-WAY LINE 100.58 FEET TO A POINT THAT IS EAST OF THE TRUE POINT OF BEGINNING; THENCE WEST 128.77 FEET MORE OR LESS TO THE TRUE POINT OF BEGINNING. The complaint seeks to foreclose and terminate all interest of Lisa D. Meissner and Kelly L. Meissner and all other interests in the property. The "motion" or "answer" (or "reply") must be given to the court clerk or administrator within 30 days of the date of first publication specified herein along with the required filing fee. The date of first publication of the summons is March 29, 2013. If you have questions, you should see an attorney immediately. If you need help in finding an attorney, you may contact the Oregon State Bar's Lawyer Referral Service online at www.oregonstatebar.org or by calling (503) 684-3763 (in the Portland metropolitan area) or toll-free elsewhere in Oregon at (800) 452-7636. Attorney for Plaintiff, /s/ James A. Craft. James A. Craft #090146 [jcraft@logs.com], SHAPIRO & SUTHERLAND, LLC, 1499 SE Tech Center Place, Suite 255, Vancouver, WA 98683, (360)260-2253; Fax (360)260-2285 S&S No. 10-105418. M-29, A-5, 12, 19 (33-19)

NOTICE TO INTERESTED PERSONS

Notice is hereby given that the undersigned has been appointed Personal Representative of the ESTATE OF STEPHEN A. LEWIS, DECEASED, Lincoln County, Oregon, Circuit Court Case No. 130254. 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: March 29, 2013. Mary Ann Veroski, Personal Representative. Law Office of Holly Anne Gibbons, LLC, Attorney for Personal Representative, P.O. Box 700, Waldport, Oregon 97394-0700. M-29, A-5, 12 (36-12)

NOTICE OF SHERIFF'S SALE (REAL PROPERTY) STATE OF OREGON COURT CASE# 114424) COUNTY OF LINCOLN SHERIFF'S CASE# 13-316

On the 29th day of April, 2013, at the hour of 10:30 a.m., p.m. at the front entrance steps, 2nd floor of the Lincoln County Courthouse, 225 W Olive St, in the City of Newport, Oregon, I will sell at public auction to the highest bidder for cash in hand, the following described real property, subject to redemption, located in Lincoln County, Oregon, to wit: Lot 26, PACIFIC RIDGE SUBDIVISION, as recorded in Book 16, Page 32 of Plat Records for Lincoln County, Oregon. More commonly known as 1744 SE Mast Avenue, Lincoln City, Oregon 97367. Said sale is made pursuant to a Writ of Execution dated the 13th day of March, 2013, issued out of the Circuit Court of the State of Oregon for the County of Lincoln to me directed in the case of: Wells Fargo Bank, N.A., its successors in interest and/or assigns, Plaintiff vs. Unknown heirs and Unknown heirs Bernard J. Ledoux; Deborah S. Christian; United States of America; Oregon Department of Human Services; and Occupants of the premises, Defendants, PROSPECTIVE BIDDERS READ THIS SECTION CAREFULLY Before bidding at the sale, a prospective bidder should independently investigate: (a) The priority of the lien or interest of the judgment creditor; (b) Land use laws and regulations applicable to the property; (c) Approved uses for the property; (d) Limits on farming or forest practices on the property; (e) Rights of neighboring property owners; and (f) Environmental laws and regulations that affect the property. CONDITIONS OF SALE: All potential bidders are subject to inspection of funds prior to or during participation of the auction. Individuals without proof of sufficient funds will not be allowed to participate. Only U.S. currency and/or cashier's checks made payable to Lincoln County Sheriff's Office will be accepted. Payment must be made in full immediately upon conclusion of the sale. Published According to ORS 18.924: Newspaper – Newport News Times. I hereby declare that the above statement is true to the best of my knowledge and belief, and that I understand it is made for use as evidence in court and is subject to penalty for perjury. Dennis L. Dotson, SHERIFF, Lincoln County, Oregon. By /s/ Christie Meister, Deputy. M-29, A-5, 12, 19 (37-19)

NOTICE OF SHERIFF'S SALE (REAL PROPERTY) STATE OF OREGON COUNTY OF LINCOLN COURT CASE# 120640 SHERIFF'S CASE# 13-272

On the 29th day of April, 2013, at the hour of 10:00 a.m., at the front entrance steps, 2nd floor of the Lincoln County Courthouse, 225 W Olive St, in the City of Newport, Oregon, I will sell at public auction to the highest bidder for cash in hand, the following described real property, subject to redemption, located in Lincoln County, Oregon, to wit: LOT 7, EBBTIDE ESTATES SUBDIVISION, IN THE CITY OF DEPOE BAY, COUNTY OF LINCOLN AND STATE OF OREGON, more commonly known as 425 SW Pine Court, Depoe Bay, Oregon 97341. Said sale is made pursuant to a Writ of Execution dated the 7th day of March, 2013, issued out of the Circuit Court of the State of Oregon for the County of Lincoln to me directed in the case of: Generation Mortgage Company, its successors in interest and/or assigns, Plaintiff vs. Unknown heirs of Ronald Nowark; Chris Nowark; Troy Nowark; Traci Hossfeld; Shawn Nowark; Shawnette Stuice; Ty Nowark; Sandy Nowark; State of Oregon; United States of America; and Occupants of the premises, Defendants, PROSPECTIVE BIDDERS READ THIS SECTION CAREFULLY Before bidding at the sale, a prospective bidder should independently investigate: (a) The priority of the lien or interest of the judgment creditor; (b) Land use laws and regulations applicable to the property; (c) Approved uses for the property; (d) Limits on farming or forest practices on the property; (e) Rights of neighboring property owners; and (f) Environmental laws and regulations that affect the property. CONDITIONS OF SALE: All potential bidders are subject to inspection of funds prior to or during participation of the auction. Individuals without proof of sufficient funds will not be allowed to participate. Only U.S. currency and/or cashier's checks made payable to Lincoln County Sheriff's Office will be accepted. Payment must be made in full immediately upon conclusion of the sale. Published According to ORS 18.924: Newspaper – Newport News Times. I hereby declare that the above statement is true to the best of my knowledge and belief, and that I understand it is made for use as evidence in court and is subject to penalty for perjury. Dennis L. Dotson, SHERIFF, Lincoln County, Oregon. By /s/ Christie Meister, Deputy. M-29, A-5, 12, 19 (38-19)

TRUSTEE'S NOTICE OF SALE

The Trustee under the terms of the Trust Deed described herein, at the direction of the Beneficiary, hereby elects to sell the property described in the Trust Deed to satisfy the obligations secured thereby. Pursuant to ORS 86.745, the following information is provided: PARTIES: Grantor: DANIEL L. STEWARD AND DALA A. STEWARD; Trustee: WESTERN TITLE & ESCROW COMPANY; Successor Trustee: NANCY K. CARY; Beneficiary: OREGON PACIFIC BANKING COMPANY. DESCRIPTION OF PROPERTY: The real property is described as follows: As described in the attached Exhibit A. RECORDING. The Trust Deed was recorded as follows: Date Recorded: October 2, 2001 Recording: Book: 431, Page: 1493 Official Records of Lincoln County, Oregon. DEFAULT. The Grantor or any other person obligated on the Trust Deed and Promissory Note secured thereby is in default and the Beneficiary seeks to foreclose the Trust Deed for failure to pay: Monthly payments in the amount of $1,051.00 each, due the first of each month, for the months of November 2012 through January 2013; plus late charges and advances; plus any unpaid real property taxes or liens, plus interest. AMOUNT DUE. The amount due on the Note which is secured by the Trust Deed referred to herein is: Principal balance in the amount of $97,964.23; plus interest at the rate of 7.000% per annum from October 1, 2012; plus late charges of $79.10; plus advances and foreclosure attorney fees and costs. SALE OF PROPERTY. The Trustee hereby states that the property will be sold to satisfy the obligations secured by the Trust Deed. A Trustee's Notice of Default and Election to Sell Under Terms of Trust Deed has been recorded in the Official Records of Lincoln County, Oregon. TIME OF SALE. Date: June 13, 2013; Time: 11:00 a.m.; Place: Lincoln County Courthouse, 225 W. Olive, Newport, Oregon. RIGHT TO REINSTATE. Any person named in ORS 86.753 has the right, at any time that is not later than five days before the Trustee conducts the sale, to have this foreclosure dismissed and the Trust Deed reinstated by payment to the Beneficiary of the entire amount then due, other than such portion of the principal as would not then be due had no default occurred, by curing any other default that is capable of being cured by tendering the performance required under the obligation or Trust Deed and by paying all costs and expenses actually incurred in enforcing the obligation and Trust Deed, together with the trustee's and attorney's fees not exceeding the amount provided in ORS 86.753. You may reach the Oregon State Bar's Lawyer Referral Service at 503-684-3783 or toll-free in Oregon at 800-452-7636 or you may visit its website at: www.osbar.org. Legal assistance may be available if you have a low income and meet federal poverty guidelines. For more information and a directory of legal aid programs, go to http://www.oregonlawhelp.org. Any questions regarding this matter should be directed to Lisa Summers, Paralegal, (541) 686-0344 (TS #15378.30114). DATED: January 29, 2013. /s/ Nancy K. Cary. Nancy K. Cary, Successor Trustee, Hershner Hunter, LLP, P.O. Box 1475, Eugene, OR 97440.

Exhibit "A"

Parcel 1: Beginning at an iron rod that is North 2310.87 feet and West 315.72 feet from the East quarter corner of Section 1, Township 14 South, Range 10 West, Willamette Meridian, in Lincoln County, Oregon; thence South 84 deg. 16' West, 90 feet to the true point of beginning of the herein described parcel; thence continuing South 84 deg. 16' West, 90 feet; thence North 5 deg. 44' West 200 feet, more or less, to the Alsea River; thence Northeasterly along the left bank of the said Alsea River to a point that is North 5 deg. 44' West 200 feet, more or less, from the true point of beginning; thence South 5 deg. 44' East 200 feet, more or less, to the true point of beginning. EXCEPTING therefrom any portion of the above tract lying within a roadway deeded to Lincoln County, recorded January 2, 1975, in Microfilm Volume 54, page 82, Lincoln County, Records. Parcel II: Beginning at an iron rod that is North 2310.87 feet and West 315.72 feet from the East quarter corner of Section 1, Township 14 South, Range 10 West, Willamette Meridian, in Lincoln County, Oregon; thence South 84 deg. 16' West, 45.00 feet to the true point of beginning of the herein described parcel; thence continuing South 84 deg. 16' West 45.00 feet; thence North 5 deg. 44' West 200 feet, more or less, to the left bank of the Alsea River; thence Northeasterly along said left bank of the Alsea River, 45 feet to a point from which the true point of beginning bears South 5 deg. 44' East, 200 feet, more or less; thence South 5 deg. 44' East 200 feet, more or less, to the true point of beginning. EXCEPTING THEREFROM any portion of the above tract lying within a roadway deeded to Lincoln County, recorded January 2, 1975 in Microfilm Volume 54, page 82, Lincoln County Records. M-29, A-5, 12, 19 (39-19)

TRUSTEE'S NOTICE OF SALE

The Trustee under the terms of the Trust Deed described herein, at the direction of the Beneficiary, hereby elects to sell the property described in the Trust Deed to satisfy the obligations secured thereby. Pursuant to ORS 86.745, the following information is provided: PARTIES: Grantor: LONNIE HEADRICK AND GOLDIE HEADRICK; Trustee: FIRST AMERICAN TITLE INSURANCE COMPANY OF OREGON; Successor Trustee: NANCY K. CARY; Beneficiary: WASHINGTON FEDERAL FKA WASHINGTON FEDERAL SAVINGS. DESCRIPTION OF PROPERTY: The real property is described as follows: As described in the attached Exhibit A. RECORDING. The Trust Deed was recorded as follows: Date Recorded: June 25, 2001 Recording: Book 424, Page 850 Official Records of Lincoln County, Oregon. DEFAULT. The Grantor or any other person obligated on the Trust Deed and Promissory Note secured thereby is in default and the Beneficiary seeks to foreclose the Trust Deed for failure to pay: Monthly payments in the amount of $658.00 each, due the first of each month, for the months of October 2012 through January 2013; plus late charges and advances; plus any unpaid real property taxes or liens, plus interest. AMOUNT DUE. The amount due on the Note which is secured by the Trust Deed referred to herein is: Principal balance in the amount of $67,711.37; plus interest at the rate of 6.875% per annum from September 1, 2012; plus late charges of $107.00; plus advances and foreclosure attorney fees and costs. SALE OF PROPERTY. The Trustee hereby states that the property will be sold to satisfy the obligations secured by the Trust Deed. A Trustee's Notice of Default and Election to Sell Under Terms of Trust Deed has been recorded in the Official Records of Lincoln County, Oregon. TIME OF SALE. Date: June 13, 2013. Time: 11:00 a.m., Place: Lincoln County Courthouse, 225 W. Olive, Newport Oregon. RIGHT TO REINSTATE. Any person named in ORS 86.753 has the right, at any time that is not later than five days before the Trustee conducts the sale, to have this foreclosure dismissed and the Trust Deed reinstated by payment to the Beneficiary of the entire amount then due, other than such portion of the principal as would not then be due had no default occurred, by curing any other default that is capable of being cured by tendering the performance required under the obligation or Trust Deed and by paying all costs and expenses actually incurred in enforcing the obligation and Trust Deed, together with the trustee's and attorney's fees not exceeding the amount provided in ORS 86.753. You may reach the Oregon State Bar's Lawyer Referral Service at 503-684-3783 or toll-free in Oregon at 800-452-7636 or you may visit its website at: www.osbar.org. Legal assistance may be available if you have a low income and meet federal poverty guidelines. For more information and a directory of legal aid programs, go to http://www.oregonlawhelp.org. Any questions regarding this matter should be directed to Lisa Summers, Paralegal, (541) 686-0344 (TS #15148.30842). DATED: January 21, 2013. /s/ Nancy K. Cary Nancy K. Cary, Successor Trustee, Hershner Hunter, LLP, P.O. Box 1475, Eugene, OR 97440.

Exhibit "A"

A tract of land in Sections 35 and 36, Township 6 South, Range 10 West, Willamette Meridian, in Lincoln County, Oregon, described as follows: Beginning at a point that is North 448.48 feet and West 21.55 feet from the Southeast corner of said Section 35; thence South 34° 51' 20" East 85.00 feet; thence North 55° 08' 40" East 95.5 feet to a point in the Westerly line of Slick Rock County Road No. 14; thence Northerly and Westerly along said right of way 210 feet, more or less, to a point that is North 650.16 feet and East 97.86 feet from the Southeast corner of said Section 35; thence South 59° 26' 24" West 380 feet, more or less, to a point in the center of Slick Rock Creek; thence upstream in the center of said Slick Rock Creek, a distance of 100 feet, more or less, to a point that is South 55° 08' 40" West 200 feet, more or less, from the point of beginning; thence North 55° 08' 40" East 200 feet, more or less, to the point of beginning. M-29, A-5, 12, 19 (40-19)

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 ROWENA A. HOEFS, DECEASED CASE NO. 130693

NOTICE IS HEREBY GIVEN that the undersigned has been appointed personal representative. All persons having claims against the estate are required to present them, with vouchers attached, to the undersigned 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 attorneys for the personal representative, Jeff Waarvick, P.O. Box 1144, Newport, OR 97365. Dated and first published March 29, 2013. /s/ Robert George Hoefs, Personal Representative. M-29, A-5, 12 (44-12)

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 DOROTHY CHANDLER, DECEASED CASE NO. 123521

NOTICE IS HEREBY GIVEN that the undersigned has been appointed personal representative. All persons having claims against the estate are required to present them, with vouchers attached, to the undersigned 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 attorneys for the personal representative, Jeff Waarvick, P.O. Box 1144, Newport, OR 97365. Dated and first published April 05, 2013. Personal Representative, /s/ Mary M. Parker. A-5, 12, 19 (52-19)

NOTICE TO INTERESTED PERSONS

Notice is hereby given that the undersigned has been appointed Personal Representative of the ESTATE OF JAMES C. STAGGS, DECEASED, Lincoln County, Oregon, Circuit Court Case No. 123945. 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: April 12, 2013. James R. Staggs, Personal Representative, Law Office of Holly Anne Gibbons, LLC, Attorney for Personal Representative, P.O. Box 700, Waldport, Oregon 97394-0700. A-12, 19, 26 (60-26)

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR THE COUNTY OF LINCOLN BANK OF AMERICA, NATIONAL ASSOCIATION, PLAINTIFF, VS. ELIAS HAWATMEH; FRANCESCA HAWATMEH A/K/A FRANCESCA M. HAWATMEH D/B/A FRANCESCA'S SKIN CARE AND SALON; MORTGAGE ELECTRONIC REGISTRATION SYSTEMS, INC.; AMERICAN HOME MORTGAGE; STATE OF OREGON; CAPITAL ONE BANK (USA), NATIONAL ASSOCIATION D/B/A CAPITAL ONE BANK; AND OCCUPANTS OF THE PREMISES, DEFENDANTS. NO. 121916 CIVIL SUMMONS TO THE DEFENDANTS: ELIAS HAWATMEH NOTICE TO DEFENDANT: READ THESE PAPERS CAREFULLY!

A lawsuit has been started against you in the above-entitled Court by BANK OF AMERICA, NATIONAL ASSOCIATION, Plaintiff. Plaintiff's claim is stated in the written Complaint, a copy of which is on file at the Lincoln County Courthouse. You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service on the plaintiff. The object of the complaint is to foreclose a deed of trust dated May 4, 2006 and recorded as Document No. 2006-06798 given by Elias Hawatmeh, an individual person on property commonly known as 1118 SW 11th Street, Lincoln City, OR 97367 and legally described as: Lots 1 and 2, Block 28, Roosevelt by the Sea, in the City of Lincoln City, County of Lincoln and State of Oregon. The complaint seeks to foreclose and terminate all interest of Elias Hawatmeh and all other interests in the property. The "motion" or "answer" (or "reply") must be given to the court clerk or administrator within 30 days of the date of first publication specified herein along with the required filing fee. The date of first publication of the summons is April 12, 2013. If you have questions, you should see an attorney immediately. If you need help in finding an attorney, you may contact the Oregon State Bar's Lawyer Referral Service online at www.oregonstatebar.org or by calling (503) 684-3763 (in the Portland metropolitan area) or toll-free elsewhere in Oregon at (800) 452-7636.Attorney for Plaintiff, /s/ James A. Craft, James A. Craft #090146 [jcraft@logs.com], SHAPIRO & SUTHERLAND, LLC, 1499 SE Tech Center Place, Suite 255, Vancouver, WA 98683, (360)260-2253; Fax (360)260-2285 S&S No. 12-109637. A-12, 19, 26, M-3 (61-03)

PUBLIC SALE

The following units will be sold at public auction on April 27, 2013 at 11.00am at Northgate Self Storage 105 NE 73rd St, Newport Oregon 97365, 541-265-7890. Unit #115 Cindy Ashy, Unit #121 Nortia Holland, Unit #249 Patricia Dietrich, Unit #310 William Young, Unit #340 Steve Smiley, Unit #128 Lee Sherrod, Unit #136 Jean Vandervelden-Cox, Unit #324 Jean Vandervelden-Cox, Unit #139 Ben and Shirley Chestnut, Unit #202 Andrew Hall, Unit #207 Nick Verardo, Unit #270 Nick Verardo, Unit #217 Kevin R Brewington, Unit #239 Nicole & Harvey Brinn, Unit #319 Willette & Glen Davis, Unit #320 Nanette Froehlich, Unit #331 Beverly Knott, Unit #339 Frankie B Bazurto, Unit #341 Pamela Brady, Unit #350 Shawn Stemberg, Unit #372 Nicole Rariden, Unit #412 Dennis Halverson, Unit #431 Karen Surgeon, Unit #437 Joseph Mayer, Unit #454 David Barnett, Unit #463 Gladys Bullis, Unit #486 Jean L Yiek, Unit #502 Deborah Tiedtka, Unit #515 Sandie M. Carlyle, Unit #524 Stacy Heather, Unit #543 Caroline Brunette-Garton, Unit #214 Mylynn Taylor. A-12, 17, 19 (62-19)

NOTICE

ORS 90.425 Andrew Bristling and Margaret Schultz lived at 8187 Yachats River Road, Yachats, OR. They have abandoned boats, metal containers and personal belongings. Bristlin and Schultz can pick up belongings if past due rents and cleanup costs from land sale agreement. $6200.00 is paid before the public sale of all items begins April 20, 2013, 9 AM, at this address. A-12, 19 (63-19)

CIRCUIT COURT OF OREGON FOR LINCOLN COUNTY SABR MORTGAGE LOAN 2008-1 REO SUBSIDIARY-1 LLC, PLAINTIFF, V. ELDON GRAY AKA ELDON M. GRAY; NYNA GRAY AKA NYNA M. GRAY; UNIFUND CCR PARTNERS; NORTH STAR CAPITAL ACQUISITION; AND PERSONS OR PARTIES UNKNOWN CLAIMING ANY RIGHT, TITLE, LIEN OR INTEREST IN THE PROPERTY DESCRIBED IN THE COMPLAINT HEREIN, DEFENDANTS. NO. 124048 SUMMONS BY PUBLICATION

TO: ELDON GRAY AKA ELDON M. GRAY, AND PERSONS OR PARTIES UNKNOWN CLAIMING ANY RIGHT, TITLE, LIEN OR INTEREST IN THE PROPERTY DESCRIBED IN THE COMPLAINT HEREIN. IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and defend against the allegations contained in the Complaint filed against you in the above entitled proceeding within thirty (30) days from the date of service of this Summons upon you. If you fail to appear and defend this matter within thirty (30) days from the date of publication specified herein along with the required filing fee, SABR Mortgage Loan 2008-1 REO Subsidiary-1 LLC will apply to the Court for the relief demanded in the Complaint. The first date of publication is April 12, 2013. NOTICE TO DEFENDANTS: READ THESE PAPERS CAREFULLY! You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within thirty days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service on the plaintiff. IF YOU HAVE ANY QUESTIONS, YOU SHOULD SEE AN ATTORNEY IMMEDIATELY. If you need help in finding an attorney, you may call the Oregon State Bar's Lawyer Referral Service at (503) 684-3763 or toll-free in Oregon at (800) 452-7636. The object of the said action and the relief sought to be obtained therein is fully set forth in said complaint, and is briefly stated as follows: Foreclosure of a Deed of Trust/Mortgage. Grantors: Eldon Gray aka Eldon M. Gray, Nyna Gray aka Nyna M. Gray, and Persons or Parties Unknown Claiming any Right, Title, Lien or interest in the Property Described in the Complaint Herein; Property address: 555 NW Westwood Terrace, Toledo, OR 97391; Publication: News-Times. DATED this 25th day of March, 2013. /s/ Craig Peterson, OSB #120385, Zachary Bryant, OSB #113409, Brandon Smith, OSB #124584, Robinson Tait, P.S. Attorneys for Plaintiff. A-12, 19, 26, M-3 (64-03)

CITY OF NEWPORT NOTICE OF PUBLIC HEARING REGARDING AN APPEAL OF A TRAFFIC IMPACT ANALYSIS

The Newport Planning Commission will hold a de novo public hearing on Monday, April 22, 2013, at 6:00 p.m. in the City Hall Council Chambers to consider an appeal request (File No. 1-TIA-13-A) submitted by Oregon Coast Alliance (ORCA), PO Box 5464, Charleston, OR 97420; Michael & Christy Peterson, PO Box 1985, Newport, OR 97365; and the Landing at Newport Condominium Assn, 890 SE Bay Blvd, Newport, OR 97365; (Sean T. Malone, Attorney at Law, 259 E 5th Ave Ste 200-G, Eugene, OR 97401 (authorized representative)) appealing the Community Development Director's March 11, 2013, Final Order approving a traffic impact analysis submitted by Teevin Bros. Land & Timber Co., PO Box 247, Rainier, OR 97048 (Paul Langner, authorized representative); Port of Newport and Rondy's & Associates, Inc., 600 SE Bay Blvd, Newport, OR 97365 (Don Mann, authorized representative), property owners (File No. 1-TIA-13) pursuant to Newport Municipal Code (NMC) Chapter 14.45 for Teevin Bros. proposed log yard located at 1650 SE Bay Blvd identified in Lincoln County Assessment records as Tax Lots 100 and 101, Section 9D, Township 11 South, R11 West, Willamette Meridian), which encompasses approximately 15 acres located in an I-3/"Heavy Industrial" zoning district. The TIA was prepared by Diego Arguea, P.E., Senior Engineer, and Dan Seeman, Principal Planner with Kittelson & Associates, Inc., a Transportation Engineering and Planning firm out of Portland Oregon. Supplemental analysis of the suitability of SE Moore Drive (a.k.a. John Moore Road) and SE Bay Boulevard was performed by Ralph Dunham, P.E., Project Engineer, with Stuntzner Engineering and Forestry, LLC out of Coos Bay, Oregon. The applicable criteria for a Traffic Impact Analysis is outlined as follows in NMC Section 14.45.050: 1) The analysis complies with the requirements of NMC 14.45.020; 2) The TIA demonstrates that adequate transportation facilities exist to serve the proposed development or indentifies mitigation measures that resolve the traffic safety problems in a manner that is satisfactory to the City Engineer and, when state highway facilities are affected, to ODOT; and 3) Where a proposed amendment to the Newport Comprehensive Plan or land use regulation would significantly affect an existing or planned transportation facility, the TIA must demonstrate that solutions have been developed that are consistent with the provisions of OAR 660-012-0060; and 4) For affected non-highway facilities, the TIA establishes that any Level of Service standards adopted by the City have been met, and development will not cause excessive queuing or delays at affected intersections as determined in the City Engineer's sole discretion; and 5) Proposed public improvements are designed and will be constructed to the standards specified in NMC Chapter 14.44 (Transportation Standards) or Chapter 13.05 (Subdivision and Partition), as applicable. A de novo public hearing on appeal allows for public testimony from anyone (including but not limited to the applicant and the appellants) and allows for the introduction of new testimony and evidence. 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. Testimony may be submitted in written or oral form. Oral and written testimony will be taken during the course of the public hearing. Letters to the Community Development/Planning Department, City Hall, 169 SW Coast Hwy, Newport, OR 97365, must be received by 5:00 p.m. the day of the hearing or be personally entered into the record during the hearing. The hearing will include a report by staff, testimony (both oral and written) from 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 at the Newport Community Development Department (address above), seven days prior to the hearing. The application materials, copy of the issued Final Order, file materials, and the applicable criteria are available for inspection at no cost or copies may be purchased at this address. Contact Derrick Tokos, Community Development Director, (541) 574-0626, d.tokos@newportoregon.gov (address above). A-12 (65-12)

PUBLIC NOTICE

The PCHD Board of Directors will meet in regular session on Monday, April 15th, 2013 at 4:00 p.m. in the education room at Samaritan Pacific Communities Hospital, Newport, Oregon. [illegible] Kraft, Recorder. PACIFIC COMMUNITIES HEALTH DISTRICT For additional information contact 541-574-1803 A-12 (66-12)

News Times Fri. 4/12/13

Wanda Haney

From: Sara Wedel [sarawedel@newportnewstimes.com]
Sent: Monday, April 01, 2013 11:41 AM
To: Wanda Haney
Subject: RE: Newport - Legal Notice (1-TIA-13-A)

This notice will publish as requested. Thank you!
Sara

Sara Wedel (Bryan)
News Times
Office Manager
541-265-8571 ext. 215
www.newportnewstimes.com

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PCI POLICY: For the security of our customers we do not take credit card payments by e-mail. Please call 541-265-6080 or fax 541-265-3862 for all credit card transactions.

From: Wanda Haney [mailto:W.Haney@NewportOregon.gov]
Sent: Monday, April 01, 2013 10:29 AM
To: 'Sara Wedel'
Subject: Newport - Legal Notice (1-TIA-13-A)

Sara,
Attached is a legal notice of an appeal hearing before the Planning Commission (our File No. 1-TIA-13-A) for publication once on **FRIDAY, APRIL 12, 2013**, please. Please confirm receipt of this notice & that it will publish on that day.
Thanks as always,

Wanda Haney
Executive Assistant
City of Newport
Community Development Department
541-574-0629
FAX 541-574-0644
w.haney@newportoregon.gov

CITY OF NEWPORT
NOTICE OF PUBLIC HEARING REGARDING
AN APPEAL OF A TRAFFIC IMPACT ANALYSIS

The Newport Planning Commission will hold a *de novo* public hearing on Monday, April 22, 2013, at 6:00 p.m. in the City Hall Council Chambers to consider an appeal request (File No. 1-TIA-13-A) submitted by Oregon Coast Alliance (ORCA), PO Box 5464, Charleston, OR 97420; Michael & Christy Peterson, PO Box 1985, Newport, OR 97365; and the Landing at Newport Condominium Assn, 890 SE Bay Blvd, Newport, OR 97365; (Sean T Malone, Attorney at Law, 259 E 5th Ave Ste 200-G, Eugene, OR 97401 (authorized representative)) appealing the Community Development Director's March 11, 2013, Final Order approving a traffic impact analysis submitted by Teevin Bros. Land & Timber Co., PO Box 247, Rainier, OR 97048 (Paul Langner, authorized representative); Port of Newport and Rondy's & Associates, Inc., 600 SE Bay Blvd, Newport, OR 97365 (Don Mann, authorized representative), property owners (File No. 1-TIA-13) pursuant to Newport Municipal Code (NMC) Chapter 14.45 for Teevin Bros. proposed log yard located at 1650 SE Bay Blvd (identified in Lincoln County Assessment records as Tax Lots 100 and 101, Section 9D, Township 11 South, R11 West, Willamette Meridian), which encompasses approximately 15 acres located in an I-3/"Heavy Industrial" zoning district. The TIA was prepared by Diego Arguea, P.E., Senior Engineer, and Dan Seeman, Principal Planner, with Kittelson & Associates, Inc., a Transportation Engineering and Planning firm out of Portland, Oregon. Supplemental analysis of the suitability of SE Moore Drive (a.k.a. John Moore Road) and SE Bay Boulevard was performed by Ralph Dunham, P.E., Project Engineer, with Stuntzner Engineering and Forestry, LLC out of Coos Bay, Oregon. The applicable criteria for a Traffic Impact Analysis is outlined as follows in NMC Section 14.45.050: 1) The analysis complies with the requirements of NMC 14.45.020; 2) The TIA demonstrates that adequate transportation facilities exist to serve the proposed development or indentifies mitigation measures that resolve the traffic safety problems in a manner that is satisfactory to the City Engineer and, when state highway facilities are affected, to ODOT; and 3) Where a proposed amendment to the Newport Comprehensive Plan or land use regulation would significantly affect an existing or planned transportation facility, the TIA must demonstrate that solutions have been developed that are consistent with the provisions of OAR 660-012-0060; and 4) For affected non-highway facilities, the TIA establishes that any Level of Service standards adopted by the City have been met, and development will not cause excessive queuing or delays at affected intersections, as determined in the City Engineer's sole discretion; and 5) Proposed public improvements are designed and will be constructed to the standards specified in NMC Chapter 14.44 (Transportation Standards) or Chapter 13.05 (Subdivision and Partition), as applicable. A *de novo* public hearing on appeal allows for public testimony from anyone (including but not limited to the applicant and the appellants) and allows for the introduction of new testimony and evidence. 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. Testimony may be submitted in written or oral form. Oral and written testimony will be taken during the course of the public hearing. Letters to the Community Development/Planning Department, City Hall, 169 SW Coast Hwy, Newport, OR 97365, must be received by 5:00 p.m. the day of the hearing or be personally entered into the record during the hearing. The hearing will include a report by staff, testimony (both oral and written) from 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 at the Newport Community Development Department (address above), seven days prior to the hearing. The application materials, copy of the issued Final Order, file materials, and the applicable criteria are available for inspection at no cost or copies may be purchased at this address. Contact Derrick Tokos, Community Development Director, (541) 574-0626, d.tokos@newportoregon.gov (address above).

AFFIDAVIT OF MAILING OF NOTICES OF LAND USE ACTION

STATE OF OREGON)
)ss.
County of Lincoln) **File No(s).** ***1-TIA-13-A***

I, Wanda Haney, duly appointed Executive Assistant of the City of Newport, do hereby certify that the notice of a land use action attached hereto and by this reference made a part hereof is a true and complete copy of the original of such notice, and that said original was deposited in the United States mails at Newport, Oregon, with first-class postage thereon prepaid, addressed to each of the persons owning property and entitled to receiving notice, as said persons are named in Exhibit "A", attached hereto and by this reference made a part of hereof, at the last known address of each person as shown by the records of the Lincoln County Assessor at Newport, Oregon, on the ***1st*** day of ***April, 2013.***

Wanda Haney
Wanda Haney
Executive Assistant

SUBSCRIBED AND SWORN to before me this 1st day of April, 2013.

Kathryn E O'Carra
Notary Public of Oregon

My Commission Expires: 3-24-13

OFFICIAL SEAL
KATHRYN E O'CARRA
NOTARY PUBLIC-OREGON
COMMISSION NO. 476041
MY COMMISSION EXPIRES MARCH 24, 2017

CITY OF NEWPORT
NOTICE OF PUBLIC HEARING REGARDING
AN APPEAL OF A TRAFFIC IMPACT ANALYSIS[1]

NOTICE IS HEREBY GIVEN that an appeal has been filed for a Final Order issued on March 11, 2013, by the Community Development Director approving a traffic impact analysis (File No. 1-TIA-13). The Planning Commission of the City of Newport, Oregon, will hold a *de novo* public hearing to consider the appeal request.

Appellants: Oregon Coast Alliance (ORCA), PO Box 5464, Charleston, OR 97420; Michael & Christy Peterson, PO Box 1985, Newport, OR 97365; and the Landing at Newport Condominium Assn, 890 SE Bay Blvd, Newport, OR 97365; (Sean T Malone, Attorney at Law, 259 E 5th Ave Ste 200-G, Eugene, OR 97401 (authorized representative)). **(Reference File No. 1-TIA-13-A)**

Applicants: Teevin Bros. Land & Timber Co., PO Box 247, Rainier, OR 97048 (Paul Langner, authorized representative); Port of Newport and Rondy's & Associates, Inc., 600 SE Bay Blvd, Newport, OR 97365 (Don Mann, authorized representative), property owners.

Decision Appealed: Appeal of the Community Development Director's March 11, 2013, Final Order approving the following land use request:

File No. 1-TIA-13 consisting of a traffic impact analysis pursuant to Newport Municipal Code (NMC) Chapter 14.45 for Teevin Bros. proposed log yard located at 1650 SE Bay Blvd (identified in Lincoln County Assessment records as Tax Lots 100 and 101, Section 9D, Township 11 South, R11 West, Willamette Meridian), which encompasses approximately 15 acres located in an I-3/"Heavy Industrial" zoning district. The TIA was prepared by Diego Arguea, P.E., Senior Engineer, and Dan Seeman, Principal Planner, with Kittelson & Associates, Inc., a Transportation Engineering and Planning firm out of Portland, Oregon. Supplemental analysis of the suitability of SE Moore Drive (a.k.a. John Moore Road) and SE Bay Boulevard was performed by Ralph Dunham, P.E., Project Engineer, with Stuntzner Engineering and Forestry, LLC out of Coos Bay, Oregon.

Applicable Criteria for a Traffic Impact Analysis (NMC Section 14.45.050): 1) The analysis complies with the requirements of NMC 14.45.020; 2) The TIA demonstrates that adequate transportation facilities exist to serve the proposed development or indentifies mitigation measures that resolve the traffic safety problems in a manner that is satisfactory to the City Engineer and, when state highway facilities are affected, to ODOT; and 3) Where a proposed amendment to the Newport Comprehensive Plan or land use regulation would significantly affect an existing or planned transportation facility, the TIA must demonstrate that solutions have been developed that are consistent with the provisions of OAR 660-012-0060; and 4) For affected non-highway facilities, the TIA establishes that any Level of Service standards adopted by the City have been met, and development will not cause excessive queuing or delays at affected intersections, as determined in the City Engineer's sole discretion; and 5) Proposed public improvements are designed and will be constructed to the standards specified in NMC Chapter 14.44 (Transportation Standards) or Chapter 13.05 (Subdivision and Partition), as applicable.

Testimony/Public Hearing: The Planning Commission will hold a *de novo* public hearing on the item appealed. A *de novo* public hearing on appeal allows for public testimony from anyone (including but not limited to the applicant and the appellants) and allows for the introduction of new testimony and evidence. 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. Testimony

[1] Notice of this action is being sent to the following: (1) Applicant and Appellants; (2) Those who have testified in writing; (3) Affected property owners within 200 feet of the subject property according to Lincoln County tax records; (4) affected public utilities within Lincoln County; and (5) affected city departments.

may be submitted in written or oral form. Oral and written testimony will be taken during the course of the public hearing. Letters to the Community Development/Planning Department (address under "Reports/Materials") must be received by 5:00 p.m. the day of the hearing or be personally entered into the record during the hearing. The hearing will include a report by staff, testimony (both oral and written) from 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/Materials: The staff report may be reviewed or a copy purchased at the Newport Community Development Department, City Hall, 169 SW Coast Hwy, Newport, Oregon, 97365, seven days prior to the hearing. The application materials, copy of the issued Final Order, file materials, and the applicable criteria are available for inspection at no cost or copies may be purchased at this address.

Contact: Derrick Tokos, Community Development Director, (541) 574-0626 (address above in "Reports/Materials").

Time and Place of Hearing: Monday, April 22, 2013; 6:00 p.m.; City Hall Council Chambers (address above in "Reports/Materials").

MAILED: April 1, 2013
PUBLISHED: April 12, 2013

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Written Testimony

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PORTLAND OR 97205

PORT OF NEWPORT
ATTN: DON MANN
600 SE BAY BLVD
NEWPORT OR 97365

DOINA HIGH FAMILY TRUST &
DOINA HIGH
TRUSTEE
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SILETZ OR 97380

NORTHWEST NATURAL GAS CO
DAVID W AIMONE TREASURY MGR
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PORTLAND OR 97209-3943

RONDY'S & ASSOCIATES INC
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NEWPORT OR 97365

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JOHN BECKER
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STUNTZNER ENGINEERING &
FORESTRY LLC
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Mailing Labels
Adjacent Properties

Hiker's delight
Drift Creek offers more than just a waterfall
See Community, Page B1

Home win
Newport takes 3-1 win over Gladstone
See Sports, Page C1

Wednesday
arch 27, 2013
52 Pages
75¢

NEWS TIMES

131 Years
Number 25
Newport
Oregon

Your information source for the Central Oregon Coast

CALM SEAS

Wednesday
Showers, with thunderstorms possible after 2 p.m., with a high near 53, E wind 5 to 10 knots. Wednesday night, showers and possibly a thunderstorm, with low around 46, SE wind 5 to 10 knots.

Thursday-Friday
Thursday, a 50 percent chance of showers, mostly cloudy with a high near 53, SE wind to 5 knots. Thursday night, a 30 percent chance of showers, low around 45, N wind 5 to 10 knots. Friday, a chance of showers, mostly cloudy, with a high near 57.

(knots x 1.15 = mph)

SUNRISE/SUNSET

	Sunrise	Sunset
March 26	7:09am	7:35pm
March 27	7:07am	7:37pm
Full Moon		2:28am
March 28	7:05am	7:38pm
March 29	7:03am	7:39pm

TIDES

[illegible]31 Hatfield Marine Science Center Dock

	High Water	Low Water
March 26	12:20am / 8.2ft	6:22am / 0.8ft
	12:34pm / 8.1ft	6:35pm / 0.6ft
March 27	12:54am / 8.6ft	7:03am / 0.1ft
	1:19pm / 8.2ft	7:12pm / 0.7ft
March 28	1:29am / 9.0ft	7:44am / -0.4ft
	2:05pm / 8.1ft	7:49pm / 1.1ft
March 29	2:05am / 9.2ft	8:28am / -0.8ft
	2:55pm / 7.9ft	8:28pm / 1.5ft

WEATHER

At Yaquina Head Outstanding Natural Area in north Newport, a group of eagle-eyed Oregon State University researchers are using powerful binoculars and range finding equipment to spot and track gray whales. The scientists have been joined by hundreds of visitors anxious to catch a glimpse of the migrating whales during Spring Whale Watch Week, which runs through Saturday. (Photo by Larry Coonrod)

Migrating gray whales in sight of coastline

By Larry Coonrod
Of the News-Times

Visitors coming to the Oregon coast for Spring Whale Watching Week haven't been disappointed in the number of migrating gray whales spotted.

"We had about 250 visitors in a three-hour period," said Whale Wathcing Spoken Here volunteer Robin Spraitz at the Yaquina Head Lighthouse.

The Oregon State Parks and Recreation Department staffs 24 viewpoints with Whale Watching Spoken Here volunteers during the twice annual whale watching weeks.

On Monday, Spraitz said one gray whale came close enough to shore for children to see without binoculars.

"It was quite a thrill," she said.

Gray whales migrate south along the coast in late winter to their spring feeding and breeding grounds near Baja, Mexico. During the spring migration north, the whales and their young tend to travel closer to the coastline.

Observers say the about 18,000 gray whales will pass by during March, April, May, and June on their way to Alaska's Bering Sea.

Juvenile whales pass by first, followed by single adults, and finally the mothers and calves.

Researchers say about 200 "resident" gray whales stay along the Oregon coast all summer, moving close to shore to feed on crustaceans they find among the kelp beds. They linger until mid-November, when they join the southbound winter migration.

Thanks to the 1967 Beach Bill, which makes almost the entire coastline accessible to the public, Oregon is an ideal place to watch gray whales. More than 200 volunteers staff the 24 watch sites from 10 a.m. to 1 p.m. through Saturday, March 30, to help educate visitors about gray whales and give them a hand in spotting the mammals as they pass by.

Whales on Page A4

Log truck traffic analysis challenged

By Larry Coonrod
Of the News-Times

NEWPORT — Two local residents, a condominium association and an environmental group are asking the Newport Planning Commission to overturn a decision to allow increased log truck traffic to the Port of Newport International Terminal.

Newport Community Development Director Derrick Tokos earlier this month signed the final order allowing Rainier, Ore. based Teevin Bros. to bring up to 50 log trucks a day through SE Moore Drive and the eastern end of Bay Boulevard. Teevin Bros. plans to build a log yard at the International Terminal for exporting logs, primarily to Asia.

Despite what backers say is an operation that will produce dozens of family wage jobs, a private group calling itself The Friends of Newport formed to stop the log exporting operation. Opponents say log trucks traveling Moore Drive and Bay Boulevard present an unacceptable safety risk.

"There's a reason you don't mix log trucks with residential areas; it's unsafe," said Christy Peterson during a March 19 public forum. Peterson and her husband, Mike, filed the

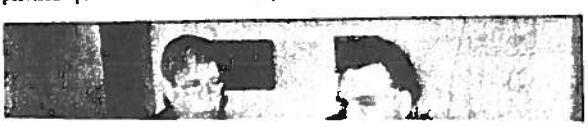
Log Trucks on Page A5

Lincoln City man is probed for harassing reporter prior to city council meeting

By Rick Beasley
Of the News-Times

LINCOLN CITY — After a pre-meeting altercation at the press table, a self-described "trust-fund baby" and political activist threatened Lincoln City Councilors Monday night with legal action over a supposed government conspiracy to drive a commercial property owner to provide support to worthy causes as a "micro philanthropist." But Kilian also confirmed that Elton was under "unsupervised" probation in Lincoln County after he moved here last year from Spokane, Wash., where he was convicted

Lincoln City on Page A5

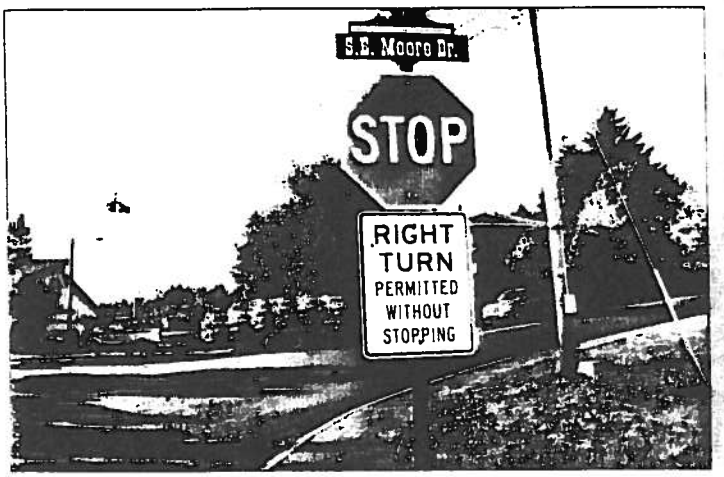


Depoe Bay blocks vote on changes to harbor ordinance

By Rick Beasley
Of the News-Times

DEPOE BAY — Depoe Bay Mayor A.J. Matilla was refused a vote last week on changes he wants to make to the harbor ordinance when the city council referred his proposals to the Depoe Bay Harbor Commission, which meets today (Wednesday) at 7 p.m.

Matilla pressed the council at its March 19 meeting to vote that night on his recommendation to allow boat owners to moor a replacement vessel in their slip during off-site repairs, even if the stand-in is smaller than the authorized size. In



A decision by the City of Newport to allow up to 50 log trucks a day onto SE Moore Drive is being challenged by two local residents, a condominium association and an environmental group. Opponents of a planned log exporting operation say log trucks traveling Moore Drive and Bay Boulevard present an unacceptable safety risk. (File photo)

Log Trucks

Continued from page A1

appeal along with The Landing at Newport Condominium Association. Also listed on the appeal is the Oregon Coast Alliance, which describes itself as the "first in the line of defense against inappropriate development and extractive activities that endanger fragile species and their habitats."

The appeal seeks to overturn the city's decision to accept a traffic impact analysis (TIA) prepared for Teevin Bros. by two consulting firms. The TIA found the proposed route capable of structurally supporting the expected log truck traffic, and recommended clearing some vegetation for increased sight lines. A joint city and port traffic safety task force also weighed in last month with a number of safety suggestions.

In their appeal, the complainants question the TIA's assessment of the roads' structural integrity, trip generation estimates and evaluation of vehicle queuing. The appeal states that the study didn't account for geological hazards.

Several residents have expressed concern that log truck traffic could create landslides in the Walker Heights neighborhood, a geological hazard area according to city maps. Tokos, the community development director, told the council earlier this month that the city's geological hazard rules only apply to new development and not to traffic. Teevin Bros. log yard lies outside the geological hazard area.

Tokos said the Newport Planning Commission will hear the appeal during an April 22 meeting.

"The appellants will have the opportunity to make their case, and the applicant (Teevin Bros.) can respond," Tokos said. "The planning commission has to look at it and decide if the decision was appropriate based upon the approval criteria for a TIA. Stuff that has nothing to do with the traffic impact analysis isn't going to be something they can really deal with."

The commission's decision is subject to appeal to the city council. After a council decision, the next step could be the Oregon Land Use and Appeals Board. Teevin Bros. would be able to proceed with construction of the log yard if a favorable decision by the council is appealed to LUBA.

"Teevin would be proceeding at their own risk," Tokos said.

Eric Oien, Teevin Bros. general manager, said the company plans to begin construction on the log yard this summer, with hopes of bringing the first logs to the site sometime in September.

Eugene attorney Sean T. Malone is representing The Landing at Newport Condominium Association, Michael and Christy Peterson and the Oregon Coast Alliance. The Oregon Coast Alliance lists Malone on the board members and staff page of its website.

Contact Assistant Editor Larry Coonrod at 541-265-8571 ext. 211 or email larry@newportnewstimes.com.

Lincoln City

Continued from page A1

of harassing the city council president and the chairwoman of the company that owns the Spokesman-Review, the city's daily newspaper.

"He's commandeering press tables by declaring he's media, but what's his media?" commented Morgan, who arrived at the meeting to find his regular seat in the press box occupied by Elton. "I'm not in fear of my life, but I found the emails troubling. I just want to be able to walk into a government meeting and do my job in a civil manner. I'm not used to this kind of treatment."

Elton, whose prolific email letters to government officials around the county have raised eyebrows, acknowledged in his sometimes rambling correspondence that he has a bi-polar disorder and uses medications to control his condition. At the same time, he admits that he sometimes fails to take the prescribed doses.

At Monday's meeting, however, Elton seemed lucid but ambiguous as he challenged city officials to meet him at a coffee shop in order to settle a long-simmering dispute with commercial property owner Connie Olsen. Elton claimed that the city has engaged with the Oregon Department of Environmental Quality in a way that resembles "a conspiracy" to deprive Olsen of her property rights. Elton called Olsen his "client," but repeatedly advised city councilors that he is not her lawyer.

"I am not an attorney, but I've won 29 out of 30 cases," he said. "It will save you money to sit down and have coffee with me, otherwise each one of us will have inordinate lawyer fees. This could cost the city $3 million, plus, and we will win."

City councilor Gary Ellingson was the only to r spond to Elton's i thre of legal action.

"We don't want people think we're doing somethir inappropriate and out of vie of the public," he said. "Wha ever it is you're talking abou this is a transparent proces so I for one will not be comi to coffee. I'm not trying to unfriendly."

City Manager David Haw er said afterward that he unaware of any action again Connie Olsen, who used own a successful surf shop the Taft business district.

"He's a citizen, and deserves a response." s Hawker of Elton's charg "I'm going to have my st look into it."

Contact reporter Rick Be sley at 541-265-8571, ext 2 or rickbeasley@newportnew times.com

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We're dishing out the news from north to south Lincoln County.
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NEWS TIMES

Silver Falls Dermatology
Medical, Surgical, and Pediatric Dermatology
Dr. Young is happy to announce that Charla Staggs, PA-C will be

Sean T. Malone

Attorney at Law

259 E. Fifth Ave.,
Suite 200-G
Eugene, OR 97401

Tel. (303) 859-0403
Fax (650) 471-7366
seanmalone8@hotmail.com

March 22, 2013

Via email and certified mail

Derrick I. Tokos, Director
Wanda Haney, Executive Assistant
Community Development & Planning Department
169 SW Coast Hwy
Newport OR 97365
d.tokos@newportoregon.gov

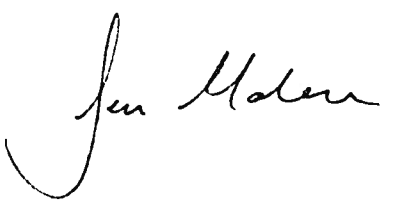
Re: Appellants' Notice of Appeal of File No. 1-TIA-13

Dear Mr. Tokos,

On behalf of Oregon Coast Alliance, Michael and Christy Peterson, and the Landing at Newport Condominium Association, please find enclosed a notice of appeal, appeal addendum, and $292.00 check for the filing fee.

If you have any questions, please do not hesitate to contact me.

Sincerely,



Sean T. Malone
Attorney for Oregon Coast Alliance
Michael and Christy Peterson, and
The Landing at Newport Condominium Association

City of Newport
Land Use Application

PLEASE PRINT OR TYPE • COMPLETE ALL BOXES • USE ADDITIONAL PAPER IF NEEDED

Applicant Name(s): Oregon Coast Alliance et al. (see attached addendum)	Property Owner Name(s): *If other than applicant* Not applicable (N/A)
Applicant Mailing Address: See attached addendum	Property Owner Mailing Address: *If other than applicant* N/A
Applicant Telephone No.: See attached addendum	Property Owner Telephone No.: *If other than applicant* N/A

Authorized Representative(s): *Person authorized to submit and act on this application on applicants behalf*
Sean T. Malone - Attorney at Law

Authorized Representative Mailing Address:
259 E. 5th Ave, Ste 200-G, Eugene OR 97401

Authorized Representative Telephone No.: Phone: (303) 859-0403; email: seanmalone8@hotmail.com

Project Information

Property Location: *Street name if address # not assigned*
1554 Yaquina Bay Boulevard, Newport OR 97365

Tax Assessor's Map No.: 11 11 09 DO

Tax Lot(s): 100 and 101, Section 9D, Township 11 South, R11 West Willamette Meridian

Zone Designation: I-3

Comp Plan Designation: 2-CP-11

Legal Description: *Add additional sheets if necessary*
T11S, R11@, Section; Lat N. 44, 37'34"; Long W 124, 01', 30"

Brief Description of Land Use Request(s):
Appellants appeal the City of Newport's approval of a Traffic Impact Analysis (File No. 1-TIA-13) for Teevin Bros. Land and Timber Co., LLC (See attached addendum).

Examples:
1. *Move north Property line 5 feet south, or*
2. *Variance of 2 feet from the required 15-foot front yard setback*

Existing Structures: *If any*

Topography and Vegetation:

APPLICATION TYPE (please check all that apply)

- [ ] Annexation
- [x] Appeal
- [ ] Comp Plan/Map Amendment
- [ ] Conditional Use Permit
  - [ ] Type I
  - [ ] Type II
- [ ] Design Review
- [ ] Geologic Permit
- [ ] Interpretation
- [ ] Minor Replat
- [ ] Partition
- [ ] Planned Development
- [ ] Property Line Adjustment
- [ ] Shoreland Impact
- [ ] Subdivision
- [ ] Temporary Use Permit
- [ ] UGB Amendment
- [ ] Vacation
- [ ] Variance
  - [ ] Type I
  - [ ] Type II
- [ ] Zone Ord/Map Amendment
- [ ] Other_____

FOR OFFICE USE ONLY

File No. Assigned: 1-TIA-13-A

Date Received: 3/25/13 Fee Amount: 297.00 Date Accepted as Complete: _____

Received By: _____ Receipt No.: 3618 Accepted By: _____

(SEE REVERSE SIDE)

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 & 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.

OREGON COAST ALLIANCE
LAND USE DIRECTOR

Applicant Signature(s)

MAR. 21, 2013
Date Signed

Property Owner Signature(s)

Date Signed

Authorized Representative Signature(s)

3-22-13
Date Signed

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.

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 & 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.

Christina A. Peterson Michael T. Peterson Applicant Signature(s)	March 21, 2013 March 21, 2013 Date Signed
Property Owner Signature(s)	Date Signed
Jan Mahr Authorized Representative Signature(s)	3-22-13 Date Signed

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.

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 & 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.

The Landing at Newport
Applicant Signature(s)

Date Signed

Property Owner Signature(s)

Date Signed

Dorene Shannon General Manager
Authorized Representative Signature(s)

03/22/2013
Date Signed

Jon Malone
Authorized Representative Signature

3/22/13

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.

Sean T. Malone

Attorney at Law

259 E. Fifth Ave.,
Suite 200-G
Eugene, OR 97401

Tel. (303) 859-0403
Fax (650) 471-7366
seanmalone8@hotmail.com

March 22, 2013

Via email and certified mail

Derrick I. Tokos, Director
Wanda Haney, Executive Assistant
Community Development & Planning Department
169 SW Coast Hwy
Newport OR 97365
d.tokos@newportoregon.gov

Re: Appellants' Notice of Appeal

Appellants Names, Mailing Address, and Telephone Number

Oregon Coast Alliance (ORCA)
PO Box 5464
Charleston OR 97420
(503) 391-0210

Michael and Christy Peterson
PO Box 1985
Newport OR 97365
(541) 272-5050

The Landing at Newport Condominium Association
890 S.E. Bay Blvd.
Newport OR 97365
(541) 574-6777

Authorized Representative for ORCA, Michael and Christy Peterson, and the Landing at Newport Condominium Association:

Sean T. Malone
Attorney at Law
259 E. 5th Ave, Ste 200-G

Eugene OR 97401
Ph. (303) 859-0403
Fax (650) 471-7366
Seanmalone8@hotmail.com

Identification of the Decision Sought to Be Reviewed

Oregon Coast Alliance, Michael and Christy Peterson, the Landing at Newport Condominium Association (Appellants) hereby appeal the City of Newport Community Development (Planning) Director's decision approving a Traffic Impact Analysis (File No. 1-TIA-13) for Teevin Bros. Land and Timber Co., LLC, dated March 11, 2013, to the Planning Commission.

Standing

Appellants have standing to appeal because appellants appeared before the Community Development Department in writing during the period allowed for written comments from the public.

Grounds for Appeal

The grounds on which appellants rely as the basis for the appeal include but are not limited to the following:

- Inadequate traffic impact analysis, including but not limited to:
  - Failure to demonstrate that adequate transportation facilities exist to serve the proposed development, NMC 14.45.050(B);
  - Failure to demonstrate that the proposed development will not cause excessive queuing or delays at affected intersections, NMC 14.45.050(D);
  - Limited intersection sight distance without proposed mitigation;
  - Failure to sufficiently evaluate queuing;
  - Insufficient analysis of structural pavement conditions, NMC 14.45.020(F);
  - Failure to utilize industry standard for trip generation estimates, NMC 14.45.020;
  - Failure to satisfy Oregon Department of Transportation requirements, NMC 14.45.020.
- Failure to account for increase in traffic during crab season.
- Failure to address geologic hazard issues, NMC 13.05.070(A)(10).
- Failure to prepare a geologic hazard report, NMC 13.05.070(A)(10).
- Failure to demonstrate that the applicant will take erosion control measures, Newport Zoning Ordinance Section 2-4-7.045.
- Failure to submit sufficient information re geologic hazards, NMC 13.05.070(A)(10).

Appellants incorporate by reference their written comments submitted to the Community Development Director, as well as those comments submitted by Greenlight Engineering.

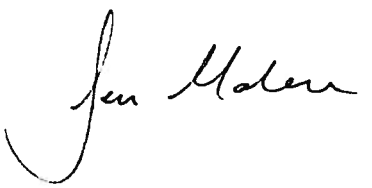
De Novo Appeal

Appellants believe the appeal should be heard *de novo*. The land use decision was made without a public hearing, and, therefore, the appeal shall be heard *de novo*. *See* 14.52.100(B)(1)(a)

Appeal Fee

Please find attached a check in the amount of $292.00 for the appeal fee.

Sincerely,



Sean T. Malone
Attorney for Oregon Coast Alliance
Michael and Christy Peterson, and
The Landing at Newport Condominium Association

cc: Oregon Coast Alliance
Michael and Christy Peterson
The Landing at Newport Condominium Association

Wanda Haney

From: Sean Malone [seanmalone8@hotmail.com]
Sent: Friday, March 22, 2013 2:37 PM
To: Derrick Tokos; Wanda Haney
Cc: cameron@oregoncoastalliance.org
Subject: ORCA Notice of Appeal re File No. 1-TIA-13
Attachments: ORCA et al. Notice of Appeal.pdf; ORCA et al. Appeal Addendum.pdf; Appeal Fee.pdf

Dear Mr. Tokos and Ms. Haney,

Please find attached a notice of appeal, appeal addendum, and a copy of the check for the filing fee in the amount of $292 on behalf of Oregon Coast Alliance, Michael and Christy Peterson, and the Landing at Newport Condominium Association.

I have also sent a copy of all materials and the original check to you via certified mail.

Please respond to this email so I know that you have received it.

Thank you,

Sean Malone
Attorney at Law
259 E. Fifth Ave.
Suite 200-G
Eugene, OR 97401
ph. 303.859.0403
seanmalone8@hotmail.com

MAR 07 2013

Mike Peterson
PO Box 1985
Newport 97365
Mar. 3, 2013

Newport City council
Derrick Tokos
Ms.' And Sirs:

I object to the second version of the Kittelson traffic impact analysis. I note that the 22 page document has little changed. This is problematic because they visited here in December. There was very little traffic here because the crab season was postponed from Dec. 1 to Dec. 31.

P. 11 They state that parcel delivery, refuse collection and septic pumping represent no change from before because they are already done. This is flat out wrong. They are done on other parts of port property, not at the terminal.

p.14 They do a "95th percentile queuing" study by "Sim Traffic." In other words, simulated traffic. We observe queuing at the Hwy 20/Moore intersection at all hours of the day currently. The WBLT lane often spills backward far enough to block all west-bound traffic. Their observation that adding 100 truck trips to this mix won't change anything is seriously flawed. They should spend some time observing rather than keyboarding. Instead, they say (p.15): "Available queue storage is expected to be adequate for the expected increase in traffic," This is computer-induced fantasy.

p.16 Their recommendations that foliage be removed for better visibility neglects the landslide hazard area. A geologic permit may be in order here.

p.17 They re-state their previous assumption that thousands of logging trucks running over a partially collapsed road segment are fine because a few fish meal trucks use it now.

In their structural analysis, they state "No aggregate depth information is provided. We assume that the base soil material was taken into account." I thought that this was a study rather than a series of assumptions.

No core was taken from the collapsed section of road. One out of six cores was taken from the Geohazard zone. Shouldn't this warrant more attention?

923 SE Bay Blvd.
184
Barry A. Dunn

RECEIVED
MAR 07 2013
CITY OF NEWPORT

March, 6 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens , City Manager Voetberg and Planning Director Derrick Tokos

Dear Mayor, Council Members, City Manager and Planning Director:

I strongly object to the second version of the Kittelson traffic impact analysis. Little has changed in this 22 page document from the original analysis. Once again, the survey was completed during off season and does not reflect the true amount of traffic during peak summer months.

The "95th percentile queuing" study by "Sim Traffic" (pg 14) is merely simulated traffic. In reality, the West Bound Left Traffic lane often spills backward far enough to block all west-bound traffic. Without actually observing the traffic flow, the statement that adding 100 truck trips to this mix won't change anything is seriously flawed. In addition, the conclusion that "Available queue storage is expected to be adequate for the expected increase in traffic," (pg 15) is merely a computer generated fantasy.

The recommendations that foliage be removed for better visibility (pg 16) neglects to address that the City of Newport has designated this sector a landslide hazard area. Homeowners are required by city code to obtain a geological survey before any work is done on their property relating to tree and brush removal. A geological survey should be required without exception.

The restatement of a previous assumption that the tonnage of loaded logging trucks running over a partially collapsed road segment are fine because a few fish meal trucks use it now (pg 17) is preposterous. No core was taken from the collapsed section of the road and only one out of six cores was taken from the Geohazard zone. This certainly warrants more attention. The citizens of Newport deserve an impartial study.

Sincerely,

Roy L Mills – Owner Unit 105
The Landing at Newport.

RECEIVED
MAR 04 2013
By DT

Mike Peterson
PO Box 1985
Newport 97365
Mar. 3, 2013

Newport City council
Derrick Tokos
Ms.' And Sirs:

I object to the second version of the Kittelson traffic impact analysis. I note that the 22 page document has little changed. This is problematic because they visited here in December. There was very little traffic here because the crab season was postponed from Dec. 1 to Dec. 31.

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In their structural analysis, they state "No aggregate depth information is provided. We assume that the base soil material was taken into account." I thought that this was a study rather than a series of assumptions.

No core was taken from the collapsed section of road. One out of six cores was taken from the Geohazard zone. Shouldn't this warrant more attention?

Mike Peterson

Has Mr. Tokos instructed Kittelson about the geohazard zone? It now appears that the City has not informed anyone on the east side about living in this zone.

Finally, this inadequate document has not been made whole by the few additions made. Traffic impact includes noise levels, carbon monoxide levels, dust and insect introduction, traffic jams, truck vibration of the Geohazard area, and the loss of millions of dollars in property values. These have not been addressed. Some turn lane paint will not remedy the many obvious safety hazards which will be imposed by this traffic.

This so-called analysis is a pitiful attempt to whitewash serious concerns.

Sincerely,

Mike Peterson

Mike Peterson

Derrick Tokos

Public comment to the second Kittelson TIA

submitted by Christy Peterson, PO Box 1985, Newport, OR 97365

March 4, 2013

To: City Councillors
Derrick Tokos

Why would a city have logging trucks go up and down Moore Road when there are numerous transit and school bus stops? There are several ball fields that are used by thousands of school age children for 3/4 of the year.

Why would Kittelson base any TIA during the month of December, the slowest month of the year?

What does Kittelson mean by "30 truck trips per day at inception?" Does this mean 30 trips up and 30 trips down the road? This appears deceptive. Also, nowhere is it mentioned how many trucks will be utilized to remove the bark from the International Port..

How can the authors of the report state that "these vehicle are also not expected to have a significant impact to the capacity and circulation of the transportation?" You are adding dozens more trucks to the road **per day.** How could they **not** have an impact?

I cannot believe Kittelson used "SimTraffic" to determine traffic backup. What use is this SimTraffic program when we can see traffic being backed up all the time due to the trucks already on the roads. A computer simulation does not show actual situations. Whatever happened to the scientific method of using real-time observation?

Kittleson came to Newport to do a TIA. They say that they may need to do more core samples. Did Mr. Tokos not inform them of the massive spring that surfaces on John Moore Road? Did he not make them aware of the landslide that occurred on Moore Road a few winters ago as well as the numerous landslides on Yaquina Bay Road as well as Yaquina Bay Blvd.? Did he not inform them that directly across from the International Port entrance is a road called "Running Springs Road?"

It appears they do not think it is necessary to look at the underlying soil beneath the several inches of asphalt on the road. The springs surface for a reason, most likely due to clay that does not allow the water to permeate to the layers below.

Did Mr. Tokos not inform Kittelson that this section of town is considered a geologic landslide zone? The city considers the threat of landslides serious enough to force all homeowners and businesses to have a geologic report done by a licensed geologic engineer if they so much as want to remove some brush? Are they not aware that truck vibrations are causing housing foundations to crumble across the country? Are they unaware of vibrations causing landslides?

The TIA lacked the most important impacts on the neighborhood, on PEOPLE:

Diesel fumes (carbon monoxide)
Noise pollution at which levels increase stress and cause hearing loss
Vibration causing infrastructure damage

Commentary Feb 19, 2013 City Council

I'm Mike Peterson. I live in the city limits of Newport, and I've lived and worked here and paid city taxes for 10 years. You all know that a number of property owners on the east side are upset by the proposal to run thousands of log trucks through our neighborhoods, because of the danger, the noise and the decrease in our property values. There is another factor to consider.

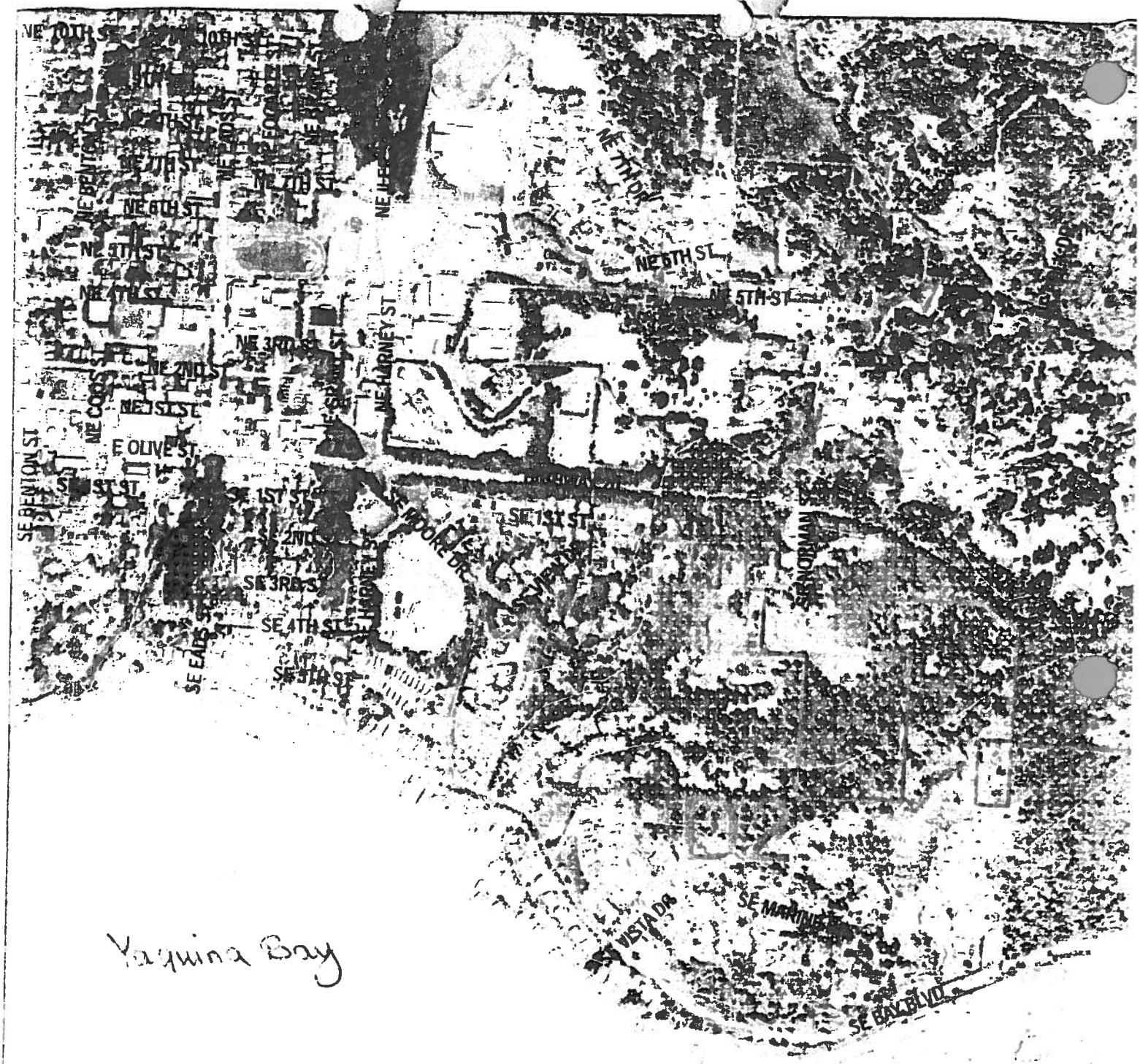
In 2010, the city declared our area a landslide hazard zone, or Geologic Hazard Area. This includes the Walker Heights area and all the land above the international port, from above Highway 20 all the way down to and including Bay Blvd. The upper portion of the Embarcadero is also included, as is the middle portion of SE Moore Dr. above 5th St. This area has seen land movement and structural damage.

The Municipal Code 14.21.030 states: "All persons proposing development, construction, or site clearing (including tree removal) within a geologic hazard area as defined in 14.21.010 shall obtain a Geologic Permit."

According to my understanding of the mechanics of this rule, if a landslide occurs anywhere in this zone, it is judged to be the fault of the person situated immediately below it on the slope. So if the vibration caused by thousands of Teevin trucks passing through this zone on Moore or Bay Blvd. resulted in a landslide onto either road, the City could be liable.

Since Teevin is applying for permits to run in these Geologic hazard zones, I urge the council to require them to obtain a Geologic Permit, to assess the stability of the underlying land. This would be even-handed since the property owners have to obtain such a permit just to cut down a tree. It's my guess that heavy load vibrations are a far greater hazard in this area than "site clearing."

I understand that some of you feel that the City is limited in what it can do about the proposed truck route. But the truck route is in the city limits, and the International Terminal is within the city limits. You could avoid shifting costs from Teevin onto the taxpayers by being even-handed about the permitting process. Teevin should pay their SDC charges just like any other business in Newport. Teevin should obtain a Geologic Permit just like the adjacent home owners.



Yaquina Bay

Port →

*Pink line = truck route

[redacted] * [redacted] dots indicate "landslide zone"

LNG

Derrick Tokos

From: Sean Malone [seanmalone8@hotmail.com]
Sent: Friday, February 01, 2013 2:57 PM
To: Derrick Tokos
Cc: cameron@oregoncoastalliance.org
Subject: ORCA Comments on Teevin Bros. Application and TIA - No. 1-TIA-13
Attachments: ORCA to Newport re Teevin Bros TIA Jan 13 .pdf; Exhibit A - Teevin Bros Greenlight 2-1-13.pdf; Exhibit B - Teevin Crabtree Log Yard article Oct 10 (1).pdf; Exhibit C - Log Truck Crash - Teevin Bros.pdf; Exhibit D - Teevin Traffic TF Summary Jan 13.pdf; Exhibit E - Springs.pdf; Exhibit F - Bike Lane.pdf

Dear Mr. Tokos,

Please find attached comments on behalf of Oregon Coast Alliance (ORCA) for the Teevin Bros. Application and TIA, No. 1-TIA-13.

Please respond to this email and confirm that you have received ORCA's comments, including Exhibits A-F, that you were able to open each document, and that the documents have been added to the record.

If you have any questions, please do not hesitate to contact me.

Thank you,

Sean Malone
Attorney at Law
259 E. Fifth Ave.
Suite 200-G
Eugene, OR 97401
Ph. 303.859.0403
seanmalone8@hotmail.com

Sean T. Malone

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Fax (541) 393-2744
seanmalone8@hotmail.com

February 1, 2013

Derrick I. Tokos
Community Development Director
City of Newport
169 SW Coast Highway
Newport, OR 97365
d.tokos@newportoregon.gov

re: ORCA Comment on Traffic Impact Analysis for Teevin Bros. Log Yard,
File No. 1-TIA -13.

I Introduction

Please accept these comments on behalf of Oregon Coast Alliance (ORCA) on the Application and Traffic Impact Analysis for the Teevin Bros. log yard, File No. 1-TIA -13. The Teevin Bros. log yard development is located at 1554 Yaquina Bay Boulevard, Newport, Oregon 97365, which is owned by the Port of Newport. The existing site was previously utilized as a logging yard, but in the past fifteen years, the area around the former yard has experienced residential development and growth, creating a conflict of uses with the proposed log yard.

II Inadequate Traffic Impact Analysis

As explained in the attached letter prepared by Greenlight Engineering, a professional traffic engineering and transportation planning firm, the January 8, 2013, Traffic Impact Analysis (TIA) fails to provide the necessary evidence to support approval of the Teevin Bros. Log Yard and the TIA misconstrues applicable law. See Exhibit A.[1] Greenlight Engineering identified numerous deficiencies in the applicant's Traffic Impact Assessment (TIA). For example, Greenlight Engineering noted several flaws, including but not limited to the following:

- Intersection sight distance is limited without proposed mitigation;
- Intersection queuing is not evaluated;
- Insufficient analysis of structural pavement conditions;
- Trip generation estimates are not based on the industry standard;

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[1] ORCA incorporates by reference the entirety of Exhibit A into these comments.

- Trip generation estimates do not satisfy Oregon Department of Transportation requirements;

Id.

One stark shortcoming in the TIA is that it fails to evaluate queuing at affected intersections pursuant to Newport Municipal Code (NMC) 14.45.050, entitled "Approval Criteria." NMC 14.45.050(B) requires the applicant to "demonstrate that adequate transportation facilities exist to serve the proposed development," and NMC 14.45.050(D) specifically requires that the "development will not cause excessive queuing or delays at affected intersections...." .

Under NMC 14.45.020, entitled "Traffic Impact Analysis Requirements," subsection (F) requires that the TIA "address the condition of the impacted roadways and identify structural deficiencies or reduction in the useful life of existing facilities related to the proposed development." The TIA, however, fails to describe or evaluate existing structural conditions and deficiencies, though the roads contain clear deficiencies. See Exhibit A at 3-6.

NMC 14.45.020 expressly requires that the TIA satisfy "both City and ODOT requirements." See also NMC 14.45.050 (requiring compliance with 14.45.020). The ODOT Analysis Procedures Manual states: "[u]sing a winter count with a high seasonal factor to represent the peak summer period will likely not represent traffic turning movements accurately, as driving patterns change in the winter compared to the summer." See Exhibit A at 6. Here, turning movements were conducted in December 2012, contrary to the ODOT standards.

The TIA also contains inaccurate information. On-street parking is allowed on both of SE Moore Drive. Sidewalks also exist along the entire east side of the road. With respect to SE Bay Boulevard, on-street parking is allowed between John Moore Road and SE Vista Drive (the portion under City jurisdiction). Sidewalks also exist along the north side of Bay Boulevard from John Moore Road to SE Vista Drive, as well as along the south side from the intersection at John Moore Road to the Embarcadero Resort. Local transit is provided in the area, with John Moore Road being part of the daily Newport Loop route. Stops include the Elks Club at the north end of the John Moore Road and the Yacht Club, which is just west of the intersection of John Moor Road and Bay Boulevard. The failure to include this basic information in the TIA renders it inadequate.

The TIA fails to address changes in traffic circulation associated with the loading or unloading of ships at the Port of Newport terminal. The TIA also fails to address traffic that is likely to come from the development that is not attributable to employees or log trucks, including waste removal, deliveries, equipment service, and so forth.

Because the traffic impact analysis is inadequate to satisfy the City of Newport's code requirements, the application should be denied.

III Teevin Bros. Prior Conduct and Accidents

ORCA is concerned that Teevin Bros. have not engaged the local community or local government in the past when impacts from Teevin Bros. operations affect the community. For example, without informing the Linn County Planning and Building Department, Teevin Bros. began using a log yard in the unincorporated community of Crabtree to the frustration of various residents. See Exhibit B. ORCA is concerned about this example of the Teevin Bros. failure to engage the local community and government in a discussion to mitigate and avoid impacts. This failure of collaboration does not bode well for the project's future.

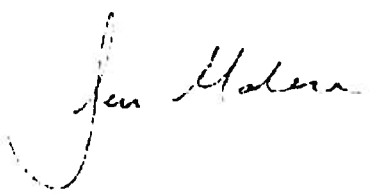
ORCA is also concerned about the increased risk of accidents in residential areas as a result of the increased number of logging trucks. The TIA concedes that 100 daily trips for log trucks alone can be expected. Kittleson & Associates, Jan. 8, 2013. Of these 100 daily trips, half will be entering the log yard with an average weight of 88,000 lbs., and the other half will weigh approximately 29,000 lbs. Id. The log route for the Teevin Bros. log yard will pass through ten major residential side streets, travel on downhill grades, turn at intersections where logging trucks cannot safely stay in their lane, travel on turn lanes with blind spots, create conflicts with bicycle lanes, and so forth. See Exhibit D, Exhibit F. An influx of logging trucks can lead to significant accidents. For example, in Kalama, Washington in 2011, a Teevin Bros. logging truck's brakes failed, and the truck hit a trailer with recreational vehicles, an unoccupied car, a motor home, and a shop before coming to a rest. See Exhibit C. The truck released its load of logs, trapping the truck driver, and spilling diesel fuel from the truck. Id.[2] An accident like this on residential streets within the City of Newport could have significant consequences.

IV Conclusion

Based on the foregoing, ORCA requests that the Community Development Director deny the application because the TIA is insufficient to satisfy NMC Chapter 14.45.

If Teevin Bros. submits further refinements of their Traffic Impact Analysis in response to these comments, other testimony or City of Newport concerns, ORCA requests an opportunity to comment further on those revisions prior to any decision on the TIA by the City of Newport.

Sincerely,



Sean T. Malone
Counsel for ORCA

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[2] The route and log yard are located in an area that is fed by natural springs. An oil spill from a crashed logging truck, as occurred in Kalama, Washington, could adversely affect the springs. See Exhibit E (photographs of natural springs).

cc: Oregon Coast Alliance

Exhibit A

February 1, 2013

Derrick Tokos, AICP
169 SW Coast Highway
Newport, OR 97365

RE: Teevin Brothers Log Yard

Greenlight Engineering has been asked by the Oregon Coast Alliance ("ORCA") to evaluate the transportation related impacts of the proposed Teevin Brothers log yard to be located in Newport, Oregon. We have completed a review of the January 8, 2013 traffic impact analysis ("TIA") and other transportation related materials in the written record of the land use application. We offer the following comments.

Executive Summary

The application fails to provide the necessary evidence to support approval of the project for the following reasons:

- Intersection sight distance is limited at the site driveway with no discussion regarding mitigation or need.
- Intersection queuing is not evaluated as required.
- The analysis of structural pavement conditions lacks useful information.
- The intersection of Highway 20/Moore Drive will operate at the ODOT mobility standard. There are several issues that may further degrade the operations beyond what is reported in the TIA.
- Trip generation estimates are not based upon industry standard and don't meet ODOT requirements.
- Geometry at the intersection of Bay Boulevard/Moore Drive should be evaluated for adequacy.

Intersection Sight Distance Limited at Site Driveway

As reported in the January 8, 2013 TIA, the intersection of Bay Boulevard and the eastern site driveway currently has inadequate intersection sight distance. Looking to the east on Bay Boulevard, the TIA reports that intersection sight distance is limited to 575 feet, while "required intersection sight distance is 760 feet" and is restricted by "topographic features". By lacking adequate intersection sight distance, exiting trucks do not have sufficient sight distance to ensure that oncoming drivers won't have to slow to avoid a collision.

Based upon conversations with City staff[1], the City of Newport relies upon the Oregon Department of Transportation's *Highway Design Manual* for design criteria. Section 3.2.4 of the *Highway Design Manual* states the following:

> "It is desirable to provide intersection sight distance at every road approach, whether it is a signalized intersection or private driveway. In no case is the sight distance to be lower than stopping sight distance. On high speed, high volume roadway intersections, providing intersection sight distance, rather than the minimum stopping sight distance, will minimize operational and safety problems."

Bay Boulevard is classified as a minor arterial, the second highest functional classification in the City of Newport[2], and is posted with a speed of 45 MPH.

The applicant has substantial property frontage to Bay Boulevard. The TIA has failed to offer any alternatives to the lack of adequate intersection sight distance issue. For example, the TIA does not evaluate a scenario without the second access to Bay Boulevard. The TIA does not establish that a second driveway is even needed to serve the development. The site is large enough that conceivably all circulation for the site could occur on-site rather than using the public road system for circulation.

The TIA has failed to describe the conditions that create the sight distance deficiency and whether mitigation is feasible.

Under the proposed conditions, exiting trucks will require that vehicles travelling westbound on Bay Boulevard to slow to avoid a collision, a situation that should be further evaluated.

Queuing Not Evaluated as Required

Section 14.45.050 of the Newport Municipal Code ("NMC") requires that a TIA "demonstrate that adequate transportation facilities exist to serve the proposed development" and that the "TIA establishes that any Level of Service standards adopted by the city have been met, and development will not cause excessive queuing or delays at affected intersections".

The TIA provides no estimates of queuing at any of the study intersections as required. The application provides incomplete evidence to support approval of the development.

As described below, traffic counts conducted during December 2012 and unadjusted for seasonal traffic fluctuations may underestimate the existing and projected queuing.

---

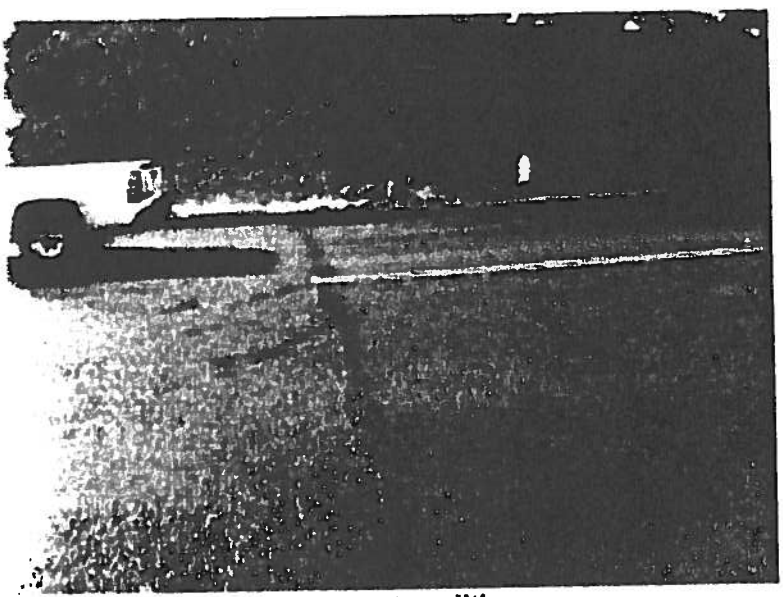
[1] Telephone conversation with Tim Gross, City Engineer, January 25, 2013
[2] City of Newport Transportation System Plan, June 1997

Structual Conditions Analysis Inadequate

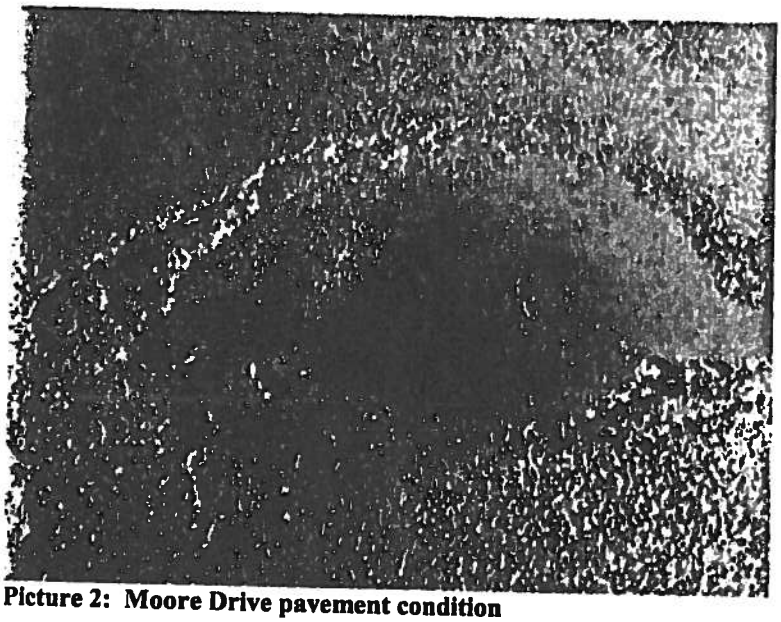
Section 14.45.020.F of the Newport Municipal Code requires that a TIA "address the condition of the impacted roadways and identify structural deficiencies or reduction in the useful life of existing facilities related to the proposed development".

The TIA's structural analysis is minimal and does nothing describe or evaluate existing structural deficiencies, to verify that the trucks generated by the proposed development will not degrade the pavement condition of the subject roadways or reduce the life the facilities. The TIA does not describe a process that resembles a typical pavement evaluation. Typically in a pavement evaluation, there would be a description of the existing pavement conditions. There is no evidence that the applicant performed a comprehensive visual inspection of the roadways. The TIA does describe a single physical examination of Moore Drive. If this is an adequate evaluation, it is lacking for the other facilities examined. There is no discussion of any pavement testing or other evaluation. The analysis relies mostly on a variety of assumptions that may or may not be erroneous.

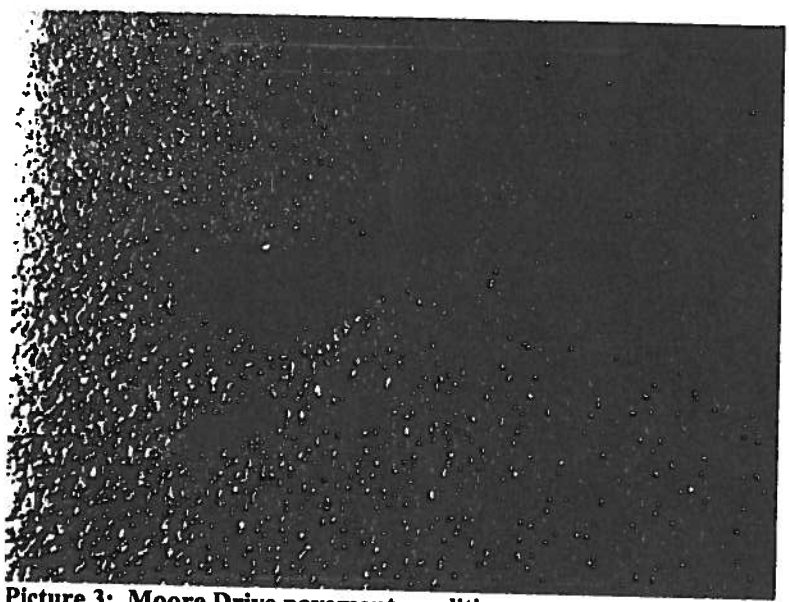
A review of the pavement condition on the subject roadways yielded the following pictures, which illustrate existing and widespread pavement deterioration. Seemingly, a proper analysis would evaluate these conditions and address the criteria of the NMC 14.45.020.F.



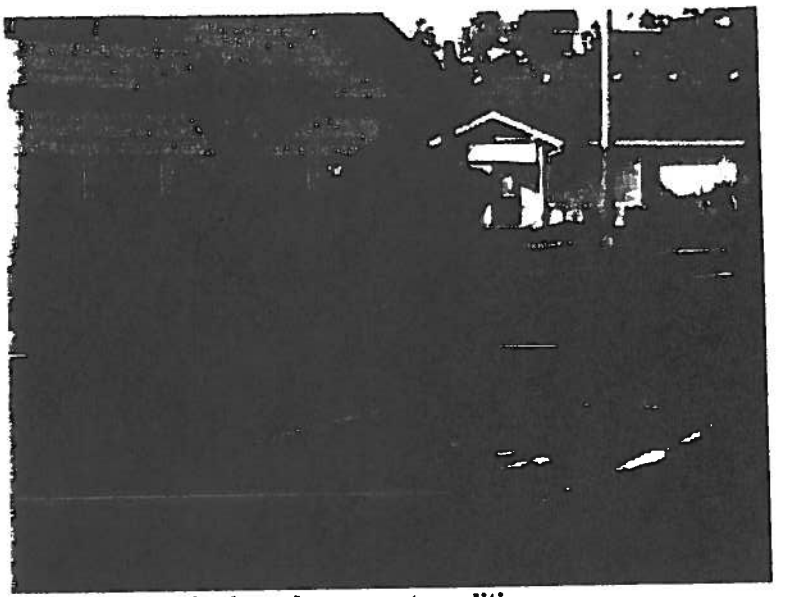
Picture 1: Moore Drive pavement condition



Picture 2: Moore Drive pavement condition



Picture 3: Moore Drive pavement condition



Picture 4: Bay Boulevard pavement condition

Picture 5: Yaquina Bay Boulevard pavement condition

Picture 6: Yaquina Bay Boulevard pavement condition

Highway 20/Moore Drive Operates at ODOT Mobility Standard

The mobility standard for the intersection of Highway 20/Moore Drive is a v/c ratio of 0.80[3]. The TIA reports that the intersection is expected to operate at a v/c ratio of 0.80 under 2013 total traffic conditions (with the development in place) during the weekday AM peak hour[4].

It is important to note that any errors or omissions in the TIA that affect the capacity analysis of this intersection could result in the intersection operating above the mobility standard.

Based upon a review of the Synchro capacity analysis outputs, it does not appear that the appropriate yellow and red times were utilized in the analysis. We have requested the actual traffic signal timing data from ODOT and are awaiting delivery.

Turning movement counts were conducted in December of 2012[5]. Coastal communities are typically characterized with higher traffic volumes in the summer. As referenced in the ODOT Analysis Procedures Manual, "[u]sing a winter count with a high seasonal factor to represent the peak summer period will likely not represent traffic turning movements accurately, as driving patterns change in the winter compared to the summer."

As described in the TIA, at the intersection of Highway 20/Moore Drive, Highway 20 eastbound and westbound through traffic volumes were seasonally adjusted. Turning

[3] Page 7 of TIA
[4] Appendix G of TIA
[5] Appendix C of TIA

movements to and from Moore Drive were not adjusted to estimate traffic operations during the 30th highest hour. Traffic during December was estimated to be roughly 30 percent lower than the peak traffic season. However, the traffic on Moore Drive was not adjusted to account for the likelihood that Moore Drive traffic is higher during the summer or possibly even during peak fishing season.

Section 14.45.050 of the NMC requires that the "TIA demonstrates that adequate transportation facilities exist to serve the proposed development or identifies mitigation measures that resolve the traffic safety problems in a manner that is satisfactory...to ODOT". Additionally, Section 14.45.020 requires that the TIA "meets both City and ODOT requirements" and 14.45.050.A requires compliance with 14.45.020.

Trip Generation Analysis Inadequate

The land use application relies upon faulty trip generation estimation methodology.

Due to the lack of acceptable data in *Trip Generation Manual*, the TIA's trip generation estimates are based on information from the applicant and their experience at similar facilities.

The ITE *Trip Generation Handbook* provides that "If the description of a site is not covered by the land use classifications presented in the *Trip Generation Manual*, the analyst should collect local data and establish a local trip rate" and "To establish a local trip generation rate survey at least three sites (preferably five)" (emphasis added).

Section 14.45.020 of the NMC makes some allowances for unique land uses not covered in the *Trip Generation Manual* and does not specifically require a local study.

However, as previously discussed, Section 14.45.020 of the NMC requires that the TIA comply with ODOT requirements.

ODOT's *Development Review Guidelines*[6] addresses this situation and states that

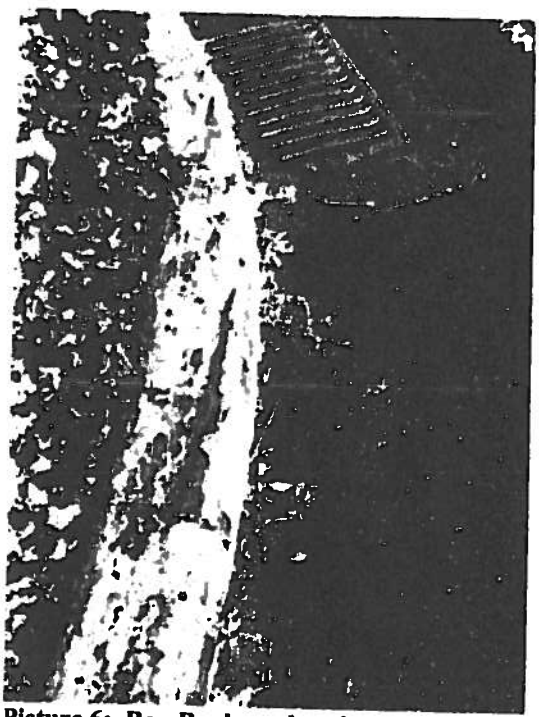
> "Trip generation can be estimated by closely examining the operating characteristics of the proposed development when there is no documented information available, and no similar sites can be found. To do this, information such as the number of employees, visitors, and deliveries must be known, as well as the time of day they are expected to be entering and leaving the site."

Based upon the trip generation description, similar sites are operated by the applicant in Rainier, Eugene, and Crabtree and data could be utilized to develop a trip generation estimate. However, instead the TIA relies upon assumptions that could easily be verified through the completion of a local trip generation study.

[6] http://www.oregon.gov/ODOT/TD/TP/Plans/DevRevChapters.pdf

Intersection of Bay Boulevard/Moore Drive Geometry

Based upon the picture below and upon an inspection of aerial photos, it appears that large trucks may have a difficult time maneuvering from westbound Bay Boulevard to turn right onto Moore Drive without crossing into the adjacent through lane of Bay Boulevard. The TIA should evaluate whether this maneuver can be made adequately by the design vehicle.



Picture 6: Bay Boulevard curb at Moore Drive

Conclusion

The land use application fails to provide substantial evidence, or in some cases any evidence at all, to support the conclusion that the requirements to approve this land use application are met.

Should you have any questions, feel free to contact me at 503-317-4559.

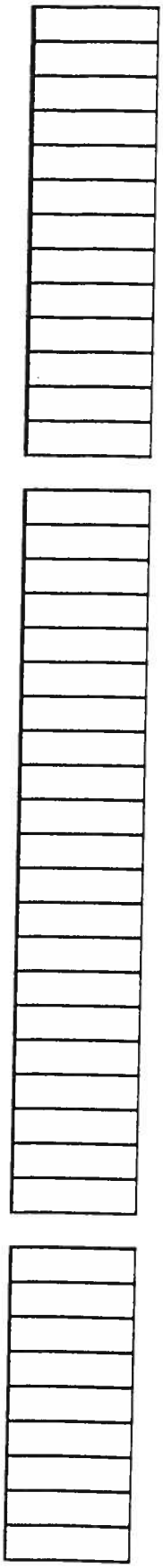
Sincerely,

Rick Nys

Rick Nys, P.E., PTOE
Principal Traffic Engineer

Experience and Expertise

I am a Professional Engineer (PE) registered in the State of Oregon and Washington. I am a certified Professional Traffic Operations Engineer (PTOE). I hold a Bachelor of Science degree in Civil Engineering with emphasis in Transportation Engineering. I have over thirteen years of experience in traffic engineering and transportation planning.



00857 - TRANSVERSE RUMBLE STRIPS
00910 - WOOD SIGN POSTS
00920 - WOOD SIGN SUPPORT
00930 - METAL SIGN SUPPORT
00930 - SQUARE SIGN SUPPORTS
00940 - TYPE "B" SIGNS IN PLACE
00940 - TYPE "G" SIGNS IN PLACE
00940 - TYPE "R" SIGNS IN PLACE
00940 - TYPE "R1-1" SIGN
00940 - TYPE "R2" SIGNS IN PLACE
00940 - TYPE "W1" SIGNS IN PLACE
00940 - TYPE "W11-2" SIGN
00940 - TYPE "W11-2" SIGN
00940 - TYPE "W11-2" SIGN WITH W16-9P RIDER
00940 - TYPE "W11-2" SIGN WITH W16-9P RIDER
00940 - TYPE "Y1" SIGNS IN PLACE
00940 - TYPE "Y4" SIGNS IN PLACE
00950 - REMOVE EXISTING ILLUMINATION
00970 - LIGHTING POLES, FIXED BASE
00970 - LUMINAIRES, LAMPS AND BALLASTS
00970 - POLE FOUNDATIONS
00970 - SWITCHING, CONDUIT AND WIRING
01070 - MAILBOX CONCRETE COLLARS
01070 - MULTIPLE MAILBOX SUPPORTS
01070 - RELOCATE MAILBOXES
01070 - SINGLE MAILBOX SUPPORTS
01200 - CITY OF NEWPORT HAND HOLD 202.38
01200 - INSTALL CHARTER VAULT (13"X24"X12")
01200 - INSTALL HAND-HOLES
01200 - INSTALL JOINT CONDUIT
01200 - INSTALL PUD "SPEC 200.15"
01200 - INSTALL PUD "SPEC 200.16"
01200 - INSTALL PUD "SPEC 201.32"
01200 - INSTALL PUD "SPEC 201.72"
01200 - INSTALL PUD "SPEC 204.34"
01200 - INSTALL PUD STREET LIGHT BASE
01200 - JOINT 2" ELECTRICAL CONDUIT
01200 - PUD STREET LIGHT BASE
01200 - UTILITY TRENCH EXCAVATION, BEDDING AND BACKFILL
AC PAVEMENT - TRENCH PATCH
BASALT STONE AMPHITHEATER STAGE
COMPACTION TESTING
CONCRETE ANCHOR WALL
CONSTRUCTION FENCE, 3 FT
DESCRIPTION
DESCRIPTION
DESCRIPTION

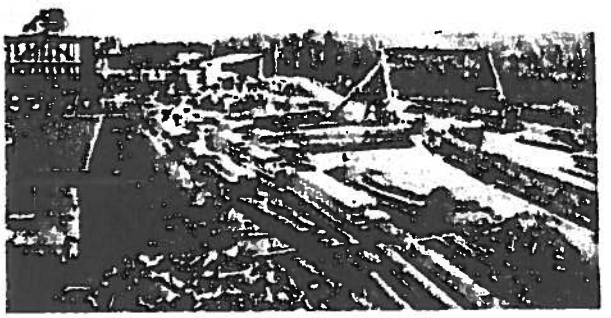
DESCRIPTION
DESCRIPTION
DESCRIPTION
DESCRIPTION
ENGINEERED WOOD FIBER 12" DEPTH
METER RECONNECTION
REBUILD SIGN BAY
SANITARY SEWER POINT REPAIR
TEMPORARY SANITARY SEWER BYPASS PUMPING
WOOD PEDESTRIAN BRIDGE

Exhibit B

ALBANY Democrat-Herald

Log-yard noise upsets Crabtree residents

OCTOBER 10, 2012 6:00 AM • BY ALEX PAUL, ALBANY DEMOCRAT-HERALD



CRABTREE — Although unincorporated, this is the type of community where even the roosters wait until after their first cup of coffee before crowing.

But now, some residents aren't happy that peace and quiet is being infringed upon by a new log sorting yard on property leased by the Albany & Eastern Railroad, even though it is creating about 30 family wage jobs.

"We're a quiet little town," said morning walker Barbara Mills. "It's hard to accept noise so early in the morning."

They also don't like the fact that nearby residents weren't told about plans for the property.

The dust up started last week when the first truck load of logs began arriving at a 2½-acre reloading side in the middle of town. In the 1930s and '40s, the property had been home to a thriving lumber mill. It has sat empty except for mounds of blackberries for many years.

The Albany & Eastern Railroad leases the property from the Pacific & Western Railroad, but the actual sorting operation is being run by the Teevin Bros., based in Rainier. Logs from Weyerhaeuser and Cascade Timber Consulting arrive by truck, are sorted and then reloaded onto Albany & Eastern rail cars where they are transported to Albany. A Portland & Western engine then delivers them to the Columbia River, destined for export.

At issue is whether the property is properly zoned for that type of business. Robert Wheeldon, director of the Linn County Planning and Building Department, says he isn't sure.

"We would like for them to come in, sit down and explain their thought process,"

Exhibit B

Wheeldon said. "If they need a land use review, we have a number of avenues to pursue; sometimes uses are allowed outright. I don't know exactly what they are doing."

Wheeldon said he didn't learn of the site until neighbors began complaining.

Linn County Commissioner Will Tucker, who lives on Hungry Hill Drive near Crabtree, said he has been contacted by phone and in person by residents concerned about the business.

"I've had a dozen people talk to me when I'm getting my mail at the Crabtree Post Office," Tucker said.

Wednesday, Tucker hand delivered a letter from the Planning and Building Department requesting a meeting with Albany & Eastern representatives.

Tucker said while he supports the creation of new jobs, he is concerned about whether the reload site is in the proper location, its hours of operation and whether the use is compatible with other properties around it.

But Jared Cornell, a spokesman for the Albany & Eastern Railroad, says "our belief is that it's an outright permitted use with the limited industrial zoning."

"We've hired a land use attorney," Cornell said. "We've got a lot on the line here. We're going to do everything we can to keep those jobs alive. We believe we are doing the right thing."

Cornell said part of the problem last week was that the continued dry weather forced logging companies to shut down by 1 p.m. In turn, work started well before sun-up and trucks did arrive early a couple days.

"Normally, the yard won't open until 6:30 a.m. and observe a quiet time until 7 a.m.," Cornell said. "We want to work with people as much as we can, but it's a railroad and it's industrial property. There's only so much we can do."

Cornell said the yard will receive about 30 truck loads of logs per day and ship about 10 railcar loads to Albany. He says the plan is for long-term operation.

Exhibit C

Log Truck Crash

Posted on 29th September 2011 at 08:31

Kelly Edica, 37, of Longview is an extremely lucky woman, after her loaded log truck lost its brakes while coming down Gore Road near Kalama, careening off the road and hitting several parked vehicles, a shop and a trailer. People living in the 600 block of Cloverdale Road called 911 just before 7 yesterday morning, when the fully loaded Teevin Brothers log truck failed To stop at the intersection with Gore Road, then crashed on property owned by Craig and Susan Showalter. Edica's truck hit a trailer, an unoccupied car, a motor home and a shop before finally coming to rest. The load of logs was also dumped, and Edica was trapped inside the cab of the truck. Crews from Cowlitz Fire District 5 in Kalama responded, and were able to extricate Edica from the wreckage. Despite the carnage, edica suffered only minor injuries, and was treated and released from Saint John Medical Center. The crash also totalled several recreational vehicles being stored in the trailer were destroyed, and it's speculated that the Showalter's manufactured home may also have been damaged, as it was connected to the shop. The Department of Ecology was called in to help deal with diesel spilled from the truck. The State Patrol is following up on an inspection Of the truck's brakes.

Share this:

<mailto:?subject=Log%20Truck%20Crash&body=http%3A%2F%2Fklog.com%2F2011%2F09%2F29%2Flog-truck-crash-2%2F>
<http://www.stumbleupon.com/submit?url=http://klog.com/2011/09/29/log-truck-crash-2/&title=Log+Truck+Crash>
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<http://twitter.com/intent/tweet?text=I+like+http://klog.com/2011/09/29/log-truck-crash-2/&title=Log+Truck+Crash>

TASK FORCE

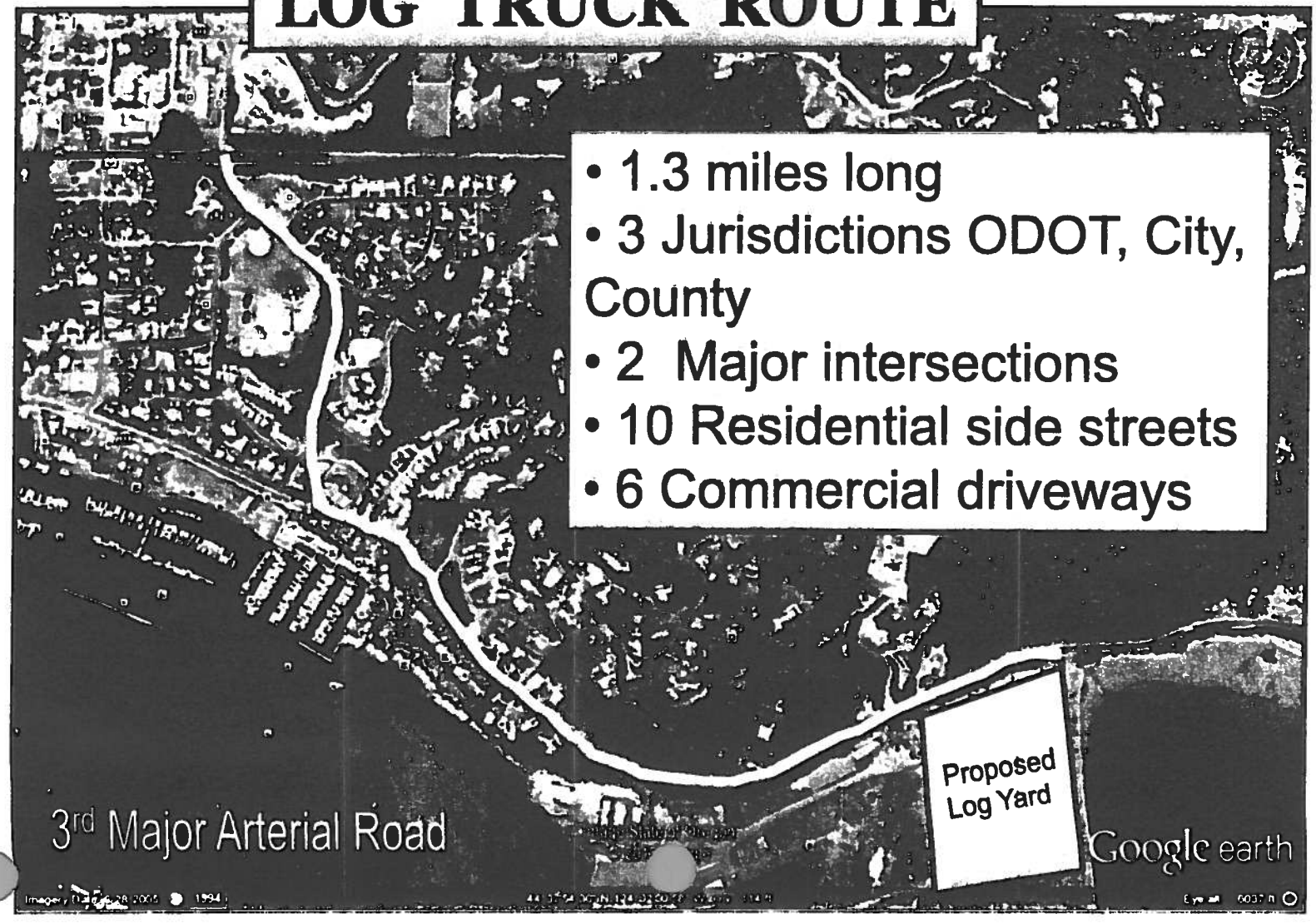
Established June 18th at Joint City & Port work session to address local stakeholder concerns over increased log truck traffic near their homes and businesses

TASK FORCE PURPOSE

PHASE I (60 days) - address safety issues of increased truck traffic use at Hwy 20 & Moore Dr. intersection; Moore Dr.; the intersection of Moore Dr. & Bay Blvd; and Bay Blvd to Port's International Terminal

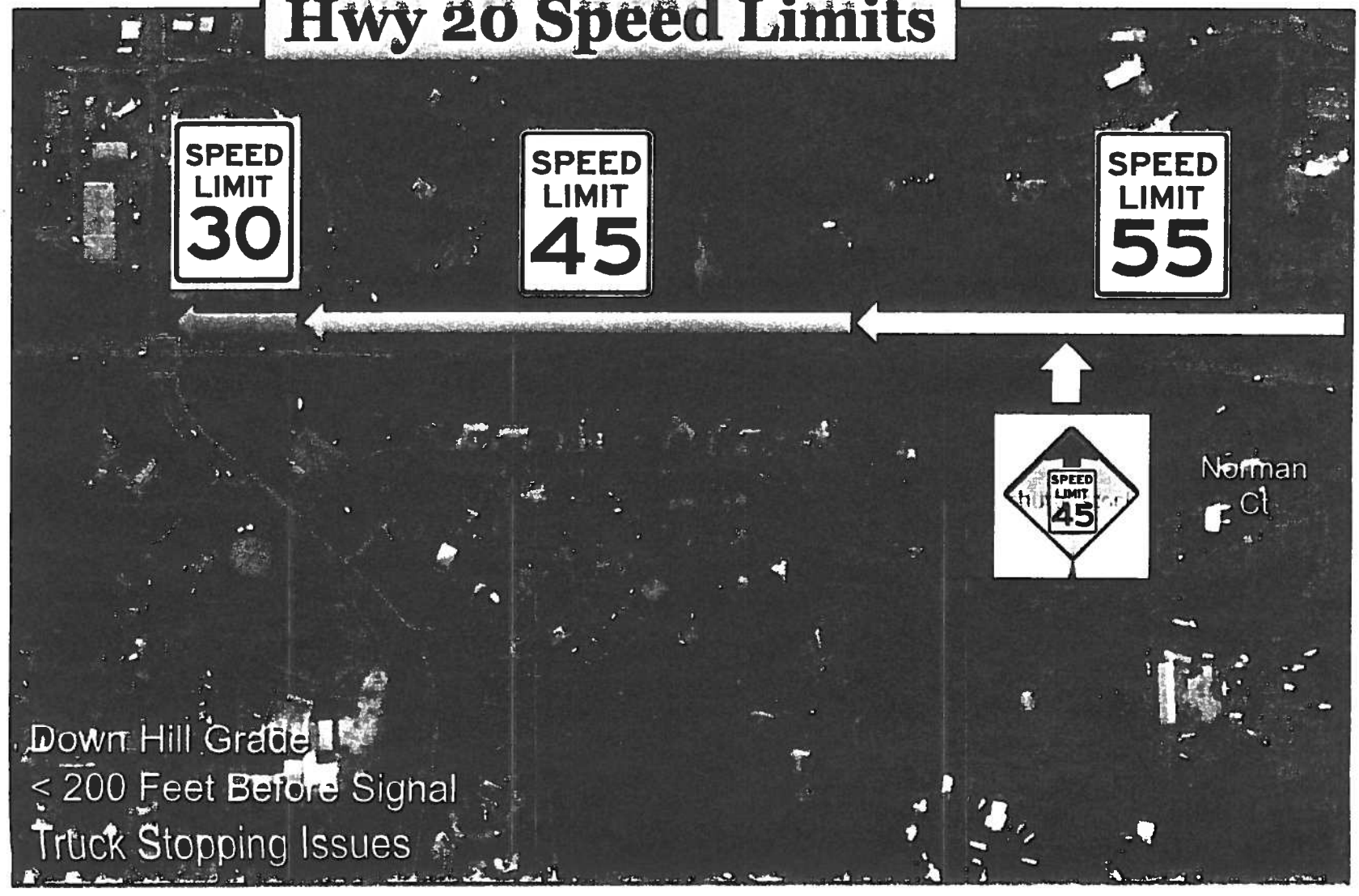
PHASE II (90-120 days) - Consider an alternate truck route from Highway 20 to the Port's International Terminal industrial property

LOG TRUCK ROUTE



- 1.3 miles long
- 3 Jurisdictions ODOT, City, County
- 2 Major intersections
- 10 Residential side streets
- 6 Commercial driveways

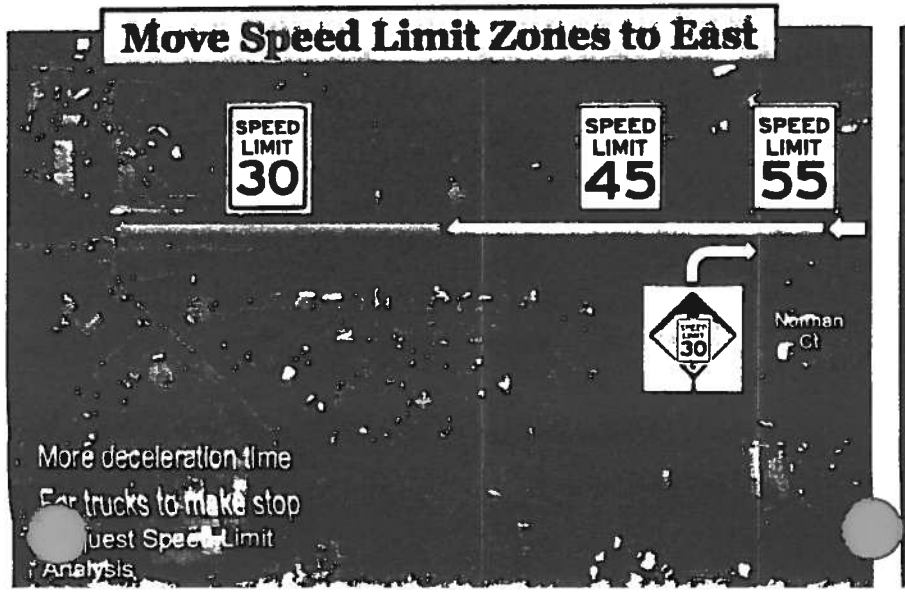
Hwy 20 Speed Limits

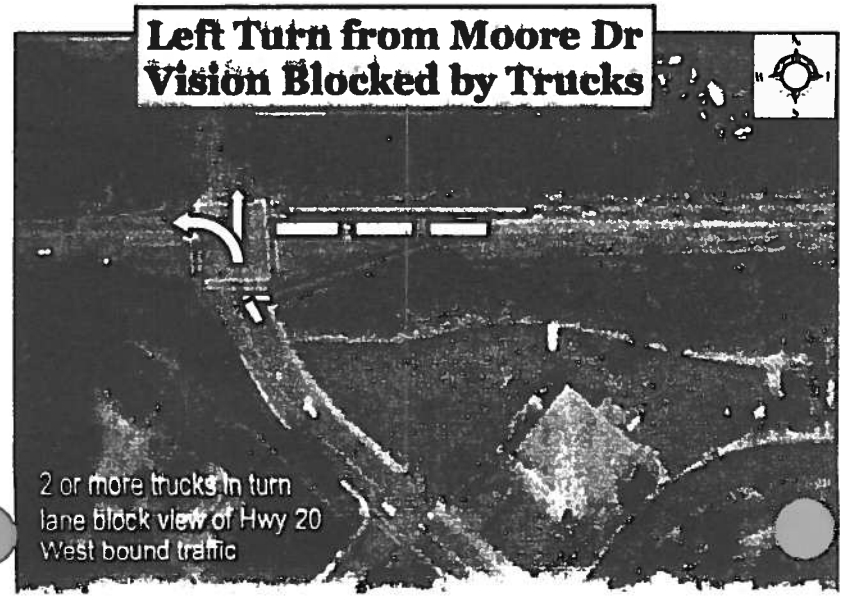


PHASE 1 RECOMMENDATIONS

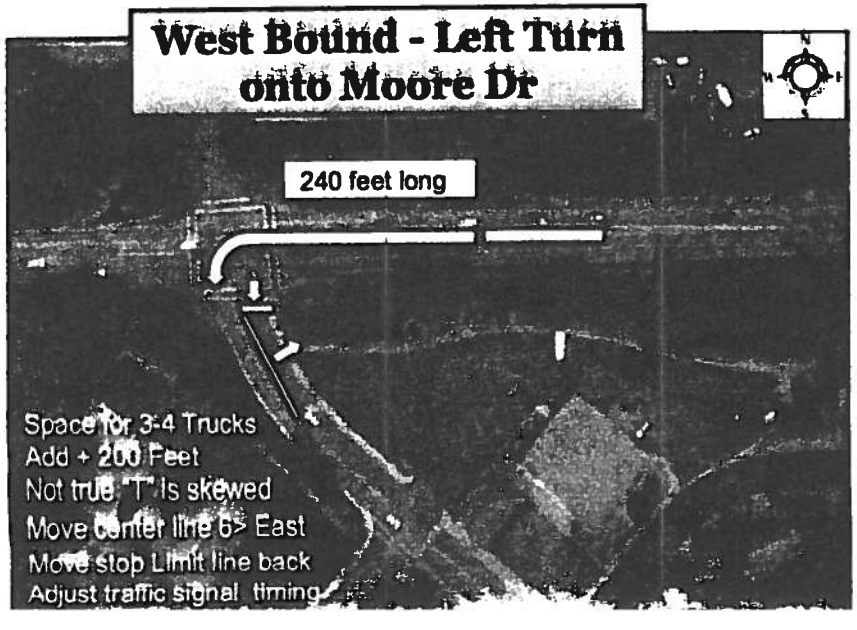
ODOT Recommendations for Hwy 20 intersection with SE Moore Drive

- Extend the current 30 mph zone on Hwy 20, which begins approximately 180 feet east of the Moore Drive intersection, to a point approximately 700 feet eastward or further; and continue the existing 45 mph and 55 mph zone spacing beyond that point. This would provide additional space and time for truck traffic to decelerate to the 30 mph limit to ensure adequate stopping distance when the traffic light changes to red.





- Lengthen the left turn lane on Hwy 20 (west bound traffic) onto Moore Drive from the current 240 feet with an additional 200 feet. This will allow multiple trucks to wait in the turn lane and not obstruct pass through traffic on Hwy 20.
- Improve left turn radius from Hwy 20 to Moore Drive. The intersection is not a true "T" shape but is a skewed angle that makes it difficult for long trucks to safely stay in their lane.
- Improve the left turn radius from Moore Drive to Hwy 20. Many vehicles short cut the turn and encroach into the adjacent left turn lane for Harney Rd. This could be accomplished by moving the stop limit line back to the west (a city recommendation).



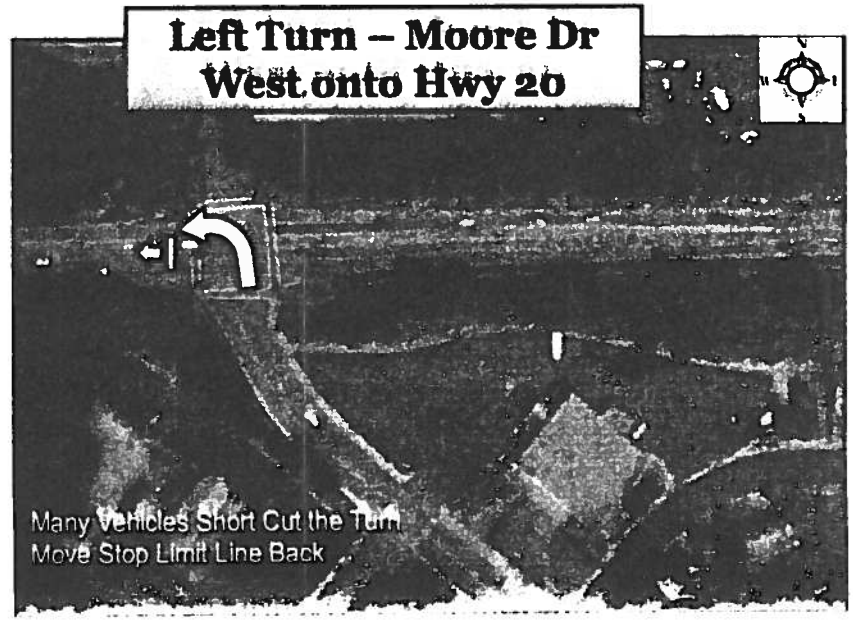
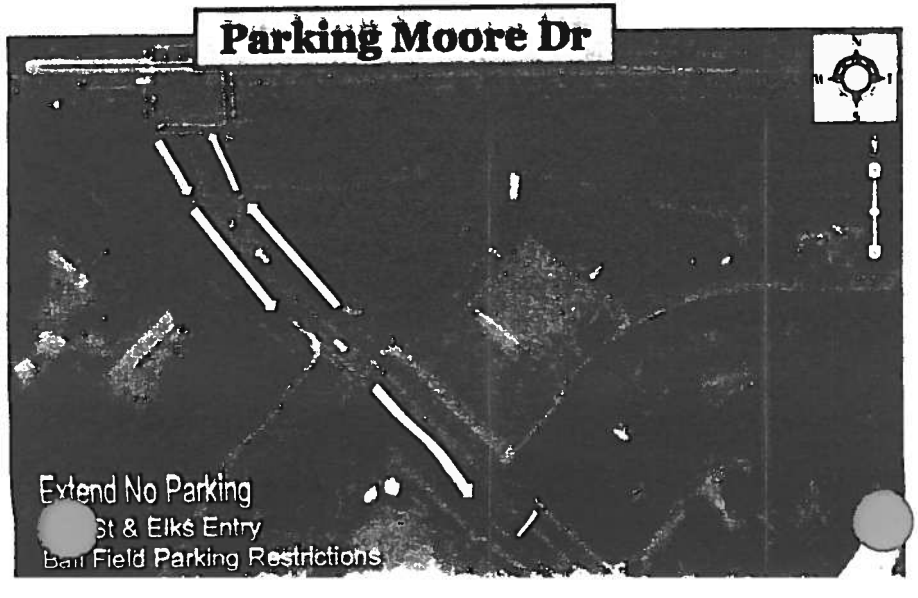
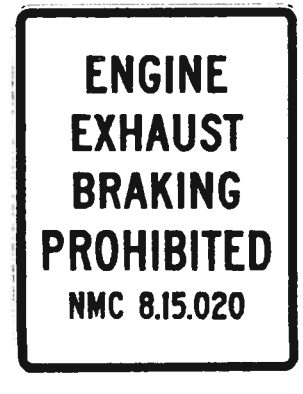


Exhibit D

- **CITY Recommendations for Moore Dr, Bay Blvd Intersection and Bay Blvd to Vista Dr**
- Extend the no parking designation on both sides of Moore Drive all the way to Bay Blvd. This would limit congestion and conflict with log trucks entering and leaving Moore Drive from the Hwy 20 intersection.
- Move the left turn stop line on Moore Road back and move the center line 8 feet to the east (toward the Elks).
- This will be a critical element to provide left turn lanes onto 1st St., View St. (this is currently a blind spot for left turns to View) and Oregon Coast Bank.
- Review the need of signing at the top of Moore Dr. informing pedestrians that sidewalk access to Bay Blvd is only available by use of the east sidewalk of Moore Dr...
- Install additional signage restricting the use of "Jake Brake" type systems on the downhill sections of Moore Dr and Bay Blvd.

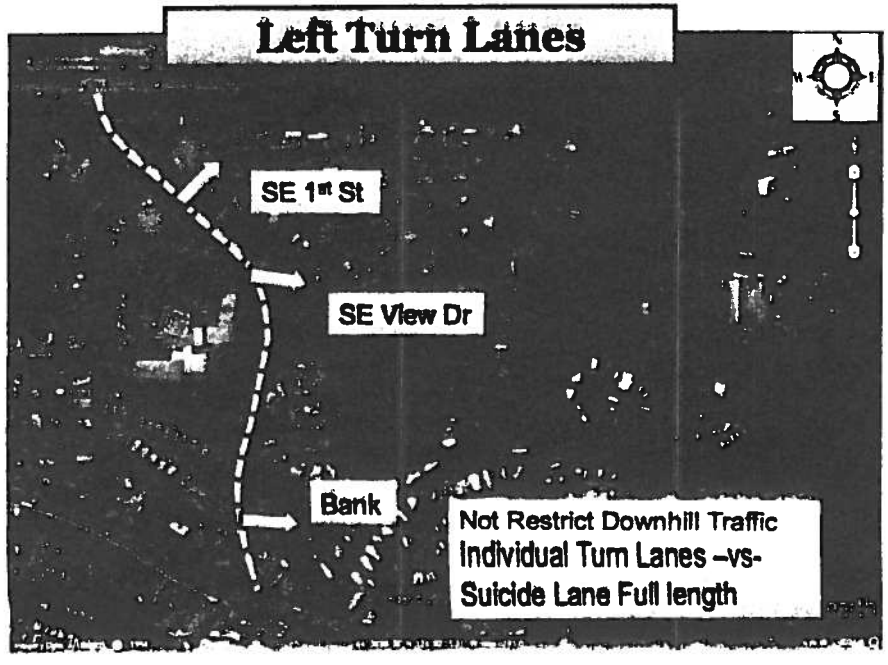


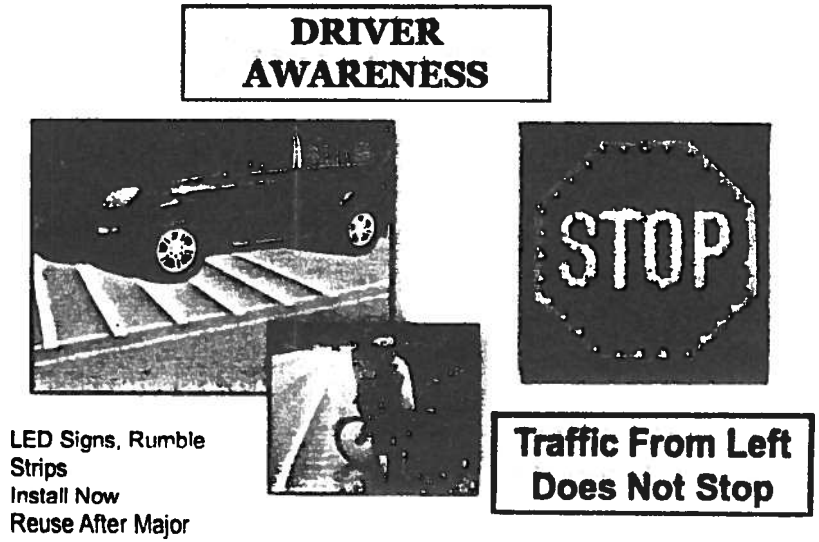
Jake Brakes



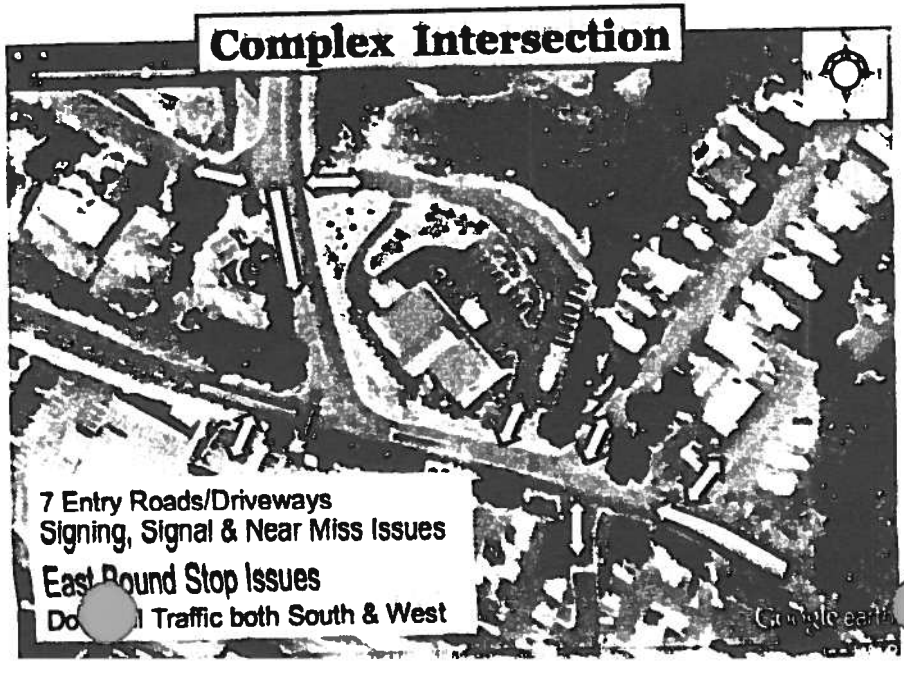
Noise
Install Moore/Bay Blvd

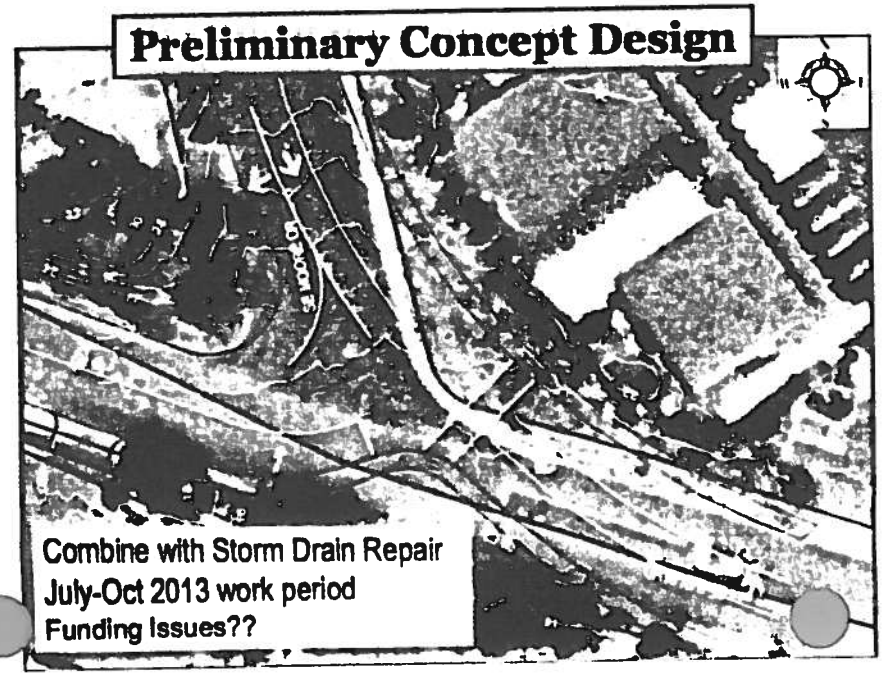
- Establish dedicated left turn lanes on Moore Drive for SE 1st Street, SE View Drive and the upper driveway of Oregon Coast Bank. Another option is to have a continuous turn lane (or suicide lane) for the full length of Moore Drive. This would reduce the need of log trucks having to stop behind traffic making left turns.
- Additionally, install LED traffic control signs at the key areas of the intersection and roadway rumble strips at all sides of the intersection. These recommendation are designed to improve drive awareness of the Moore Drive Bay Blvd intersection





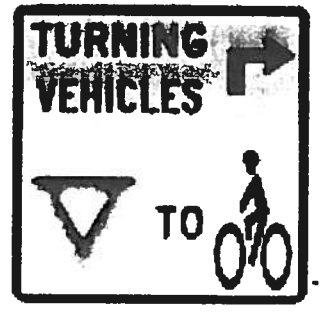
- The Moore Drive/Bay Blvd intersection is currently complex having seven roads and driveways to residential areas and commercial establishments. The Task Force recommends that the City implement key elements of past proposed designs into an updated engineered design. The design would take advantage of an area adjacent to the Oregon Coast Bank to adjust the right turn pass though lane up Moore Drive; provide for a "T" intersection stop of Bay Blvd traffic heading east; establish a dedicated right turn lane from Moore Drive onto Bay Blvd including a raised island; and formalizing a pedestrian crosswalk.

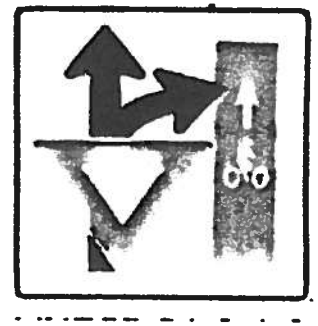




COUNTY Recommendations from Bay Blvd at Vista Drive to Log Yard

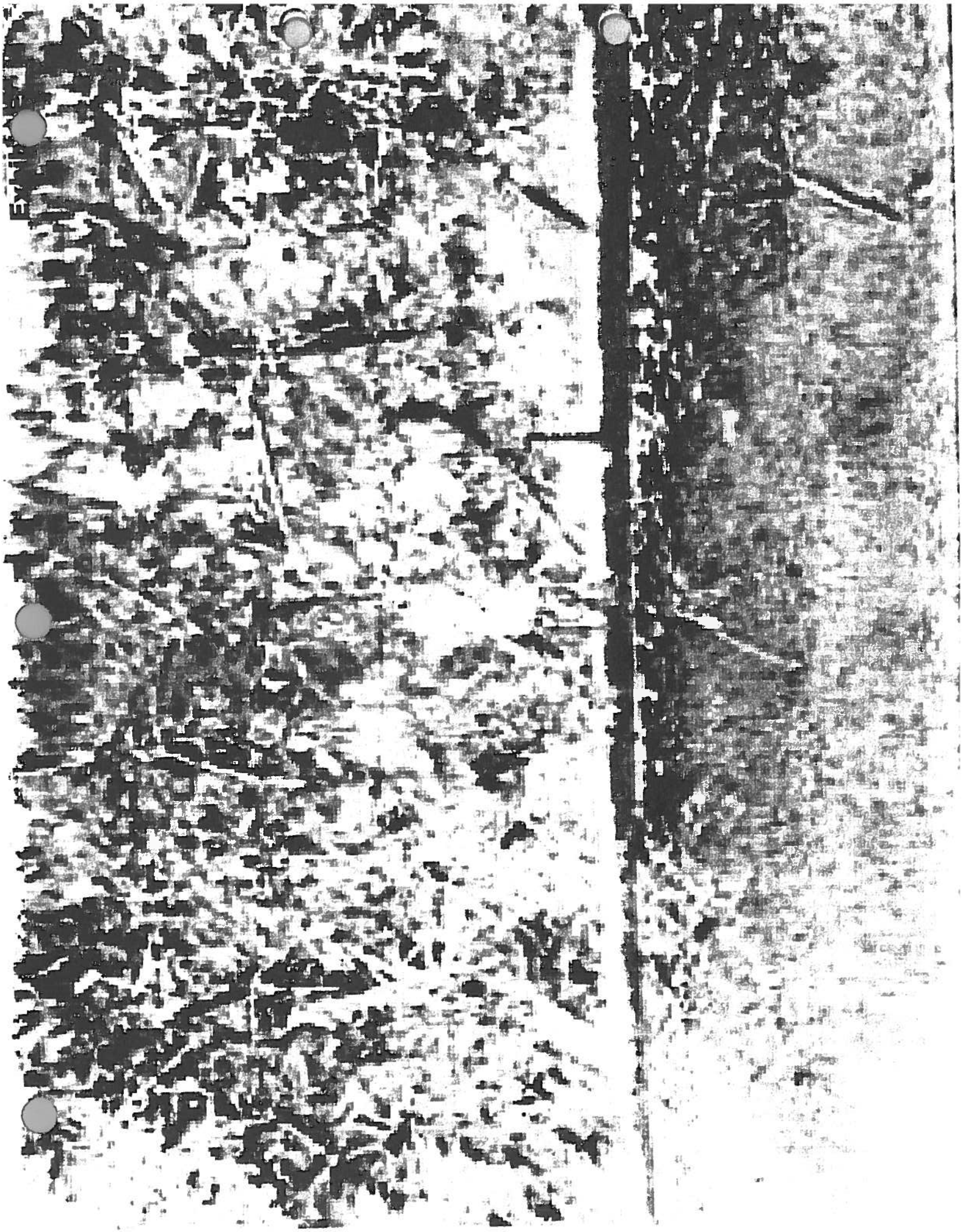
- The Task Force has decided to include County recommendations as an element of PHASE 2 that will address: widening of Bay Blvd east of Vista Dr to east Terminal entrance; additional sidewalks/bike lanes; permanent signage; speed limit reductions; consider frequency of truck traffic; and long term maintenance requirements and costs on current infrastructure. However, the Task Force did make a recommendation to improve bicycle safety by installing warning signs and/or road makings at the entrances to the Teevin Log Yard. Many bicycle/truck incidents occur when long trucks are making a right turn across a bicycle route/lane and loose visual contact with a bicyclist.

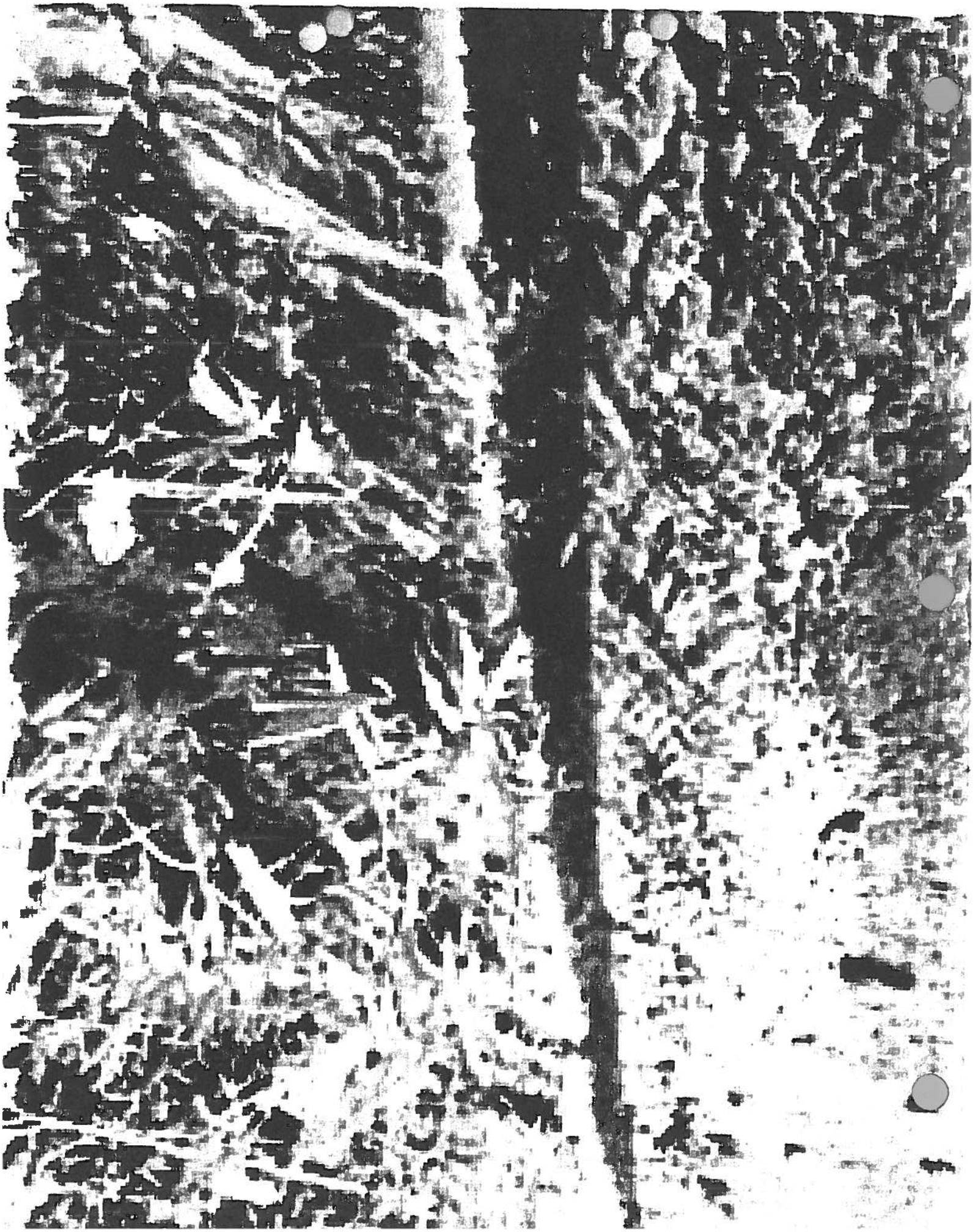


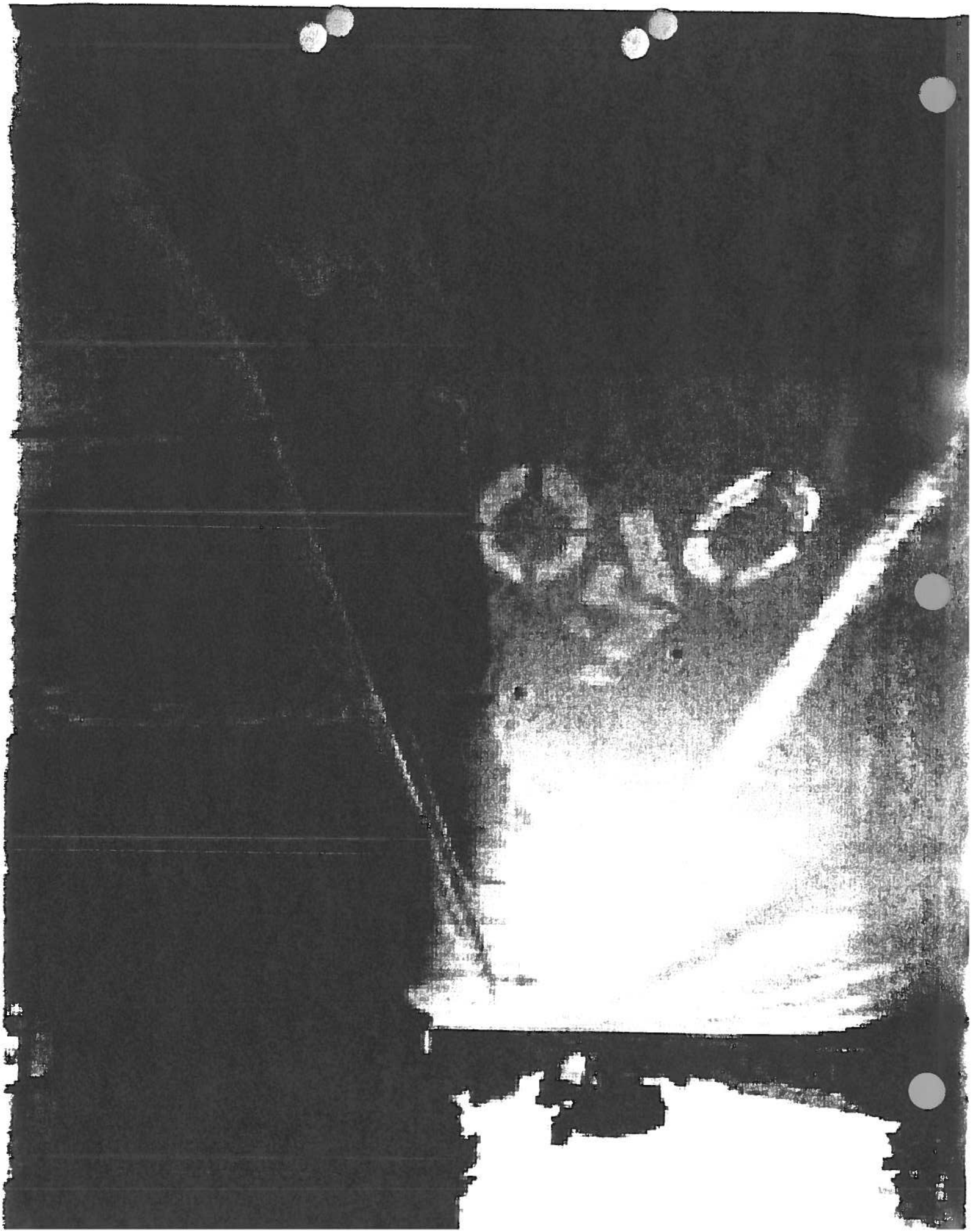


Color yield lines and "Yield to Bikes" signage should be used to identify the conflict area and make it clear that the cycle track has priority over entering and exiting traffic.

TASK FORCE RECOMMENDATIONS







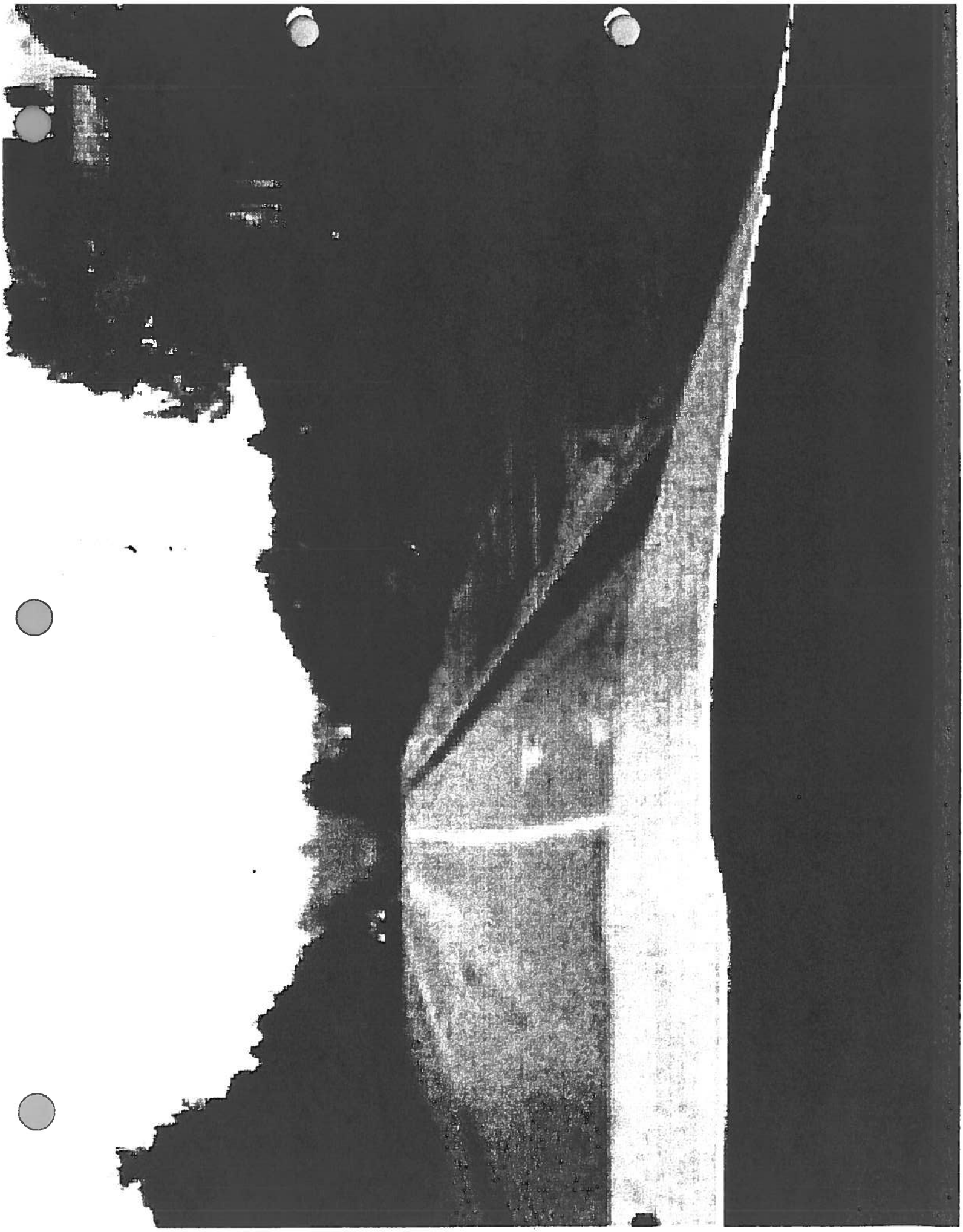


Exhibit F

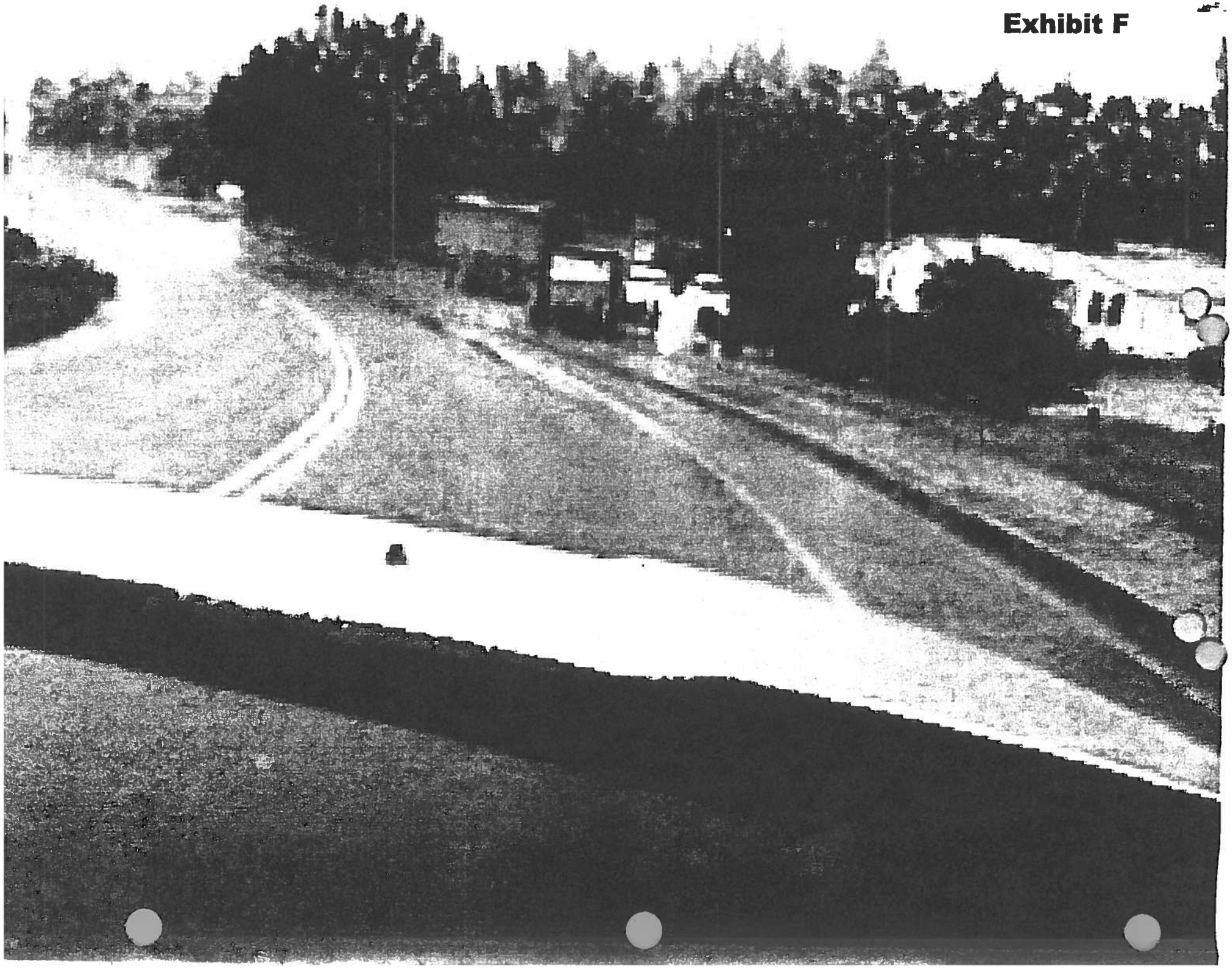
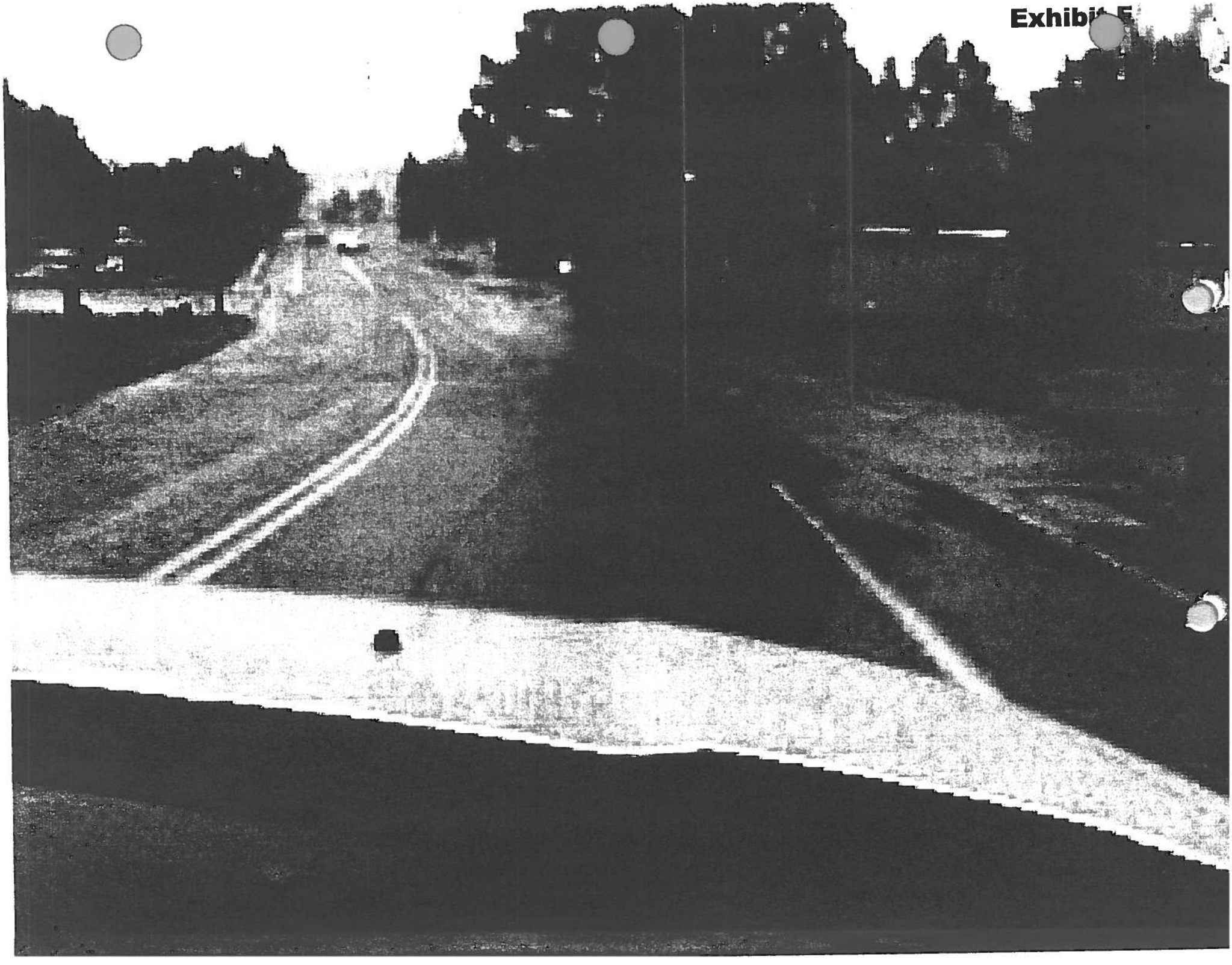


Exhibit E



RECEIVED
CITY OF NEWPORT

The Landing At Newport
Condominium Association
890 S.E. Bay Blvd. Newport OR 97365 (541) 574-6777 Fax (541) 574-6236

February 1, 2013

Dear Mr. Tokos,

I am writing you as the General Manager and agent for The Landing at Newport Owners Association and Rental Pool. Our business is located at the corners of Moore Road and SE Bayfront Boulevard.

Any traffic study performed for consideration by council is required to contain a professional engineers stamp by a traffic engineer licensed in Oregon with current certifications. The study must contain current traffic counts for validation of the "ADT" (average daily traffic) based on annual and on seasonal counts within standards required for survey and analysis for city, state and federal funding purposes. Pedestrian and bicycle counts must also be considered and a 20 year projection of future traffic must be considered within the body of the report as well as impacts by additional trucking by this change in level of service to the corridor for the same 20 year period.

All information and assumptions within the report as well as recommendations must follow AASHTO and FHWA guidelines for current traffic analysis at the time of the study (2012 AAAHTO guidelines) as this road includes and utilizes state and federal facilities.

The report must be made available for review and comment by the public for a minimum of 2 weeks and must be corrected by omissions and other assumptions made by the stamping engineer prior to adoption by the council. This study will be reviewed by citizens and Civil Transportation Engineers within the community and we remind the commission that this sensitive study will be challenged for accuracy and completeness prior to its adoption by the city and commission.

Respectfully,

Dee Shannon
General Manager
THE LANDING AT NEWPORT

Hugh & Kim VanderHeul
2660 SE 3rd Street, Corvallis OR 97333
Phone: 360-912-0086 E-mail: boefster@msn.com

RECEIVED
01 2013
CITY OF NEWPORT

January 27, 2013

Dear Mayor and City Council Members:

I am writing you as owner of unit 316 at The Landing at Newport, located at the intersection of John Moore Rd and SE Bay Front Blvd. Originally this unit was purchased as our primary residence.

My concerns are the negative impacts, including safety, livability and economy for The Landing and the surrounding neighborhood resulting from the proposed logging truck routing currently under consideration for the Port of Newport logging export operations. I have witnessed many traffic/vehicular hazards at the corners of John Moore Rd and SE Bay Blvd, while a full time resident at The Landing. I'm certain by now you are made aware of traffic, environmental, economic and health issues by various sides of the issue.

As segments of towns change and business/industry experiences decade's long ebbs and flows, enabling adjacent land use development, the older streets and routes seem no longer compatible with their intended use. Such is the case of the John Moore Rd link between Highway 20 and SE Bay Blvd.

Using the stated averages of ~60 full and ~60 empty truck loads daily per ship/month, with references to higher volumes, like 2 ships/month, that's ~120 loads + ~120 empties traversing up empty but worse, ~120 trucks of 96,000 GVW down the very steep John Moore Rd. In addition, at the intersection of Highway 20 & John Moore Rd, a school (children) and Elks club (seniors). Children and seniors do not make attentive traffic participants, let alone heavy traffic consisting of 96,000 GVW loaded tractor trailer rigs making daily round trip ~60 to ~120 times per day.

I am aware of the Traffic Impact study provided by Teevin Brothers Logging. I appeal to you not to accept the results of this study. I feel this study contains many miscalculations and unfair assumptions regarding traffic flow on Highway 20 at John Moore Rd. and SE Bay Blvd. at John Moore Rd. This study was done during a time of year which has the least seasonal residents residing at their homes and tourists visiting the area. It does not adequately address the peak season in Newport.

Essentially the traffic study says it is feasible, the Port and City of Newport see the project as a source of revenues and employment, while Teevin Brothers Logging downplays scope, impacts and risks. It is risk that I'd believe the Port, City and Teevin Brothers Logging need to share in.

Hugh & Kim VanderHeul
2660 SE 3rd Street, Corvallis OR 97333
Phone: 360-912-0086 E-mail: boefster@msn.com

There are no upsides for property owners adjacent to the proposed route, especially the owners, occupants and guests directly in the path of ~60 to ~120 fully loaded 96,000 lbs. trucks traveling downhill every day, down John Moore Rd. intersecting SE Bay Blvd are exposed to additional risks few of the surrounding properties are subjected to.

Although I am in full favor of economic growth in Newport, I feel it should be done in a manner which takes into consideration all of the members of the community, including full time and part time residents and visitors in potentially impacted areas, with risk factors highlighted in the previous paragraph.

To add incentive to the decision on the John Moore Rd, the decision makers for the Port and City of Newport and the petitioner, Teevin Brothers Logging, all need to share in the risk the Landing property owners, occupants and guests are exposed to by allowing ~60 to ~120 fully loaded 96,000 lbs. trucks to descend down John Moor Rd. This is your combined decision; as such, you do share not only in the glory of its economic benefits, but in its risks and inevitable damages.

What damages?

Loss of property value.
Loss of economic value due to noise, pollution and traffic impediments.
Direct property damage.

Has any of you seen what happens when a 96,000 lbs. behemoth has brake failure or swerves to avoid running over/into something or somebody? Do you really think that a couple of thousand dollars of signage etc. is going to do any good or the current study protects you from liability? As long as this route and intersection cannot be classified as "intrinsically safe", you are making the wrong decision and as such are exposed to legal damage recoveries.

I feel the City of Newport Mayor, Commissioners and Manager needs to consider the concerns of all of their constituents. As I speak with our neighbors, I find there are many more unanswered questions than answered. I would respectfully ask for a public forum before the Port proceeds with acceptance of any proposal from Teevin Brothers in order to hear facts and not suppositions.

Respectfully,

Hugh & Kim VanderHeul

Comments regarding the TIA forTeevin Brothers log yard

RECEIVED
FEB 01 2013
CITY OF NEWPORT

January 31, 2013

Christy Peterson
PO Box 1985
Newport, OR 97365

Derrick Tokos
Community Development Director
City Hall
169 SW Coast HWY
Newport, OR 97365

Dear Mr. Tokos,

The Kittelson Associates TIA regarding Teevin Brothers plans to use our local streets for log trucks covers a few of important issues but appears to be flawed as is does not take into account realistic pertinent data.

To do a fair and real Traffic Impact Analysis for SE Moore Street and Yaquina Bay Road, the City Council should do the following:

1. Schedule this TIA to occur on a beautiful warm sunny weekday in February or March.

2. Employ 1 or 2 fully loaded log trucks to come down SE Moore Street and out to the International Port every 5 minutes from 7AM to 6PM.

3. Employ 1-2 empty log trucks to drive from the International Port and head west on Yaquina Bay Road and then drive up SE Moore Street every 5 minutes from 7AM to 6PM.

4. City Council Members sit in chairs along SE Moore Street and Yaquina Bay Road during these times as a typical resident might or (along the same route) engage in activities such as gardening, bicycling, walking one's dog, playing ball with a child at the school, washing the house windows, sweeping sidewalks. They will have the opportunity to experience the effects firsthand of the logs trucks added on to the normal

traffic that travels these routes (imagine this experience X 5 to appreciate that this will go on for 5 days each week.)

5. On this same day, set up a sound machine at the International Port that mimics volume of the debarking machine Teevin will set up down there. Have various equipment along the route measuring the following in various locations:

sound in decibels
vibrations in the ground and in houses
carbon monoxide levels
carbon dioxide levels
engine particulate matter
bark dust, debris
insects

6. After 6PM, have the City Council walk along the route and notice the spring surfacing on SE Moore Street, the site of the landslide on SE Moore below the school, the asphalt being pushed down at the base of SE Moore Street, Running Springs Road (it gets its name from the spring that underlies the area). Ask Council members if they are stressed from the noise, fumes, vibrations, etc. they experienced all day.

In summary, the Kittelson report is incomplete and filled with unwarranted assumptions. It is totally inadequate for what I have talked about above.

Sincerely,

Christy Peterson

Christy Peterson

Valerie Patterson
890 SE Bay Blvd. #313
Newport OR 97365
January 29, 2013

City of Newport
Derrick Tokos
169 SW Coast Highway
Newport OR 97365

Dear Mr. Tokos:

I am a full-time owner/resident at The Landing at Newport and I will be fully impacted by the Teevin Brothers operation at the Port.

I read the TIA posted on the City website and feel this is very misleading. First, the fact it was done in December is ludicrous. December is a very poor choice of months to use. During our summer tourist season, that intersection is a continual danger to drivers, walkers, bicyclists, and especially to the tourist who is unfamiliar with the T-intersection. One of the items not addressed is the turning of trucks (usually refrigerated trucks picking up fish) from Moore Road, going right onto Bay Blvd. (west). They usually have to stop on Moore Rd and make their turn into BOTH lanes of Bay Blvd. in front of Englund Marine. This requires everyone behind that truck to stop Moore Rd., whether that traffic is making that fast left turn to go east or not. The traffic going east on Bay Blvd. at that point must either pull over to the side or get hit. This stops everything. Also, anyone turning right from Moore Road onto Bay Blvd. to enter either the driveway at The Landing or Englund Marine, must often stop to allow traffic to pass prior to making the left turn. The traffic behind them, coming down Moore Road, turning right, can't see them until the corner is rounded. They have to stop quickly which means these fully loaded log trucks behind that traffic must do the same.

Overall, this whole idea is a terrible one for those of us who depend on that intersection on a daily basis. It is difficult now to cross Bay Blvd. on the marked crosswalk due to the speed of traffic turning left from Moore Road, I can't imagine how many accidents will happen when these trucks are running at 50 per day.

The City and Port of Newport have made a terrible, life-changing decision for those living in that area.

Sincerely,

Valerie Patterson

CC: S. Roumagoux
D. Allen
R. Beemer
L. Swanson
R. Busby
M. Saelens
J. Voetberg

Kevin Redding
890 SE Bay Blvd
Newport, OR
97365

RECEIVED
JAN 29 2013
CITY OF NEWPORT

January 25, 2013

Office of the Mayor and City Council
Newport City Hall
169 SW Coast Highway
Newport, OR 97365

Dear Mayor and City Council Members:

I urge the prohibition of logging trucks from using the proposed John Moore Road and SE Bay Boulevard route. Such activity will have a deleterious effect on a currently peaceful neighborhood.

A hazardous stream of trucks will greatly affect those who are full-time residents and will suffer through this day in and day out. Beyond that it will have a catastrophic effect on rentals such as The Embarcadero and The Landing.

Tourists coming to the coast for relaxation will find themselves annoyed by logging trucks jolting them out of bed and threatening their lives as they deal with them in traffic. In this day of social media and travel websites it only takes a couple of bad reviews to destroy a business.

In summer most use nature's own air conditioning by opening their windows. It will be a difficult choice to sit sweltering inside with the windows sealed or having one's ears assaulted by a continuous parade of logging trucks.

The City of Albany faced a similar issue and stood up for their citizens. Can Newport fail to do the same?

Linn County Planning Director Robert Wheeldon regarding the Teevin Brothers' operation in Albany stated:

> "Neighbors were upset by what they believed was excessive noise, the early morning hours when operations began and potential hazards for nearby schoolchildren caused by the increased truck traffic. ... It's my conclusion that this is a heavy industrial use and should not take place in the middle of a rural residential community."

If it is considered noxious in a rural residential community, then what can it possibly be in this neighborhood that includes a school? Do people from Newport vacation in Albany? No, it's vice versa. Why would you destroy the lure of the jewel of the central coast for the sake of enriching the few -- none of whom live in this neighborhood?

State Representative David Gomberg commenting on the US 20 project stated:

> "Because vehicles over 53 feet cannot navigate turns on Highway 20, an average of 50 log trucks a day will be forced to detour through Lincoln City, Depot Bay and downtown Newport. The result is continuing problems with congestion, effecting tourism, safety and livability along Highway 101."

Do safety and livability apply to the people of this Newport neighborhood? Apparently not, if this is allowed to happen.

Sad to say, and without a doubt, one day one of these logging trucks will cause injury and, god forbid, a fatality. I take no pleasure in predicting it will be at the intersection of John Moore and Bay Boulevard.

I beg you to preserve this neighborhood and not allow this outrage.

Respectfully,

Kevin Redding

RECEIVED
JAN 29 2013
CITY OF NEWPORT

January 23 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens and City Manager Voetberg

Copy: Derrick Tokos, Planning Director

Newport City Hall
169 SW Coast Highway
Newport, Oregon

Dear Mayor, City Council Members and City Manager:

We live in the neighborhood affected by a potential truck route that would utilize John Moore Road and Bay Boulevard and are aware of the Traffic Analysis commissioned by Teevin Brothers. This study contains numerous errors and unwarranted assumptions and should be rejected by you as our representatives. We were never asked whether it was acceptable to have a logging and debarking operation in our backyards.

As our neighbors and stewards, it is disheartening that you would consider taking such a step without allowing our input on this important issue. Without a doubt, logging activity will have a grave impact to our lives. A log truck route through our neighborhood will jeopardize our safety as well as our children's, damage tourism and result in a drastic devaluation of our property.

A heavy industrial operation in our high density residential neighborhoods will have enormous repercussions on current residents and guarantee the inability to attract new residents. The noise, pollution of the Bay, hazardous air quality and complete disregard for us as citizens will result in the potential exodus of homeowners. We urge you to consider the overall negative impact that this activity will have on both the residents directly affected as well as Newport as a whole.

Sincerely,

Joe McClarman
The Landing
#305

RECEIVED
JAN 23 2013
CITY OF NEWPORT

Dear City Manager

Jan 23, 2013

I own property at The Landing at Newport and request an appeal of the traffic report completed in December 2012 regarding traffic on John Moore Road and Bay Blvd. I believe a more accurate traffic study should be completed in the high traffic time of June, July or August.

Sincerely,

Kathy Rose

Kathy Rose

890 SE Bay Blvd. #219 Newport

RECEIVED
JAN 29 2013
CITY OF NEWPORT

January 22, 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens and City Manager Voetberg

Copy: Derrick Tokos, Planning Director

Newport City Hall
169 SW Coast Highway
Newport, Oregon

Dear Mayor, City Council Members and City Manager:

We live in the neighborhood affected by a potential truck route that would utilize John Moore Road and Bay Boulevard and are aware of the Traffic Analysis commissioned by Teevin Brothers. This study contains numerous errors and unwarranted assumptions and should be rejected by you as our representatives. We were never asked whether it was acceptable to have a logging and debarking operation in our backyards.

As our neighbors and stewards, it is disheartening that you would consider taking such a step without allowing our input on this important issue. Without a doubt, logging activity will have a grave impact to our lives. A log truck route through our neighborhood will jeopardize our safety as well as our children's, damage tourism and result in a drastic devaluation of our property.

A heavy industrial operation in our high density residential neighborhoods will have enormous repercussions on current residents and guarantee the inability to attract new residents. The noise, pollution of the Bay, hazardous air quality and complete disregard for us as citizens will result in the potential exodus of homeowners. We urge you to consider the overall negative impact that this activity will have on both the residents directly affected as well as Newport as a whole.

Sincerely,

Kay Byrd
The Landing at Newport
Unit #325

RECEIVED
JAN 29 2013
CITY OF NEWPORT

Mayor Roumagoux; President Sawyer; Councillors Allen, Beemer, Swanson, Busby, Saelens; City manager Voetberg
Newport City Hall
169 SW Coast Hwy
Newport. OR
Ms. And Sirs:

We live in the neighborhood affected by a potential truck route down John Moore Rd. and Bay Blvd. We are dismayed that you, our neighbors, would take such a step behind our backs, which would ruin our property values and compromise our health and welfare.

We are aware of the Traffic Impact Analysis done by Teevin Bros. which contains many errors and unwarranted assumptions, and urge you to reject this monstrous intrusion. You have never asked us whether we wanted to have a logging yard and debarking station in our backyards. They will grind our streets to dust and drive us away. You will turn the east side of town into a slum. We urge you to reject this document.

Most Sincerely,

Rene Bolduc
(owner Landing)

Mike Peterson
PO Box 1985
Newport, OR 97365
Jan. 21, 2013

Derrick Tokos
Newport City Hall
169 SW Coast HWY
Newport, OR
Mayor Roumagoux; President Sawyer; Councillors Allen, Beemer, Swanson, Busby, Saelens; City manager Voetberg
Ms. And Sirs:

A Traffic Impact Analysis has been submitted to the City by Kittelson Assoc. concerning the use of John Moore Rd. and Bay Blvd. as a logging truck route to a proposed logging yard run by Teevin Bros. trucking within the city limits. I note that this was bought and paid for by Teevin Bros.

The analysts may have visited Newport once or twice during December, and did their analysis in the most traffic-free month of the year. Their selected ATR is a road near Coos Bay, which has 4 travel lanes and is a poster area for heavy industry, hardly comparable to Newport.

Their report is based on assumptions. They assume that Moore and Bay Roads are structurally capable of handling 100 log trucks a day because they now support intermittent fish trucks. They make no measurements, interview no residents. They photograph a single hole in Moore Rd. and assume that the remainder of the two streets looks the same. They even claim that Highway 20 has 4 travel lanes at the Moore intersection, and that the crab fishing began on Dec. 1, when it began Dec. 31.

I see no mention of the spring which flows under Moore Rd. and surfaces every winter. There is no mention of the landslide onto Moore Rd. two years ago. There is no mention of the uneven vibration-induced settling on our property, with cracking concrete and walls, and of the creep of topsoil over the curb and into Bay Blvd. There is no mention of the heavy vibration of the entire ground floor of our home when a loaded truck brakes and bounces its wheels down the Moore grade.

This is a cursory and inadequate document, shoddy and unscientific, and should be rejected.

Michael T. Peterson
[illegible] SE 5th St.

169 SW COAST HWY
NEWPORT, OREGON 97365
COAST GUARD CITY, USA

NEWPORT
OREGON

www.newportoregon.gov
MOMBETSU, JAPAN, SISTER CITY

COMMUNITY DEVELOPMENT DEPARTMENT
(541) 574-0629
FAX: (541) 574-0644

March 27, 2013

Teevin Bros. Land & Timber Co.
PO Box 247
Rainier, OR 97048

ATTN: Paul Langner

Re: Traffic Impact Analysis File # 1-TIA-13; 11-11-09-D—100 &101 (1650 SE Bay Blvd)

Dear Mr. Langner:

Please be advised that at the end of the appeal period, March 26, 2013, on the above-referenced file:

[ ] No appeal was received, and your Land Use Order is final.

[X] An appeal has been filed; and the hearing date before the Planning Commission will be April 22, 2013.

If you have any questions, please contact our office at 541-574-0629.

Sincerely,

Wanda Haney
Executive Assistant

cc: Port of Newport (property owner)
Appellants
Sean T. Malone (appellant's representative)
Elwin Hargis, Building Official *(via email)*
Victor Mettle, Planner/Code Administrator *(via email)*

EST 1882

NEWPORT
OREGON

CITY OF NEWPORT
169 SW COAST HWY
NEWPORT, OREGON 97365

1-TIA-13

Rec'd 3/15/13

Oregon Small Woodlands Assn
Peter Bregman
1679 B[illegible]
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CITY OF NEWPORT
169 SW COAST HWY
NEWPORT, OREGON 97365

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1-TIA-13

Rec'd 3/14/13

Bruce, Cynthia
PO Box 1546
Newpc

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CITY OF NEWPORT
169 SW COAST HWY
NEWPORT, OREGON 97365

COAST GUARD CITY, USA

phone: 541.574.0629
fax: 541.574.0644
http://newportoregon.gov

mombetsu, japan, sister city

March 14, 2013

Mike Peterson
P.O. Box 1985
Newport, OR 97365

Dear Mr. Peterson,

In a February 27th letter, you requested that I provide you with pertinent documents from the municipal code and a rationale for why the Teevin Bros. log yard project is not subject to city geologic permitting requirements. You also requested information as to why Teevin Bros. is exempt from paying System Development Charges (SDCs) for transportation impacts associated with their project.

The City of Newport's standards for geologic permits are codified under Chapter 14.21 of the Newport Municipal Code (enclosed). A permit is required for development, construction, or site clearing (including tree removal) within a mapped hazard area (NMC 14.21.030). Truck traffic on existing roads is not "development, construction, or site clearing" and is; therefore, not regulated by this chapter. The mapped hazard area includes portions of the haul road and a very small part of the subject property next to the Yaquina Bay Road. A copy of the map is attached. The only development, construction, or site clearing that is to occur within the mapped hazard area is vegetation clearing to improve vehicle line of sight at the entrances to the property, some utility work, and a minor repair to the Yaquina Bay Road. The City must then turn to exempt activities (NMC 14.21.040). Removal of trees less than 8-inches dbh (diameter breast height) is exempt, as is the removal of trees larger than 8-inches dbh if the canopy area of the trees is less than 25 percent of the lot area. The installation of utilities is also exempt, along with maintenance and reconstruction of roads and driveways where the work does not extend outside of the area previously disturbed. The development, construction, and site clearing proposed as part of the Teevin Bros. project fits within these exemptions.

As for the SDC exemption, NMC Chapter 12.15 sets out the City's rules for imposing system development charges (enclosed). Credits are given for redevelopment. The City has no records showing that SDC fees have been collected on the property in the past. In such cases, the code provides that a credit in the amount of the SDC charges under the current fee schedule for any structure and use of the property in the previous 30 years shall be provided (NMC 12.15.065(A)(2)). An aerial photograph taken on September 21, 1988 shows the entirety of the Teevin Bros. site being used by the Caffell Bros. log yard (attached). That image serves as evidence that the same use was being operated within the same footprint in the last 30 years; therefore, the City is required to provide Teevin Bros. with full credit for SDC charges associated with transportation impacts.

Sincerely,

Derrick I. Tokos
Community Development Director
City of Newport

Attachments

CHAPTER 14.21 GEOLOGIC HAZARDS OVERLAY

14.21.010 **Purpose.** The purpose of this section is to promote the public health, safety, and general welfare by minimizing public and private losses due to earth movement hazards and limiting erosion and related environmental damage, consistent with Statewide Planning Goals 7 and 18, and the Natural Features Section of the Newport Comprehensive Plan.

14.21.020 **Applicability of Geologic Hazards Regulations.**

A. The following are areas of known geologic hazards or are potentially hazardous and are therefore subject to the requirements of Section 14.21.001:

   1. Bluff or dune backed shoreline areas within high or active hazard zones identified in the Department of Geology and Mineral Industries (DOGAMI) Open File Report O-04-09 Evaluation of Coastal Erosion Hazard Zones along Dune and Bluff Backed Shorelines in Lincoln County, Oregon: Cascade Head to Seal Rock, Technical Report to Lincoln County, dated 2004.

   2. Active or potential landslide areas, prehistoric landslides, or other landslide risk areas identified in the DOGAMI Open File Report O-04-09.

   3. Any other documented geologic hazard area on file, at the time of inquiry, in the office of the City of Newport Community Development Department.

   A "documented geologic hazard area" means a unit of land that is shown by reasonable written evidence to contain geological characteristics/conditions which are hazardous or potentially hazardous for the improvement thereof.

B. The DOGAMI Open File Report O-04-09 is not intended as a site specific analysis tool. The City will use DOGAMI Open File Report O-04-09 to identify when a Geologic Report is needed on property prior to development. A Geologic Report that applies to a specific property and that identifies a proposed development on the property as being in a different hazard zone than that identified in DOGAMI Open File Report O-04-09, shall control over DOGAMI Open File Report O-04-09 and shall establish

the bluff or dune-backed shoreline hazard zone or landslide risk area that applies to that specific property. The time restriction set forth in subsection 14.21.030 shall not apply to such determinations.

C. In circumstances where a property owner establishes or a Geologic Report identifies that development, construction, or site clearing (including tree removal) will occur outside of a bluff or dune-backed shoreline hazard zone or landslide risk areas, as defined above, no further review is required under this Section 14.21.001.

D. If the results of a Geologic Report are substantially different than the hazard designations contained in DOGAMI Open File Report O-04-09 then the city shall provide notice to the Department of Geology and Mineral Industries (DOGAMI) and Department of Land Conservation and Development (DLCD). The agencies will have 14 days to provide comments and the city shall consider agency comments and determine whether or not it is appropriate to issue a Geologic Permit.

(*Section amended by Ordinance No. 1601 (5-20-91) and then repealed and replaced in its entirety by Ordinance No. 2017 (8-17-2011).)

14.21.030 **Geologic Permit Required.** All persons proposing development, construction, or site clearing (including tree removal) within a geologic hazard area as defined in 14.21.010 shall obtain a Geologic Permit. The Geologic Permit may be applied for prior to or in conjunction with a building permit, grading permit, or any other permit required by the city.

Unless otherwise provided by city ordinance or other provision of law, any Geologic Permit so issued shall be valid for the same period of time as a building permit issued under the Uniform Building Code then in effect.

14.21.040 **Exemptions.** The following activities are exempt from the provisions of this chapter:

A. Maintenance, repair, or alterations to existing structures that do not alter the building footprint or foundation;

B. An excavation which is less than two feet in depth, or which involves less than twenty-five cubic yards of volume;

C. Fill which is less than two feet in depth, or which involves less than twenty-five cubic yards of volume;

D. Exploratory excavations under the direction of a registered engineering geologist or geotechnical engineer;

E. Construction of structures for which a building permit is not required;

F. Removal of trees smaller than 8-inches dbh (diameter breast height);

G. Removal of trees larger than 8-inches dbh (diameter breast height) provided the canopy area of the trees that are removed in any one year period is less than twenty-five percent of the lot or parcel area;

H. Forest practices as defined by ORS 527 (the State Forest Practices Act) and approved by the state Department of Forestry;

I. Maintenance and reconstruction of public and private roads, streets, parking lots, driveways, and utility lines, provided the work does not extend outside the area previously disturbed;

J. Installation of utility lines not including electric substations; and

K. Emergency response activities intended to reduce or eliminate an immediate danger to life, property, or flood or fire hazard.

14.21.050 **Application Submittal Requirements.** In addition to a land use application form with the information required in Section 14.52.020, an application for a Geologic Permit shall include the following:

A. A site plan that illustrates areas of disturbance, ground topography (contours), roads and driveways, an outline of wooded or naturally vegetated areas, watercourses, erosion control measures, and trees with a diameter of at least 8-inches dbh (diameter breast height) proposed for removal; and

B. An estimate of depths and the extent of all proposed

excavation and fill work; and

C. Identification of the bluff or dune-backed hazard zone or landslide hazard zone for the parcel or lot upon which development is to occur. In cases where properties are mapped with more than one hazard zone, a certified engineering geologist shall identify the hazard zone(s) within which development is proposed; and

D. A Geologic Report prepared by a certified engineering geologist, establishing that the site is suitable for the proposed development; and

E. An engineering report, prepared by a licensed civil engineer, geotechnical engineer, or certified engineering geologist (to the extent qualified), must be provided if engineering remediation is anticipated to make the site suitable for the proposed development.

14.21.060 **Geologic Report Guidelines.** Geologic Reports shall be prepared consistent with standard geologic practices employing generally accepted scientific and engineering principles and shall, at a minimum, contain the items outlined in the Oregon State Board of Geologist Examiners "Guidelines for Preparing Engineering Geologic Reports in Oregon," in use on the effective date of this section. Such reports shall address subsections 14.21.035 to 14.21.045, as applicable. For oceanfront property, reports shall also address the "Geological Report Guidelines for New Development on Oceanfront Properties," prepared by the Oregon Coastal Management Program of the Department of Land Conservation and Development, in use as of the effective date of this section. All Geologic Reports are valid as prima facie evidence of the information therein contained for a period of five (5) years. They are only valid for the development plan addressed in the report. The city assumes no responsibility for the quality or accuracy of such reports.

14.21.070 **Construction Limitations within Geologic Hazard Areas.**

A. New construction shall be limited to the recommendations, if any, contained in the Geologic Report; and

1. Property owners should consider use of construction techniques that will render new buildings readily

moveable in the event they need to be relocated; and

2. Properties shall possess access of sufficient width and grade to permit new buildings to be relocated or dismantled and removed from the site.

14.21.080 **Prohibited Development on Beaches and Foredunes.** Construction of residential, commercial, or industrial buildings is prohibited on beaches, active foredunes, other foredunes that are conditionally stable and subject to ocean undercutting or wave overtopping, and interdune areas (deflation plains) that are subject to ocean flooding. Other development in these areas shall be permitted only if a certified engineering geologist determines that the development is adequately protected from any geologic hazards, wind erosion, undercutting, ocean flooding and storm waves and is designed to minimize adverse environmental effects. Such a determination shall consider:

A. The type of use proposed and the adverse effects it might have on the site and adjacent areas;

B. Temporary and permanent stabilization programs and the planned maintenance of new and existing vegetation;

C. Methods for protecting the surrounding area from any adverse effects of the development; and

D. Hazards to life, public and private property, and the natural environment that may be caused by the proposed use.

14.21.090 **Erosion Control Measures.** In addition to completing a Geologic Report, a certified engineering geologist shall address the following standards.

A. Stripping of vegetation, grading, or other soil disturbance shall be done in a manner which will minimize soil erosion, stabilize the soil as quickly as practicable, and expose the smallest practical area at any one time during construction;

B. Development plans shall minimize cut or fill operations so as to prevent off-site impacts;

C. Temporary vegetation and/or mulching shall be used to protect exposed critical areas during development;

D. Permanent plantings and any required structural erosion control and drainage measures shall be installed as soon as practical;

E. Provisions shall be made to effectively accommodate increased runoff caused by altered soil and surface conditions during and after development. The rate of surface water runoff shall be structurally retarded where necessary;

F. Provisions shall be made to prevent surface water from damaging the cut face of excavations or the sloping surface of fills by installation of temporary or permanent drainage across or above such areas, or by other suitable stabilization measures such as mulching, seeding, planting, or armoring with rolled erosion control products, stone, or other similar methods;

G. All drainage provisions shall be designed to adequately carry existing and potential surface runoff from the twenty year frequency storm to suitable drainageways such as storm drains, natural watercourses, or drainage swales. In no case shall runoff be directed in such a way that it significantly decreases the stability of known landslides or areas identified as unstable slopes prone to earth movement, either by erosion or increase of groundwater pressure.

H. Where drainage swales are used to divert surface waters, they shall be vegetated or protected as necessary to prevent offsite erosion and sediment transport;

I. Erosion and sediment control devices shall be required where necessary to prevent polluting discharges from occurring. Control devices and measures which may be required include, but are not limited to:

1. Energy absorbing devices to reduce runoff water velocity;

2. Sedimentation controls such as sediment or debris basins. Any trapped materials shall be removed to an approved disposal site on an approved schedule;

3. Dispersal of water runoff from developed areas over large undisturbed areas;

J. Disposed spoil material or stockpiled topsoil shall be prevented from eroding into streams or drainageways by applying mulch or other protective covering; or by location at a sufficient distance from streams or drainageways; or by other sediment reduction measures; and

K. Such non-erosion pollution associated with construction such as pesticides, fertilizers, petrochemicals, solid wastes, construction chemicals, or wastewaters shall be prevented from leaving the construction site through proper handling, disposal, site monitoring and clean-up activities.

14.21.100 **Storm water Retention Facilities Required.** For structures, driveways, parking areas, or other impervious surfaces in areas of 12% slope or greater, the release rate and sedimentation of storm water shall be controlled by the use of retention facilities as specified by the City Engineer. The retention facilities shall be designed for storms having a 20-year recurrence frequency. Storm waters shall be directed into a drainage with adequate capacity so as not to flood adjacent or downstream property.

14.21.110 **Approval Authority.** An application shall be processed and authorized using a Type I decision making procedure.

14.21.120 **Appeals of Geologic Permits.** Any appeal from the issuance or denial of a Geologic Permit shall be filed within 15 calendar days of the date the city issues a final order as provided by Section 14.52.050. Appellants challenging substantive elements of a Geologic Report shall submit their own analysis prepared by a certified engineering geologist. Such report shall be provided within 30 days of the date the appeal is filed. A failure to submit a report within this timeframe is grounds for dismissal of the appeal.

14.21.130 **Certification of Compliance.** No development requiring a Geologic Report shall receive final approval (e.g. certificate of occupancy, final inspection, etc.) until the city receives a written statement by a certified engineering geologist indicating that all performance, mitigation, and monitoring measures contained in the report have been satisfied. If mitigation measures involve engineering solutions prepared by a licensed professional engineer, then the city must also receive an additional written statement of

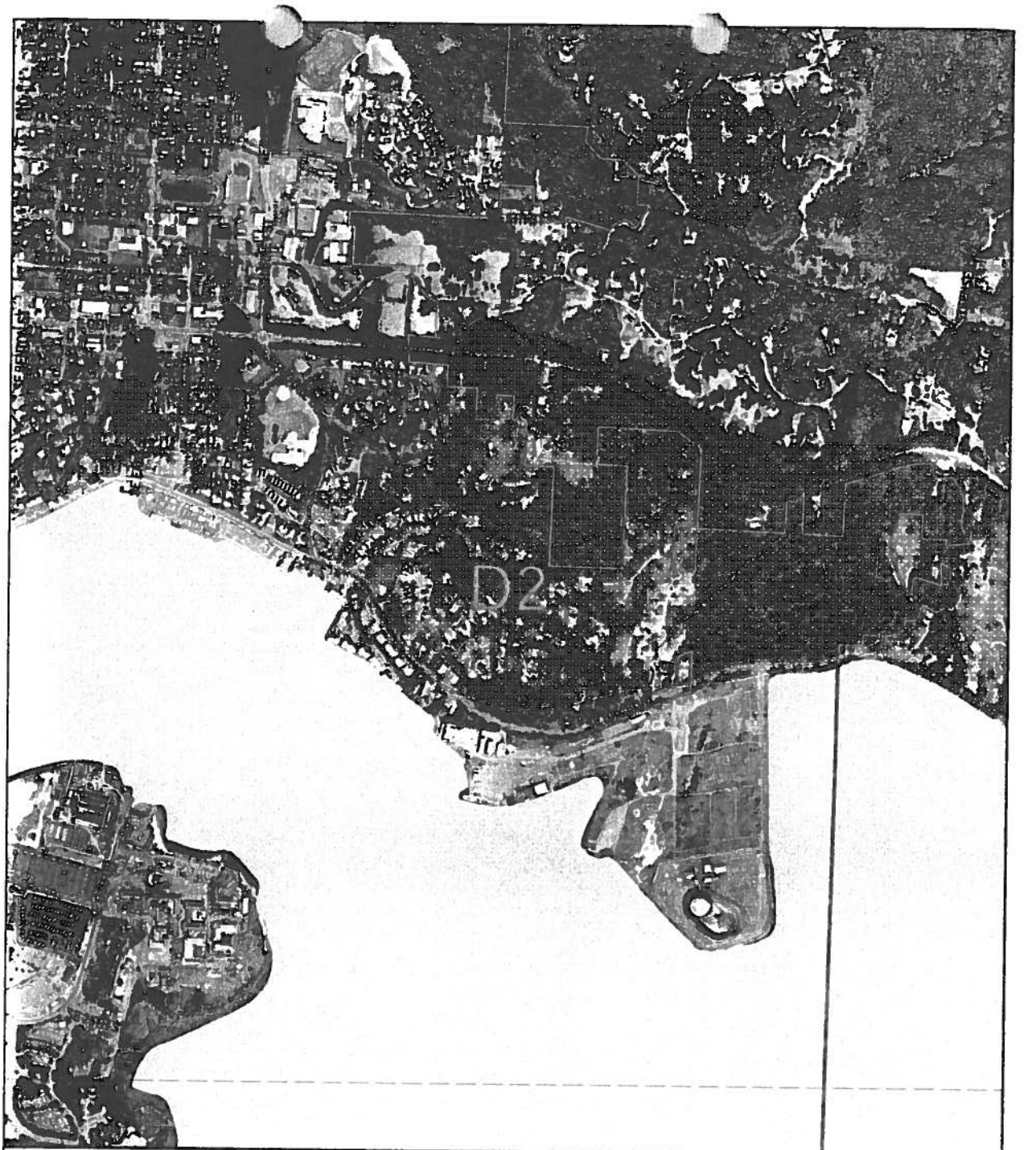
compliance by the design engineer.

14.21.140 **Removal of Sedimentation.** Whenever sedimentation is caused by stripping vegetation, grading, or other development, it shall be the responsibility of the person, corporation, or other entity causing such sedimentation to remove it from all adjoining surfaces and drainage systems and to return the affected areas to their original or equal condition prior to final approval of the project.

14.21.150 **Applicability of Nonconforming Use Provisions.**

A. A building or structure that is nonconforming under Section 14.32.001 of the Zoning Ordinance that is destroyed by fire, other casualty or natural disaster shall be subject to the casualty loss provisions contained in Section 14.32.001 of the Zoning Ordinance. Application of the provisions of this section to a property shall not have the effect of rendering it nonconforming.

B. A building or structure that conforms to the Zoning Ordinance that is destroyed by fire, other casualty or natural disaster may be replaced with a building or structure of up to the same size provided a Geologic Report is prepared by a certified engineering geologist. A Geologic Report prepared pursuant to this subsection shall adhere to the Geologic Report Guidelines outlined in subsection 14.21.030. All recommendations contained in the report shall be followed, however the report need not establish that the site is suitable for development as required in subsection 14.21.050(D). An application filed under this subsection shall be processed and authorized as a ministerial action by the Community Development Department.



City of Newport
Community Development Department
169 SW Coast Highway
Newport, OR 97365
Phone:1.541.574.0626
Fax: 1.541.574.0644

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GEOLOGIC HAZARDS NEWPORT, OR

Geologic Hazard information derived from: DOGAMI Open File Report OFR O-04-09, Evaluation of Coastal Erosion Hazard Zones Along Dune and Bluff Backed Shorelines in Lincoln County, Oregon

- Newport City Boundary
- Active Erosion Hazard Zone
- Active Landslide Hazard Areas
- High Risk Bluff Hazard Zone
- High Risk Dune Hazard Zone
- Other Landslide Hazard Areas
- Geologic Hazards Map Index

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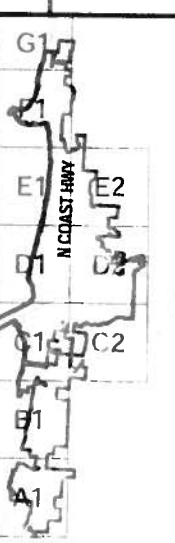


This map is for informational use only and has not been prepared for, nor is it suitable for legal, engineering, or surveying purposes.It includes data from multiple sources. The City of Newport assumes no responsibility for its compilation or use and users of this information are cautioned to verify all information with the the Newport Community Development Department.

CHAPTER 12.15 SYSTEM DEVELOPMENT CHARGES

12.15.005 Purpose

This chapter is intended to authorize system development charges ("SDCs") to impose a portion of the cost of capital improvements for water, wastewater, storm drainage, transportation, and parks on developments and redevelopments that create the need for or increase the demands on capital improvements, consistent with state law. The provisions of this chapter are to be interpreted consistent with state law.

12.15.010 Scope and Interpretation

The SDCs authorized by this ordinance are separate from and in addition to any applicable tax, assessment, charge, or fee. SDCs are not taxes on property or on a property owner as a direct consequence of ownership of property within the meaning of Article XI Section 11B, of the Oregon Constitution or the legislation implementing that section and are not subject to the limitations imposed by that section.

12.15.015 Definitions

The following definitions apply in this chapter.

A. **Applicant** means the person who applies for a residential, commercial, industrial, or other connection to the city's water supply system or sanitary sewer system and/or who develops property within the city or within the city's Urban Growth Boundary.

B. **Building** means any structure, either temporary or permanent, built for the support, shelter, or enclosure of persons or property of any kind and for any public, commercial, industrial, or other use. This term shall not include temporary construction sheds or trailers erected to assist in construction and maintenance during the term of a building permit.

C. **Capital Improvements** means public facilities or assets used for:

   1. Wastewater collection, transmission, treatment and disposal, or any combination.

2. Water supply, treatment, distribution, storage, metering, fire protection, or any combination.

3. Drainage and flood control.

4. Transportation facilities including vehicle and pedestrian.

5. Parks and recreation.

D. **Development** means any construction of improvements on a site, including buildings, other structures, parking and loading areas, landscaping, paved or graveled areas, and water and sewer fixtures. Development includes redevelopment of property requiring a building permit. Development includes improved open areas such as plazas and walkways.

E. **Equivalent Dwelling Unit** or **EDU** means the base element of the formula by which systems development charge rates are determined for various buildings or developments.

F. **Owner** means the owner or owners of record title or the purchaser(s) under a recorded land sales agreement, and other persons having an interest of record in the described real property.

G. **Permittee** means the person to whom a building permit, development permit, a permit or plan approval to connect to the sewer system, or right-of-way access permit is issued.

H. **Qualified Public Improvement** means a capital improvement that is:

1. Required as a condition of development approval;

2. Included in an adopted SDC project list and:

a. Not located on or contiguous to a parcel of land this is the subject of the development approval; or

b. Located in whole or in part on or contiguous to property that is the subject of development approval and required to be built larger or with greater capacity than is necessary for the particular

development project to which the improvement fee is related.

For the purposes of this definition, "contiguous" includes improvements within a right of way that abuts the parcel.

12.15.020 System Development Charged Imposed; Method for Establishment

A. The amount of system development charges may be set and revised by resolution of the City Council. Any resolutions setting or amending the amount of any SDC shall state the amount of the charge and the methodology used to set the amount of the charge.

B. Unless otherwise exempted, SDCs for water, wastewater, storm water, transportation and parks are imposed on all development within the city, on all development outside the city that connects to the water and/or sewer facilities of the city, and on all other development which increases the usage of the water and/or sewer system or that contributes to the need for additional or enlarged capital improvements. This shall include new construction and the alteration, expansion or replacement of a building or development if such alteration, expansion or replacement results in a change in any of the components of the formula for determining the amount of SDCs to be paid. For redevelopment, the amount of the SDC to be paid shall be the difference between the rate for the proposed redevelopment and the rate that would be applicable to the existing development.

12.05.025 Methodology

A. The methodology used to establish or modify a reimbursement fee shall be based on the cost of then-existing facilities including without limitation, design, financing and construction costs; prior contributions by then-existing users; gifts or grants; the value of unused capacity available to future system users, rate-making principles employed to finance publicly owned capital improvements; and other relevant factors identified by the City Council. The methodology shall promote the objective that future systems users shall contribute an equitable share of the cost of then-existing facilities.

B. The methodology used to establish or modify the

improvement fee shall consider the cost of projected capital improvements needed to increase the capacity of the systems to which the fee is related and other relevant factors identified by the Council. The methodology shall be calculated to obtain the cost of capital improvements for the projected need for available system capacity for future users.

C. The methodology used to establish or modify improvement fees or reimbursement fees, or both, shall be adopted and may be amended by Council resolution.

12.15.030 Authorized Expenditures

A. Reimbursement fees shall be applied only to capital improvements associated with the system for which the fees are assessed, including expenditures relating to repayment of debt for such improvements.

B. Improvement fees shall be spent only on capacity increasing capital improvements associated with the system for which the fees are assessed, including expenditures relating to repayment of indebtedness. An increase in system capacity occurs if a capital improvement increases the level of performance or service provided by existing facilities or providing new facilities. The portion of the capital improvements funded by improvement fees must be related to demands created by current or projected development.

C. SDC proceeds may be expended only on projects identified in the SDC capital improvement project list or on the direct costs of complying with the provisions of this chapter, including the costs of developing SDC methodologies, system planning, providing an annual accounting of SDC expenditures and other costs directly related to or required for the administration and operation of this SDC program.

12.15.035 Expenditure Restrictions

A. SDCs shall not be expended for costs associated with the construction of administrative office facilities that are more than an incidental part of other capital improvements.

B. SDCs shall not be expended for costs of the operation or routine maintenance of capital improvements.

12.15.040 SDC Projects Plan

A. The Council shall adopt and may amend by resolution an SDC Projects Plan for each type of SDC that lists:

   1. The capital improvements that the city intends to fund in whole or in part with the improvement fee revenues; and

   2. The estimated cost of each improvement and the percentage of that cost eligible to be funded with improvement fee revenues.

B. In adopting the SDC Projects Plan, the city may incorporate by reference all or a portion of any public facilities plan, master plan, capital improvements plan or similar plan that contains the information required by this section.

C. If the amount of SDC charges will be increased by a proposed modification to the SDC Projects Plan, the city shall:

   1. Provide at least 30 days' notice prior to adopting the modification to those who have requested notice; and

   2. Hold a public hearing if a written request for a hearing is received at least seven days prior to the date scheduled for adoption of the proposed modification.

12.15.045 Adoption or Amendment of Methodology

A. The Council shall hold a public hearing prior to adopting or amending the methodology on which any SDC is based.

B. The Council shall provide written notice to persons who have requested notice of any adoption or modification of SDC methodology at least 90 days before the hearing. If no one has requested notice, the city shall publish notice in a newspaper of general circulation in the city at least 90 days before the hearing.

C. The revised methodology shall be available to the public at least 60 days before the first public hearing of the adoption or amendment of the methodology. The failure of

a person on the list to receive a notice that was mailed does not invalidate the action of the city. If the city fails to provide sufficient notice, it can cure the defect by issuing a new notice and holding a new hearing. The city may consider comments submitted at improperly noticed hearings.

D. A change in the amount of a reimbursement fee or an improvement fee is not a modification of the SDC methodology if the change is based on a change in project costs, including cost of materials, labor and real property, or on a provision for a periodic adjustment included in the methodology or adopted by separate ordinance ~~or~~ resolution, consistent with state law.

E. A change in the amount of an improvement fee is not a modification of the SDC methodology if the change is the result of a change in the SDC Projects List adopted in accord with this chapter.

12.15.050 Collection of Charge

A. The SDC is payable on:

1. Issuance of a building permit or any construction activity for which a building permit is required but not obtained.

2. Issuance of a development permit or approval for development not requiring the issuance of a building permit. A permit or approval to connect to the water and/or sewer system;

3. Issuance of a permit to connect to the water system or actual connection to the water system if a permit is not obtained.

4. Issuance of a permit to connect to the sewer system or actual connection to the sewer system if a permit is not obtained.

B. SDCs are payable only for those types of improvements affected by the development, permit or connection. For example, a permit to connect an existing structure to the sewer system does not necessarily trigger an obligation to pay Parks, Transportation, Water or Stormwater SDCs.

C. The amount of SDC payable shall be established by resolution relying on an approved methodology and SDC project plan. The SDC project plan, methodology and amount of charge may be adopted in a single resolution, and more than one type of SDC (water, sewer, storm, transportation and park) can be included in a single resolution.

D. No permit listed in Subsection A. may be issued unless applicable SDCs have been paid or an agreement entered to pay over time as allowed by this chapter.

12.15.055 Installment Payments

A. The owner of the parcel of land subject to a systems development charge may apply for payment in twenty 20 semi-annual installments, to include interest on the unpaid balance, in accordance with state law. A shorter payment plan is acceptable if approved by the city. The parcel of land shall be subject to a lien for the unpaid balance.

B. The city manager shall provide application forms for installment payments which shall include a waiver of all rights to contest the validity of the lien, except for the correction of computational errors.

C. An applicant for installment payment shall have the burden of demonstrating the applicant's authority to assent to the imposition of a lien on the parcel and that the property interest of the applicant is adequate to secure payment of the lien.

D. The city manager shall docket the lien in the city's lien docket. From that time the city shall have a lien upon the described parcel for the unpaid balance, together with interest on the unpaid balance. The lien shall be enforceable in any manner authorized or permitted by state law.

12.15.060 Exemptions

A. The following actions are exempt from payment of SDCs:

1. Additions to single-family dwelling that do not constitute the addition of a dwelling unit.

2. An alteration, addition, replacement, change in use or permit or connection that does not increase the parcel's or structure's use of a public improvement system is exempt from payment for the SDC payment applicable to that type of improvement. Some redevelopment may be subject to some types of SDCs and not to others.

3. The issuance of a permit for a manufactured housing unit on which applicable systems development charges have previously been paid.

4. Temporary Vending Carts that are permitted in accordance with the Newport Zoning Code and Ordinance section 2-2-29.030.

(Chapter 12.15.060(A.)(4.) was added by the adoption of Ordinance No. 2001 on March 16, 2010; effective April 15, 2010.)

B. If all SDCs were paid at the time of the first action that triggered the obligation to pay, no additional payment is required at the time of other actions that would trigger the obligation to pay, even if the amount payable has increased, unless there has been a change in the design or use that would affect the amount payable.

12.15.065 Credits

A. When redevelopment occurs, the amount of SDCs payable shall be determined by the following rules:

1. If SDCs had been previously paid for the property, a credit in the amount of the SDCs that would be payable for the existing structure and use under the current fee schedule shall be provided. For purpose of this section, "existing structure and use" means the structure and use for which SDCs have been paid. At the time of redevelopment, if the SDCs payable for the new structure and/or use exceed the amount of the credit, the difference shall be paid to the city. This rule applies regardless of the length of time between the end of the prior use and the redevelopment. Redevelopment to a use that results in a lower SDC amount does not reduce the amount of credit to be provided at the time of any future redevelopments.

Examples:

SDCs had been paid for three dwelling units on a property and the property is redeveloped with five dwelling units. A credit for three dwelling units' worth of SDCs will be provided, so the amount payable would be the amount for two dwelling units.

SDCs had been paid for two dwelling units and the property is redeveloped with a large retail use, with both residential units eliminated. The SDCs would be the difference between the SDCs payable for the new commercial structure and use and the SDCs that would be charged for two dwelling units.

SDCs were paid based on restaurant use, but then the property was converted to another retail use with lower SDCs. The property is then reconverted back to restaurant use, using exactly the same configuration as the original restaurant. At the time of the conversion to retail use, no SDCs are payable, because the amount payable is less than the credit. The credit for restaurant use remains with the property, so at the time of reconversion to restaurant use, no additional SDCs are payable, because the credit remained in effect and the credit for the original use is exactly the same as the amount that is owed, so no payment is required, even if the SDC rates have increased in the interim.

2. If no SDCs have been previously paid for the property, a credit in the amount of the SDC charges under the current fee schedule for any structure and use of the property in the previous 30 years shall be provided. No credit shall be provided if there has been no use of the property for 30 years, regardless of any structures that may exist on the property. No refund or credit shall be given if the redevelopment results in a lower SDC.

B. On termination of a use for which SDCs have been paid, a credit certificate shall be issued on written request of the property owner.

1. The credit shall be for water, sewer and transportation SDC improvement fees only.

2. The credit shall be based on a "unit" basis, not on a "dollar" basis. The credit shall be for a specific number

of EDUs, trips, or other units on which the SDC amount is calculated.

3. The amount of the credit issued in the certificate shall be deducted from the credit authorized by Subsection A.1 of this section for the property where the use was terminated.

4. If all structures are removed from the property, the amount of the credit may equal the full amount of the credit the property is entitled to under Subsection A.1 of this section. If structures remain on the property, the issuance of the certificate may not cause the amount of credit remaining on the property to be less than the amount of SDCs to allow use of the property without payment of additional SDCs, assuming the structure is used for the type of use with the lowest SDC rates consistent with the type of structure.

5. The credit certificate may be transferred and used anywhere in the city within five years of the date of issuance. If the credit is not used within five years, it shall be automatically applied to the property where the use was terminated.

C. A credit of the improvement fee portion of the SDC only shall be given to the permittee against the cost of the SDC charged, for the cost of a qualified public improvement incurred by the permittee, upon acceptance by the city of the public improvement. The credit shall not exceed the amount of the improvement fee even if the cost of the capital improvement exceeds the improvement fee.

1. If a qualified public improvement is located in whole or in part on or contiguous to the property that is the subject of the development approval and is required to be built larger or with greater capacity than is necessary for the particular development project, a credit shall be given for the cost of the portion of the improvement that exceeds the city's minimum standard facility size or capacity needed to serve the particular development project or property. The applicant shall have the burden of demonstrating that a particular improvement qualifies for credit under this subsection. The request shall be filed in writing no later than 60 days after acceptance of the improvement by the city. The city may deny the credit

provided for in this section if the city demonstrates that the application does not meet the requirements of this section or if the improvement for which credit is sought is not included in the SDC Project List.

2. When construction of a qualified public improvement located in whole or in part or contiguous to the property that is the subject of development approval gives rise to a credit amount greater than the improvement fee that would otherwise be levied against the project, the credit in excess of the improvement fee for the original development project may be applied against improvement fees that accrue in subsequent phases of the original development project or otherwise imposed on the same property.

3. Credits for qualified public improvements shall not be transferable from one property to another but may be used for future phases of development, redevelopment or change in use of the property.

4. Credit for qualified public improvements shall not be transferable from one type of capital improvement to another.

5. Credits for qualified public improvements shall be used within 10 years from the date the credit was given.

6. If the public improvement for which a credit is sought is not on the SDC Project List, the applicant may submit an application for both the credit and for the placement of the improvement on the SDC project list. If the city manager determines that the project is of a type and location that is appropriate for inclusion, the project shall be added to the SDC Project List and a credit may be given, but the additional of the project shall not change the SDC amount payable by others.

D. The extent of the property to be considered in computing and allocating credits shall be stated by the applicant, and the applicant must have written authorization from the property owner(s). If properties under different ownership are developed together, the city may require the applicants to specify where any credits for the provision of capital improvements may be used and under which circumstances. Two or more contiguous properties may

pool existing SDC credit rights as part of a common scheme for redevelopment of the contiguous properties.

E. For all credits under any portion of this section, the property owner is responsible for providing the facts justifying a credit.

12.15.070 Notice

A. The city shall maintain a list of persons who have made a written request for notification prior to adoption or modification of a methodology for any SDC. Written notice shall be mailed to persons as provided in this chapter. The failure of a person on the list to receive notice that was mailed does not invalidate the action of the city.

B. The city may periodically delete names from the list, but at least 30 days prior to removing a name from the list, the city must notify the person whose name is to be deleted that a new written request for notification is required if the person wishes to remain on the notification list.

12.15.075 Segregation and Use of Revenue

A. All funds derived from an SDC are to be segregated by accounting practices from all other funds of the city. That portion of the SDC calculated and collected on account of a specific facility system shall be used for no purpose other than those set forth allowed in this chapter.

B. The city manager shall provide the City Council with an annual accounting, based on the city's fiscal year, for SDCs showing the total amount of SDC revenues collected for each type of facility and the projects funded from each account in the previous fiscal year. A list of the amounts spent on each project funded in whole or in part with SDC revenues shall be included in the annual accounting.

C. The moneys deposited into the SDC account shall be used solely as allowed by this chapter and state law, including, but not limited to:

1. Design and construction plan preparation;

2. Permitting and fees;

3. Land and materials acquisition, including any cost of acquisition or condemnation, including financing, legal and other costs;

4. Construction of capital improvements;

5. Design and construction of new water facilities required by the construction of capital improvements and structures;

6. Relocating utilities required by the construction of improvements;

7. Landscaping;

8. Construction management and inspection;

9. Surveys, soils, and material testing;

10. Acquisition of capital equipment;

11. Repayment of moneys transferred or borrowed from any budgetary fund of the city which were used to fund any of the capital improvements as herein provided;

12. Payment of principal and interest, necessary reserves and cost of issuance under bonds or other indebtedness issued by the city to fund capital improvements.

12.15.080 Refunds

A. Refunds may be given by the city upon finding that there was a clerical error in the calculation of the SDC.

B. Refunds shall not be allowed if the applicant fails to timely claim a credit or fails to timely seek an alternative SDC rate calculation.

C. Refunds may be given on application of a permittee if the development did not occur and the all permits for the development have been withdrawn.

12.15.085 Appeal Procedure

A. A person challenging the propriety of an expenditure of SDC revenues may appeal the decision of the

expenditure to the City Council by filing a written request with the city manager describing with particularity the decision and the expenditure from which the person appeals. An appeal of the expenditure must be filed within two years of the date of the alleged improper expenditure.

B. Appeals of any other decision required or permitted to be made by the city manager under this ordinance must be filed in writing with the city manager within 10 days of the decision.

C. After providing notice to the appellant, the City Council shall determine whether the city manager's decision or the expenditure is in accordance with this ordinance and state law. The Council may affirm, modify, or overrule the decision. If the Council determines that there has been an improper expenditure of SDC revenues, the Council shall direct that a sum equal to the misspent amount shall be deposited within one year to the credit of the account or fund from which it was spent. The decision of the Council shall be reviewed only by writ or review.

D. A legal action challenging the methodology adopted by the City Council shall not be filed later than 60 days after adoption and shall use the writ of review process.

12.15.090 Prohibited Connection

No person may connect to the water or sewer system of the city or obtain a building permit unless the appropriate SDCs have been paid, or the installment payment method has been applied for and approved.

12.15.095 Severability

The provisions of this ordinance are severable, and it is the intention to confer the whole or any part of the powers herein provided for. If any clause, section, or provision of this ordinance shall be declared unconstitutional or invalid for any reason or cause, the remaining portion of this ordinance shall be in full force and effect and be valid as is such invalid portion thereof had not been included. It is the City Council's intent that this chapter would have been adopted if the unconstitutional provision not been included.

12.15.100 Penalty

Violation of this chapter is a civil infraction.

(Chapter 12.15 was adopted by Ordinance No. 1940, on October 15, 2007; effective November 14, 2007)

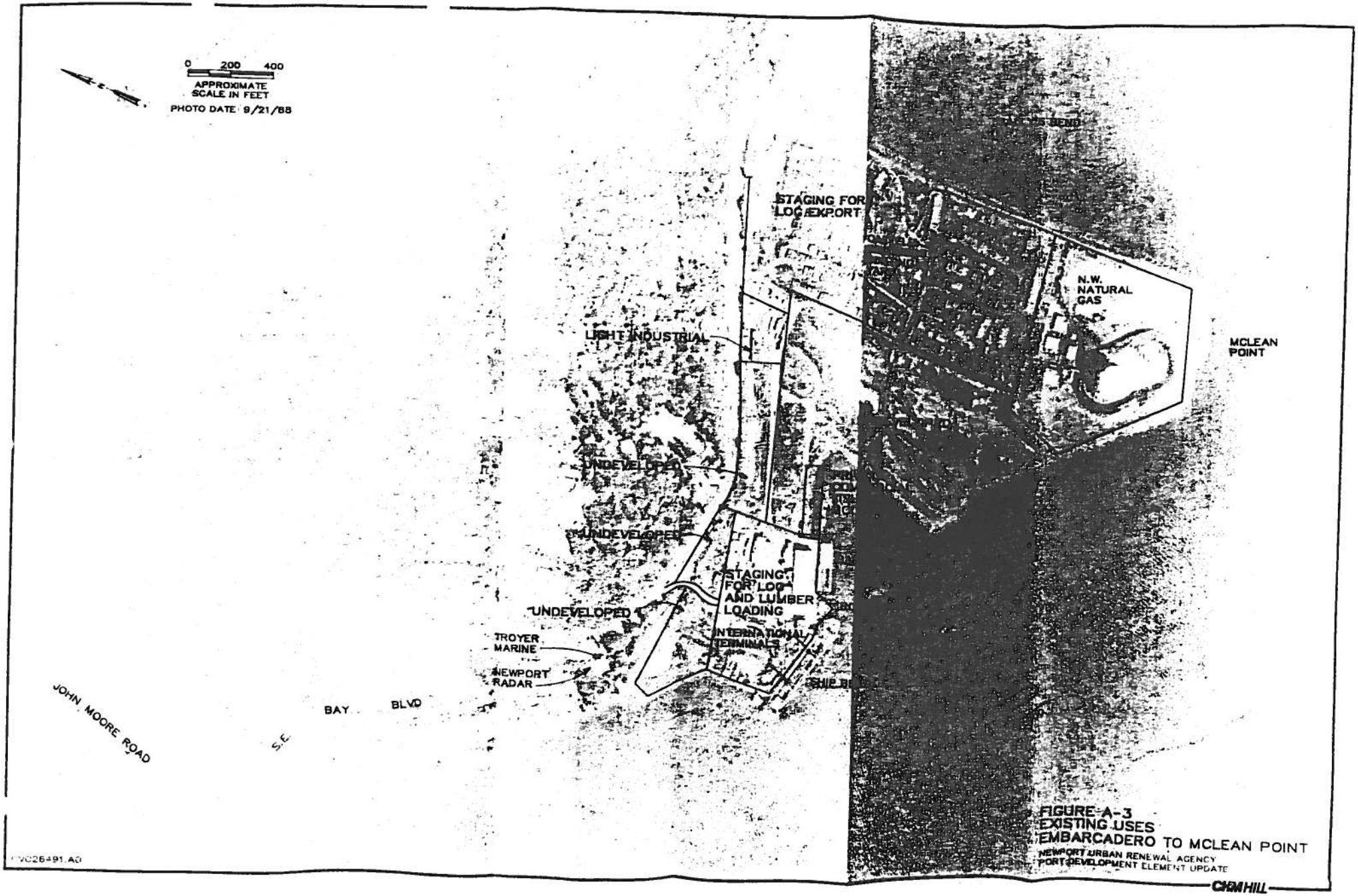


FIGURE A-3
EXISTING USES
EMBARCADERO TO MCLEAN POINT
NEWPORT URBAN RENEWAL AGENCY
PORT DEVELOPMENT ELEMENT UPDATE

CH2M HILL

FVC26491.A0

Wanda Haney

From: Corie [cthje4@gmail.com]
Sent: Monday, March 11, 2013 12:18 PM
To: Wanda Haney
Subject: Re: Newport File No. 1-TIA-13 (Teevin Bros. Traffic Impact Analysis)

Good job!!

Corinne Eastburn
Newport and Oregon tax payer

Sent from my iPad

On Mar 11, 2013, at 11:47 AM, Wanda Haney <W.Haney@NewportOregon.gov> wrote:

> Attached is a notice of the Community Development Director's decision on File No. 1-TIA-13 regarding the Teevin Bros. Traffic Impact Analysis.
>
> *Wanda Haney*
> **Executive Assistant**
> **City of Newport**
> **Community Development Department**
> **541-574-0629**
> **FAX 541-574-0644**
> **w.haney@newportoregon.gov**

<NOD.pdf>

169 SW COAST HWY
NEWPORT, OREGON 97365
COAST GUARD CITY, USA

NEWPORT
OREGON

www.newportoregon.gov
MOMBETSU, JAPAN SISTER CITY

COMMUNITY DEVELOPMENT DEPARTMENT
(541) 574-0629
FAX: (541) 574-0644

NOTICE OF DECISION

March 11, 2013

The Newport Community Development (Planning) Director, by final order signed today, March 11, 2013, has approved a Traffic Impact Analysis as described herein:

FILE NO: 1-TIA-13.

APPLICANT & OWNER: Teevin Bros. Land and Timber Co., LLC (Port of Newport and Rondys and Associates, Inc., property owners).

REQUEST: A request for approval of a Traffic Impact Analysis (TIA) pursuant to Chapter 14.45 of the Newport Municipal Code (NMC).

PROPERTY LOCATION: 1650 SE Bay Blvd; identified in Lincoln County Assessment records as Tax Lots 100 and 101, Section 9D, Township 11 South, R11 West, Willamette Meridian.

CONDITIONS OF APPROVAL:

1. Approval of this land use permit is based on the submitted materials from Kittleson & Associates, Inc., dated February 12, 2013, and Stuntzner Engineering and Forestry, LLC, dated February 27, 2013. No work shall occur under this permit other than that which is specified within these documents. It shall be Teevin Bros. responsibility to comply with these documents and the limitations of approval described herein.

2. Teevin Bros. shall complete the sight distance improvements recommended in the TIA prepared by Kittleson & Associates, Inc., dated February 12, 2013, prior to truck operations occurring on the site.

3. Prior to commencing truck operations, Teevin Bros. shall coordinate with Lincoln County to repair the section of the Yaquina Bay Road that is settling along the planned haul route.

The Final Order, Findings of Fact, and attachments may be viewed on the Community Development page of the City web site at www.newportoregon.gov/dept/pln/default.asp; or copies may be purchased for a reasonable cost at the department in City Hall at the address shown in the letterhead.

THIS DECISION MAY BE APPEALED TO THE NEWPORT PLANNING COMMISSION WITHIN 15 CALENDAR DAYS (March 26, 2013) OF THE DATE THE FINAL ORDER WAS SIGNED.

Contact the Community Development (Planning) Department, Newport City Hall, 169 SW Coast Hwy, Newport, Oregon 97365 (541/574-0629) for information on appeal procedures. The applicant or other person may appeal a decision of the Community Development Director to the Planning Commission if that person appeared before the Community Development Department in writing during the period allowed for written comments from the public. Appeals from a decision of the Community Development Director are heard by the Planning Commission as a *de novo* hearing (a brand new public hearing).

Sincerely,

Wanda Haney

Wanda Haney
Executive Assistant

Enclosures

cc: Teevin Bros. Land and Timber Co., LLC (applicants)
Port of Newport and Rondys & Associates, Inc. (property owners)
Kittleson & Associates, Inc. *(letter only)*
Stuntzner Engineering and Forestry, LLC *(letter only)*
Opponents and Proponents *(letter only)*
Elwin Hargis, Building Official *(letter only via email)*
Victor Mettle, Planner/Code Administrator *(letter only via email)*

BEFORE THE COMMUNITY DEVELOPMENT (PLANNING) DIRECTOR OF THE CITY OF NEWPORT, COUNTY OF LINCOLN, STATE OF OREGON

IN THE MATTER OF LAND USE FILE NO. 1-TIA-13, APPLICATION FOR A TRAFFIC IMPACT ANALYSIS, AS SUBMITTED BY TEEVIN BROS. LAND & TIMBER CO. (PREPARED BY KITTELSON & ASSOC., INC.)	))))	**FINAL ORDER**

ORDER APPROVING A TRAFFIC IMPACT ANALYSIS pursuant to Newport Municipal Code (NMC) Chapter 14.45 for Teevin Bros. proposed log yard located at 1650 SE Bay Blvd. (identified in Lincoln County Assessment records as Tax Lots 100 and 101, Section 9D, Township 11 South, R11 West, Willamette Meridian).

WHEREAS:

1.) The Community Development (Planning) Director has duly accepted the application, filed consistent with the Newport Zoning Ordinance; and

2.) The Community Development (Planning) Director has duly considered the request and has given proper and timely notice to affected property owners; and

3.) The Community Development (Planning) Director has allowed for evidence and recommendations from interested persons, Community Development (Planning) Department staff, other City departments, and local utilities; and

4.) At the conclusion of review of evidence submitted and after consideration of the request, the Newport Community Development (Planning) Director APPROVED the request for said Traffic Impact Analysis.

THEREFORE LET IT BE RESOLVED by the City of Newport Community Development (Planning) Director that the attached Findings of Fact and Conclusions (Exhibit "A") support the approval of the request for a Traffic Impact Analysis for the Teevin Bros. development with the following conditions(s):

1. Approval of this land use permit is based on the submitted materials from Kittleson & Associates, Inc., dated February 12, 2013, and Stuntzner Engineering and Forestry, LLC, dated February 27, 2013. No work shall occur under this permit other than that which is specified within these documents. It shall be Teevin Bros. responsibility to comply with these documents and the limitations of approval described herein.

2. Teevin Bros. shall complete the sight distance improvements recommended in the TIA prepared by Kittleson & Associates, Inc., dated February 12, 2013, prior to truck operations occurring on the site.

3. Prior to commencing truck operations, Teevin Bros. shall coordinate with Lincoln County to repair the section of the Yaquina Bay Road that is settling along the planned haul route.

BASED UPON THE ABOVE, the Community Development (Planning) Director determines that the request for a Traffic Impact Analysis as submitted in the application is in conformance with the provisions of the Comprehensive Plan and the Zoning Ordinance of the City of Newport with the attached conditions(s) of approval.

Accepted and approved this 11th day of March, 2013.

Derrick I. Tokos, AICP
Community Development Director

Attest:

Wanda Haney
Executive Assistant

EXHIBIT "A"

Case File No. 1-TIA-13

FINDINGS OF FACT

1. An application seeking City approval of a Traffic Impact Analysis (TIA), pursuant to Chapter 14.45 of the Newport Municipal Code (NMC), was submitted on January 9, 2013. A completed application form and filing fee was received by the City on January 14, 2013 and the TIA was supplemented with new information on February 12, 2013 and February 28, 2013.

2. The applicant is Teevin Bros. Land and Timber Co., LLC. Lincoln County Assessment records list the property owners as the Port of Newport and Rondys and Associates, Inc. Property owned by Rondys and Associates, Inc. is leased by the Port of Newport.

3. The TIA was prepared by Diego Arguea, P.E., Senior Engineer, and Dan Seeman, Principal Planner, with Kittelson & Associates, Inc., a Transportation Engineering and Planning firm out of Portland, Oregon. Supplemental analysis of the suitability of SE Moore Drive (a.k.a. John Moore Road) and SE Bay Boulevard was performed by Ralph Dunham, P.E., Project Engineer, with Stuntzner Engineering and Forestry, LLC out of Coos Bay, Oregon.

4. The applicant is proposing to establish a log yard at 1650 SE Bay Blvd. The operation will encompass approximately 15 acres. County Assessment records identify the property as Tax Lots 100 and 101, Section 9D, Township 11 South, R11 West, Willamette Meridian.

5. The property is zoned I-3/"Heavy Industrial" on the City of Newport's Zoning Maps. This zoning designation authorizes heavy manufacturing and warehouse, freight movement, and distribution as permitted uses, pursuant to NMC 14.03.070(8)(b) and 14.03.070(9). A log yard qualifies under both of these categories considering the manufacturing aspect (i.e. debarking and preparing logs for shipment) and the freight and distribution element of the operation (i.e. truck terminal).

6. The Newport Municipal Code (NMC) Section 14.34.010/"Applicability" requires a TIA to be submitted under any one or more of the following circumstances:

   A. To determine whether a significant effect on the transportation system would result from a proposed amendment to the Newport Comprehensive Plan or to a land use regulation, as specified in OAR 660-012-0060.

   B. ODOT requires a TIA in conjunction with a requested approach road permit, as specified in OAR 734-051-3030(4).

   C. The proposal may generate 100 PM peak-hour trips or more onto city streets or county roads.

   D. The proposal may increase use of any adjacent street by 10 vehicles or more per day that exceeds 26,000 pound gross vehicle weight.

   E. The proposal includes a request to use Trip Reserve Fund trips to meet the requirements of NMC Chapter 14.43 (South Beach Transportation Overlay Zone).

7. NMC Section 14.45.020/"Traffic Impact Analysis Requirements" lists the following requirements for a Traffic Impact Analysis:

   A. Pre-application conference. The applicant shall meet with the City Engineer prior to submitting an application that requires a TIA. This meeting will be coordinated with ODOT when an approach road to US-101 or US-20 serves the property so that the completed TIA meets both City and ODOT requirements.

   B. Preparation. The submitted TIA shall be prepared by an Oregon Registered Professional Engineer that is qualified to perform traffic engineering analysis and will be paid for by the applicant.

   C. Typical Average Daily Trips and Peak Hour Trips. The latest edition of the Trip Generation Manual, published by the Institute of Transportation Engineers (ITE) shall be used to gauge PM peak hour vehicle trips; unless a specific trip generation study that is approved by the City Engineer indicates an alternative trip generation rate is appropriate. An applicant may choose, but is not required, to use a trip generation study as a reference to determine trip generation for a specific land use which is not well represented in the ITE Trip Generation Manual and for which similar facilities are available to count.

   D. Intersection-level analysis. Intersection-level analysis shall occur at every intersection where 50 or more peak hour vehicle trips can be expected as a result of the proposal.

   E. Transportation Planning Rule compliance. The TIA shall comply with the requirements of OAR 660-012-000.

   F. Structural conditions. The TIA shall address the condition of the impacted roadways and identify structural deficiencies or reduction in the useful life of existing facilities related to the proposed development.

   G. Heavy vehicle routes. If the proposal includes an increase in 10 or more of the vehicles described in Section 14.45.010(D), the TIA shall address the provisions of Section 14.45.020(F) for the routes used to reach US-101 or US-20.

8. Pursuant to NMC Section 14.45.030/"Study Area," the following facilities shall be included in the study area for all TIAs:

   A. All site-access points and intersections (signalized and unsignalized) adjacent to the proposed site. If the proposed site fronts an arterial or collector street, the analysis shall address all intersections and driveways along the site frontage and within the access spacing distances extending out from the boundary of the site frontage.

   B. Roads through and adjacent to the site.

   C. All intersections needed for signal progression analysis.

   D. In addition to these requirements, the City Engineer may require analysis of any additional intersections or roadway links that may be adversely affected as a result of the proposed development.

9. When a TIA is required, the applicable review process will be the same as that accorded to the underlying land use proposal. If a land use action is not otherwise required, then approval of the proposed development shall follow a Type II decision-making process.

10. Pursuant to NMC Section 14.45.050/ "Approval Criteria," when a TIA is required, a development proposal is subject to the following criteria, in addition to all criteria otherwise applicable to the underlying proposal:

    A. The analysis complies with the requirements of NMC 14.45.020;

    B. The TIA demonstrates that adequate transportation facilities exist to serve the proposed development or indentifies mitigation measures that resolve the traffic safety problems in a manner that is satisfactory to the City Engineer and, when state highway facilities are affected, to ODOT; and

    C. Where a proposed amendment to the Newport Comprehensive Plan or land use regulation would significantly affect an existing or planned transportation facility, the TIA must demonstrate that solutions have been developed that are consistent with the provisions of OAR 660-012-0060; and

    D. For affected non-highway facilities, the TIA establishes that any Level of Service standards adopted by the City have been met, and development will not cause excessive queuing or delays at affected intersections, as determined in the City Engineer's sole discretion; and

    E. Proposed public improvements are designed and will be constructed to the standards specified in NMC Chapter 14.44 (Transportation Standards) or Chapter 13.05 (Subdivision and Partition), as applicable.

CONCLUSIONS

1. Pursuant to Section 14.45.010/"Applicability," a TIA is required for any project that may increase use of any adjacent street by 10 vehicles or more per day that exceed 26,000 pounds gross vehicle weight. The applicant indicates that the project will generate up to 50 truck trips per day where the vehicles exceed 26,000 pounds gross vehicle weight; therefore, a TIA is required.

2. Section 14.45.020/"Traffic Impact Analysis Requirements" outlines requirements for a Traffic Impact Analysis (TIA). This is intended to ensure that the City has sufficient information to establish whether or not the approval criteria listed under NMC Section 11.45.050 have been satisfied. The applicant has satisfied the requirements of Section 14.45.020 as follows:

    A. A pre-application meeting was conducted between Matt Hughart with Kittleson and Associates, Inc. and Tim Gross, City Engineer, via conference call on November 30, 2012, as documented in an email dated December 10, 2012 (Attachment A). The property does not take access off of US 20 or US 101, so it was not necessary that the meeting be coordinated with the Oregon Department of Transportation (ODOT).

B. The submitted TIA, dated February 12, 2013, was prepared by Diego Arguea, P.E., an Oregon Registered Professional Engineer qualified to perform traffic engineering analysis (Attachment B). His firm, Kittleson and Associates, Inc., was founded in 1985 and specializes in transportation engineering and planning work. The report was prepared at the expense of the applicant, as is required.

C. Given the unique nature of a log yard facility, an independent trip generation profile was developed by Kittleson and Associates based upon the projected maximum operating capacity of the log yard facility. This specific "trip generation study" was discussed and approved by the City Engineer at the pre-application meeting. NMC Section 14.45.020(C) allows use of a "trip generation study," as has been prepared by Kittleson and Associates, Inc., to serve as an alternative to an applicant using the 9th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual to gauge PM peak hour trips associated with a proposed use.

D. Intersection-level analysis was performed at US 20 and SE Moore Drive, SE Bay Boulevard and SE Moore Drive, and two site access driveways off of the Yaquina Bay Road, as documented in the TIA. These are the only intersections where 50 or more peak hour vehicle trips can be expected as a result of the proposal.

E. Compliance with the Transportation Planning Rule (OAR 660-012-0060) is required in circumstances where a functional plan, acknowledged comprehensive plan or land use regulation must be amended in order for a project to proceed. In this case a log yard is a permitted use within the I-3 zoning district, and the route that the haul trucks will be using (SE Moore Drive, SE Bay Boulevard, and Yaquina Bay Road) is a minor arterial roadway intended to connect employment areas to the highway system. There are no plans or land use regulations that need to be amended.

F. The structural conditions of the impacted roadways, specifically SE Moore Drive, SE Bay Boulevard, and the Yaquina Bay Road, has been assessed, as required, in the Kittleson & Associates, Inc. report as supplemented by a February 27, 2013 letter from Stuntzner Engineering and Forestry, LLC (Attachment C).

G. Section 14.45.020(G) clarifies that structural analysis for projects generating 10 or more vehicle trips that exceed 26,000 pounds gross vehicle weight must address the routes that will be used by the vehicles to reach US 101 or US 20. The TIA prepared by Kittleson & Associates, Inc. and supplemental letter from Stuntzner Engineering and Forestry, LLC address this requirement.

3. Section 14.45.030/ "Study Area" identifies the types of facilities that must be included as part of the study for all Traffic Impact Analysis (TIA) reports. This includes all site-access points and intersections (signalized and unsignalized) adjacent to the proposed log yard; roads through and adjacent to the site; all intersections needed for signal progression analysis, and any additional intersections or roadway links that the City Engineer believes may be adversely affected as a result of the proposed development. The City Engineer identified intersections and roadways requiring analysis in the pre-application meeting. The TIA prepared by Kittleson & Associates, Inc., and letter from Stuntzner Engineering and Forestry, LLC included these facilities in the scope of their analysis.

4. Pursuant to Section 14.45.040/ "Approval Process," if a land use action is not otherwise required, then approval of the proposed development shall follow a Type II decision- making process. No other land use action was required for the proposed Teevin Bros. log yard development as it is a permitted use on the subject property.

   A. Chapter 14.52/"Procedural Requirements," outlines the requirements for a Type II decision-making process. Prior to rendering a decision, the City must provide record property owners within 200 feet of the subject property with written notice and opportunity to comment (NMC 14.52.060). Required notice was provided on January 17, 2013. A copy of the TIA was posted to the City's website on January 10, 2013. A revised copy of the TIA was posted to the City's website on February 12, 2013. The letter from Stuntzner Engineering and Forestry, LLC was posted on February 28, 2013. Interested parties were given until March 7, 2013 to provide comment on the applicant's supplemental information.

   B. The City received 89 letters or emails from members of the public in support or opposition to the TIA application. Copies are included in the case record. Comments in support of the application cite economic benefits to the port and commercial shipping generally; additional tax revenues; positive environmental impacts attributed to the reduced trucking distance for nearby forestland owners; and new employment opportunities. Opponents express concerns about noise from trucks and the debarking operation; the amount of traffic associated with the project; that the area is more "residential" in character since a log yard last operated on the property; and potential air contaminants. They also indicate that the project will have an adverse impact on the quality of life of nearby residents and will be a drain on the economy with respect to potential negative impacts to tourism and the desirability of the community as a destination for retirees. While these types of comments clearly demonstrate that citizens have strong feelings about the log yard project, they are not related to the approval criteria for a TIA and; therefore, cannot be addressed further in this decision. Comments related to approval criteria are addressed below.

5. Section 14.45.050/ "Approval Criteria" sets out the criteria that a TIA must satisfy. With regard to those criteria, the following conclusions can be drawn:

   A. Subsection 14.45.050(A) requires that the TIA study contain all of the required elements listed under Section 14.45.020. Compliance with those requirements is addressed above under Conclusion No. 2. Comments were received expressing that the TIA should meet Oregon Department of Transportation standards for these types of reports. The TIA is required by the City and subject to the standards outlined herein. Should ODOT require analysis, which they have not to date, such a report would be evaluated by their office for compliance with whatever state standards are applicable.

   Comments were also received requesting that geotechnical analysis be performed to determine if heavy truck traffic on the affected roads might impact residential properties on the nearby hillside. Such analysis is beyond the scope of what is required to be included in a TIA pursuant to this Section. Further, statements that a geologic hazards permit is required cite to the Newport Subdivision Ordinance (NMC Chapter 13) which is inapplicable to the project since the property is not being subdivided or partitioned, or they refer to a recommendation in the TIA that vegetation be cleared at the access points to improve vehicle line of sight. The removal of understory vegetation is not regulated by the geologic hazards chapter of the Newport Municipal Code (NMC Chapter 14.21). Tree removal can trigger the

requirement for a permit; however, it is limited to trees over 8-inches dbh (diameter breast height) and then only if the amount of the canopy area of the trees that are to be removed is more than 25 percent of the lot area (NMC 14.21.040(G)). The amount of clearing recommended in the TIA does not meet this threshold; therefore, a geologic hazard permit is not required on that basis. Lastly, comments were made that a geologic hazards permit should be required because of the additional truck traffic on the roads. This is not a condition that would trigger a geologic permit under the City's code.

B. Subsection 14.45.050(B) requires a TIA demonstrate that adequate transportation facilities exist to serve the proposed development or indentify mitigation measures that resolve the traffic safety problems in a manner that is satisfactory to the City Engineer and, when state highway facilities are affected, to ODOT. The project does not access directly onto a state highway; therefore, ODOT approval is not required. In a memo dated March 11, 2013, Timothy Gross, City Engineer, indicates that the information contained in the documents prepared by Kittleson & Associates, Inc. and Stuntzner Engineering & Forestry, LLC demonstrate that the transportation facilities used to access the proposed Teevin Bros. log yard are both geometrically and structurally adequate as currently constructed (Attachment D). One exception is cited. Mr. Gross points out that a section of Yaquina Bay Road, east of SE Vista Drive, is settling due to what appears to be an embankment issue. A photograph of the road section depicts the settling problem (Attachment E). This portion of the road is under Lincoln County's jurisdiction, and Teevin Bros. should coordinate with the County to ensure the repair of this road section is complete before truck operations commence. With this condition, this standard is satisfied.

Comments received point out deficiencies in the applicant's initial draft of the TIA with regards to its description of existing conditions, lack of queuing analysis, and lack of information regarding the structural condition of the affected roadways. This was addressed by the applicant in their supplemental reports. Comments further assert that the analysis, as supplement, is still deficient and should be denied. These arguments were taken into consideration by the City Engineer, who found the applicant's analysis to be substantial enough to support approval.

The issue of safety was raised by the public both in support of, and in opposition to, the log yard project. The comments reflect individual perceptions about how the traffic functioned in the past, when a log yard last operated at the proposed location, or how it might operate in the future given that there are more residential property owners and tourists that use the same roads. Safety considerations are a major component of the TIA, which considered such factors as vehicle queuing, sufficiency of stopping distance, adequacy of vehicle site distance, and the geometry and structural condition of the roads. Deficiencies with vehicle line of site at the entrances to the proposed log yard facility is the only safety issue identified in the TIA, which can be remedied by the applicant via the removal of screening vegetation. While the analysis establishes that the route log trucks will use is safe from a traffic engineering perspective, which is the threshold that must be met in order for the City to approve a TIA, it does not mean that the roads cannot be made "safer" through the implementation of further improvements. The City of Newport, Port of Newport, Oregon Department of Transportation or other partners may implement such changes where appropriate. The applicant may also choose to participate; however, they cannot be compelled to do so as a condition of the City's approval of the TIA.

C. Subsection 14.45.050(C) notes that where a proposed amendment to the Newport Comprehensive Plan or land use regulation would significantly affect an existing or planned transportation facility, the TIA must demonstrate that solutions have been developed that are consistent with the provisions of OAR 660-012-0060. As earlier noted, this project does not require an amendment to the Newport Comprehensive Plan or land use regulations in order for it to proceed; therefore, compliance with this administrative rule is not required.

D. Subsection 14.45.050(D) applies to affected non-highway facilities. It requires that the TIA establish that any Level of Service standards adopted by the City have been met, and development will not cause excessive queuing or delays at affected intersections, as determined in the City Engineer's sole discretion. In the March 11, 2013 memorandum, the City Engineer notes that although the City of Newport has not adopted Level of Service standards for its non-highway facilities, the analysis as defined within the submittal indicates that the traffic attributed to the Teevin Bros. project will not cause excessive queuing or delays at affected intersections. This standard is; therefore, satisfied.

Comments were received asserting that the queuing analysis is inadequate because it simulates impacts of the additional truck traffic and that the report should have included actual data. The truck traffic must be simulated because the use has not been established on the property. Actual traffic data was incorporated into the analysis, where appropriate.

E. Subsection 14.45.050(E) requires that proposed public improvements be designed and constructed to the standards specified in NMC Chapter 14.44 (Transportation Standards) or Chapter 13.05 (Subdivision and Partition), as applicable. The only recommended public improvement is to a section of Yaquina Bay Road that is under Lincoln County's jurisdiction. As noted by the City Engineer, the repair of this road section should be coordinated with the Lincoln County Highway Department.

6. Section 14.45.060(F) notes that the City may impose conditions of approval needed to meet operations, structural, and safety standards and provide the necessary right-of-way and improvements to ensure consistency with the City's Transportation System Plan. The only conditions imposed are those that require the applicant adhere to the recommendations contained in the TIA and for the repair of a section of Yaquina Bay Road, as outlined below.

OVERALL CONCLUSION

The request complies with the criteria established for a Traffic Impact Analysis and is hereby **APPROVED** with the following condition(s):

1. Approval of this land use permit is based on the submitted materials from Kittleson & Associates, Inc., and Stuntzner Engineering and Forestry, LLC included as attachments to this report. No work shall occur under this permit other than that which is specified within these documents. It shall be Teevin Bros. responsibility to comply with these documents and the limitations of approval described herein.

2. Teevin Bros. shall complete the sight distance improvements recommended in the TIA prepared by Kittleson & Associates, Inc., prior to truck operations occurring on the site.

3. Prior to commencing truck operations, Teevin Bros. shall coordinate with Lincoln County to repair the section of the Yaquina Bay Road that is settling along the planned haul route.

Derrick Tokos

From: Tim Gross
Sent: Monday, December 10, 2012 1:54 PM
To: 'Matt Hughart'
Cc: Derrick Tokos
Subject: RE: Teevin Bros. Traffic Study

Matt,

Sorry for the delay. Derrick wanted me to wait to reply until you had spoken with him.

This is substantially what we discussed on the phone. Couple of comments:

The fishing season has a significant impact on the truck traffic in the Bayfront area. I have included the season below and I think they should be taken into consideration for the study.

- Shrimp April 1 – October 31
- Hake June 15 Quota, this year the season ended in late November
- Crab December 1 this is good for a couple of month then drops off after that

Also, we have some traffic counts from the area if you are interested.

As part of the analysis, we need to know the impact to the areas in the study and then possible recommendations on ways to mitigate the impacts, if any. For example, turn lanes, lengthening an existing turn lane etc.

Thanks.

Timothy Gross, PE
Public Works Director/City Engineer
City of Newport
169 SW Coast Highway
Newport, OR 97365
P 541-574-3369
F 541-265-3301
C 541-961-5313

From: Matt Hughart [mailto:MHUGHART@kittelson.com]
Sent: Friday, November 30, 2012 11:59 AM
To: Tim Gross
Subject: Teevin Bros. Traffic Study

Tim,

Thank you for taking the time to talk with me over the phone regarding the proposed Teevin Bros. operation. I wanted to follow up with this e-mail to make sure I captured all of your comments. Here is a summary of what was discussed:

- Traffic study would be needed to address Item D of the Newport Traffic Impact Analysis requirements.
- Critical study intersections include:
  - Highway 20/Southeast Moore Drive
  - Bay Boulevard/Southeast Moore Drive
  - Two site access driveways off of Bay Road

- Critical time periods include:
  - Weekday a.m. (7:00-9:00 a.m.) and weekday p.m. (4:00-6:00 p.m.) peak periods
- Items to address in addition to the intersection impacts noted above:
  - Develop a customized trip generation profile of the operation recognizing there are no ITE Trip Generation land uses that would be applicable for the proposed operation.
  - Analyze the anticipated truck routing and quantify usage of these routes. Analyze structural impacts per TIA guidelines.

Please let me know if there is anything that I overlooked for misinterpreted. Thanks.

Matt

Matt Hughart, AICP
Associate Planner

Transportation Engineering / Planning
610 SW Alder Street, Suite 700
Portland, Oregon 97205
503.223.5230
503-935-7425 (direct)
503-936-1463 (cell)

Derrick Tokos

From: Derrick Tokos
Sent: Friday, November 16, 2012 3:00 PM
To: 'Eric Oien'
Cc: Tim Gross
Subject: RE: Verification and follow up
Attachments: ord_2045.pdf; 2-CP-11 - Ch45 Traffic Impact Analysis Standards - Exhibit G.pdf; LAND_USE_Application_Fillable.pdf; Traffic_Impact_Analysis.pdf

Hi Eric,

Yes, I received your email and had hoped to set aside some time this afternoon to look into the issues we discussed. I may not have a response for you until Monday. Tim's number is 541-574-3369. I was planning on bringing up the City's new Traffic Impact Analysis requirements in my follow-up email, but will do so now so you can get a head start on it. The standards were put in place as part of a larger Transportation Plan update that we have been working on for a number of years. Attached is a copy of the implementing ordinance, the new code section specific to this requirement (Ch. 45), an application form and submittal checklist. The new code is effective December 5th and will apply to this project.

It is likely that you will need to retain a traffic engineer to prepare the report. I talked to Tim, and he mentioned that the analysis will need to include the intersections at US 20/101 and SE Moore Road/Bay Boulevard. The code requires a pre-application meeting with the City Engineer to confirm the scope of the analysis. Tim is comfortable handling that over the phone if that is more convenient for you.

I understand that this is an additional expense; however, the resulting information will clarify the extent to which the project is impacting the existing road network, and if any changes are required to ensure that the transportation system is adequate to handle the additional truck traffic.

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: Eric Oien [mailto:eoien@teevinbros.com]
Sent: Friday, November 16, 2012 2:27 PM
To: Derrick Tokos
Subject: Verification and follow up

Hi Derrick,

Just wanted to verify that you had received my email follow up on Wednesday and if you've made any progress on your end? Also, what is Tim Grosse's phone number? I would like to call him about the traffic study ordinance that was apparently passed November 1st of this year?

Eric Oien
General Manager
Teevin Bros Land & Timber
Cell: 360-880-1003
Fax: 503-556-4268

"It is OK to print this email. Paper is a plentiful, sustainable product supporting our economy by providing jobs to many Americans"

KITTELSON & ASSOCIATES, IN
TRANSPORTATION ENGINEERING / PLANN
610 SW Alder Street, Suite 700, Portland, OR 97205 503.228.5230 503.2.

ATTACHMENT 'B'

File No. 1-TIA-13

February 12, 2013

Project #: 13132.0

Paul Langner
Teevin Bros.
P.O. Box 247
Rainier, OR 97048

RE: Traffic Impact Analysis for the Proposed Teevin Bros. Log Yard - Newport, OR

Dear Paul,

This letter presents the results of the traffic impact analysis (TIA) for the proposed Teevin Bros. Log Yard development located at 1554 Yaquina Bay Boulevard, Newport, Oregon 97365. This study concludes that the industrial site can be developed while maintaining acceptable traffic operations and safety at the site driveways and study intersections. In addition, the analysis concludes that the public streets serving the site are capable of handling expected truck loads. Our analysis methodology, pertinent findings, and recommendations are documented herein[1].

INTRODUCTION

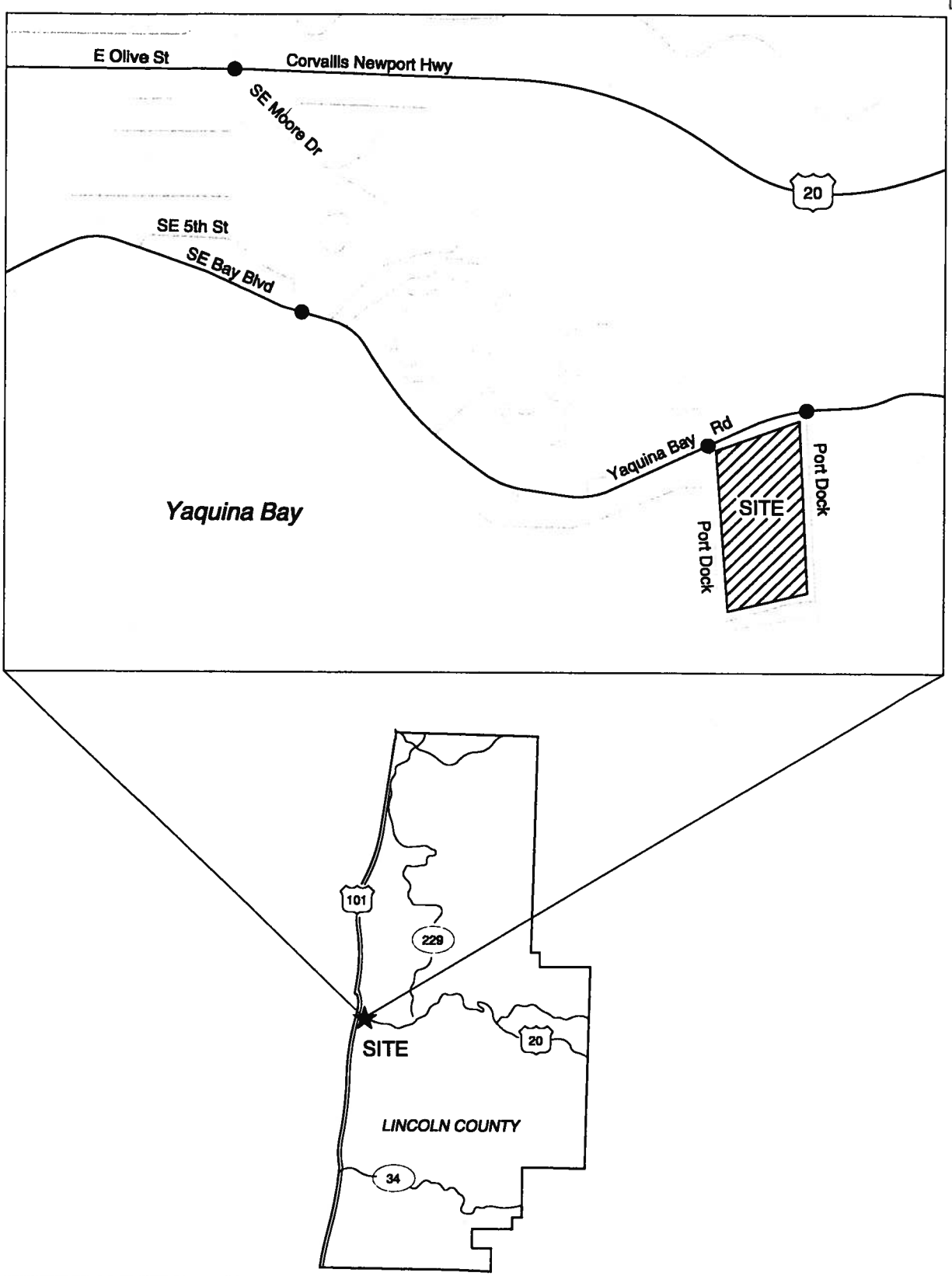
Teevin Bros. is proposing to develop a log yard located along Yaquina Bay Boulevard, east of the Port of Newport located in Newport, Oregon. The site is currently vacant and is appropriately zoned I-3 Industrial; as such, the site is proposed for development in conformance with the existing zoning. Per conversations with City staff, the site previously operated as a log yard in the late 1980s and early 1990s, at which point the site was vacated and has been unused for approximately the last 15 years.

The preliminary site plan proposes to use the two existing driveways from Yaquina Bay Boulevard to access the site. The site will be divided into areas of processed log storage, raw log storage, and log roll-out area toward the north of the site. Vehicles are anticipated to primarily use the west access, and the east access will provide an alternative access for larger, one-way circulating vehicles. The development is expected to be built out and occupied by 2013. Figure 1 illustrates the site location and vicinity and Figure 2 illustrates the proposed development plan.

SCOPE OF THE REPORT

This analysis determines the transportation-related impacts associated with the proposed development and has been prepared in accordance with City of Newport direction for a TIA. The study intersections and scope of this project were based on consultation of City of Newport Code and with City and County staff. Per the Newport Development Code, a TIA is required for this development

[1] Derrick Tokos requested additional information in a January 22, 2013 email, which is highlighted in this report using <u>underlining</u>.



LEGEND

● - STUDY INTERSECTIONS

SITE VICINITY MAP
NEWPORT, OREGON

FIGURE
1

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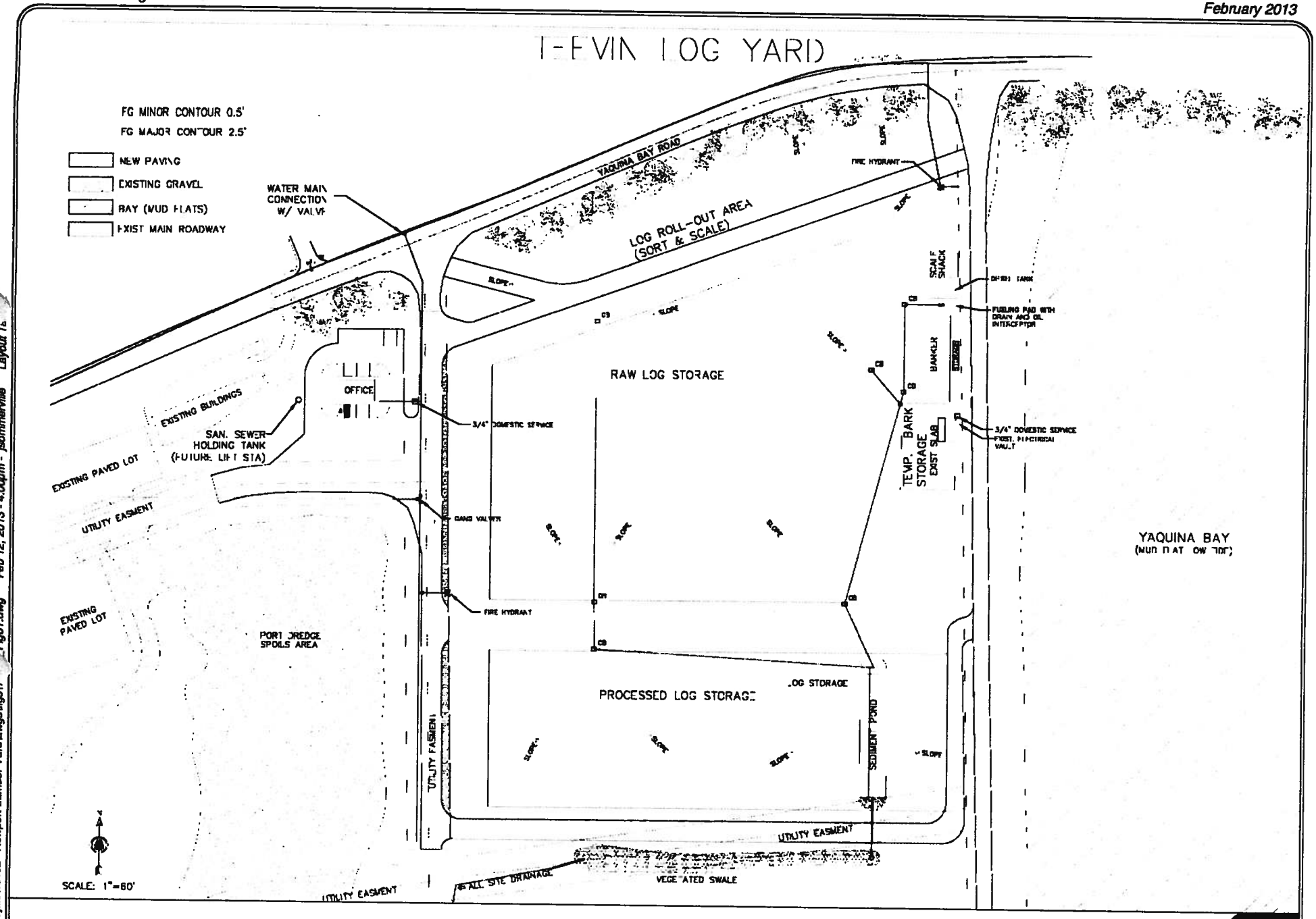

PROPOSED SITE PLAN
NEWPORT, OREGON

FIGURE 2

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

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based solely on the size of anticipated log trucks (expected to exceed 26,000 pounds). The TIA requirements and scoping correspondence with City staff is included in *Attachment "A."*

Operational analyses were conducted at the following four intersections:

- SE Moore Drive/Highway 20
- SE Moore Drive/SE Bay Boulevard
- Site Driveway (west)/Yaquina Bay Boulevard
- Site Driveway (east)/Yaquina Bay Boulevard

This report evaluates the following transportation issues:

- Year 2012 existing transportation-system conditions within the site vicinity during the weekday a.m. and p.m. peak periods;
- Trip generation estimates and distribution for the proposed development; and
- Forecast year 2013 total traffic conditions during the weekday a.m. and p.m. peak periods with build-out of the site.

EXISTING CONDITIONS

The existing conditions analysis identifies the site conditions and current operational and geometric characteristics of roadways within the study area. These conditions will be compared with future conditions later in this report.

The proposed development site and surrounding study area was inventoried in December 2012. At that time, information was collected regarding site conditions, adjacent land uses, existing traffic operations, and transportation facilities in the study area.

Site Conditions and Adjacent Land Uses

The redevelopment site is approximately 15 acres and is currently vacant. The site is appropriately zoned as I-3 Industrial and no change to the zoning is proposed. The site is located directly east of the Port of Newport and is bordered by Yaquina Bay Boulevard to the north and Yaquina Bay to the east and south. Land uses surrounding the site are primarily residential to the east, with mixed industrial uses along Yaquina Bay Boulevard to the west. Access to the site will be provided from Yaquina Bay Boulevard, and, as shown in Figure 2, one driveway will be located along the east frontage and one along the west.

Transportation Facilities

Table 1 summarizes the existing transportation facilities and roadways in the study area.

Table 1 Existing Transportation Facilities and Roadway Designations

Roadway	Functional Classification[1]	Number of Lanes	Posted Speed (MPH)	Sidewalks	Bicycle Lanes	On-Street Parking
Highway 20	Principal Arterial	3 Lanes	30	No	No[2]	No
SE Moore Drive	Minor Arterial	2 Lanes	25	Yes[3]	No	Yes
SE Bay Boulevard/Yaquina Bay Boulevard	Minor Arterial	2 Lanes	35[4]	Partial[5]	Yes	Partial[6]

[1] Classifications from the Newport Transportation System Plan (TSP), 2008.
[2] Striped shoulder provided on state highway
[3] Sidewalks are located along the east side of SE Moore Drive
[4] Posted speed is 35 mph west of proposed West Site Driveway, and 45 mph to the east
[5] Sidewalks provided along north side of Bay Boulevard from SE Moore Drive to SE Vista Drive, and along the south side from the intersection at SE Moore Drive to the Embarcadero Resort
[6] On-street parking permitted between SE Moore Drive and SE Vista Drive (City jurisdiction)

Figure 3 illustrates the existing lane configurations and traffic control devices in place at the study intersections.

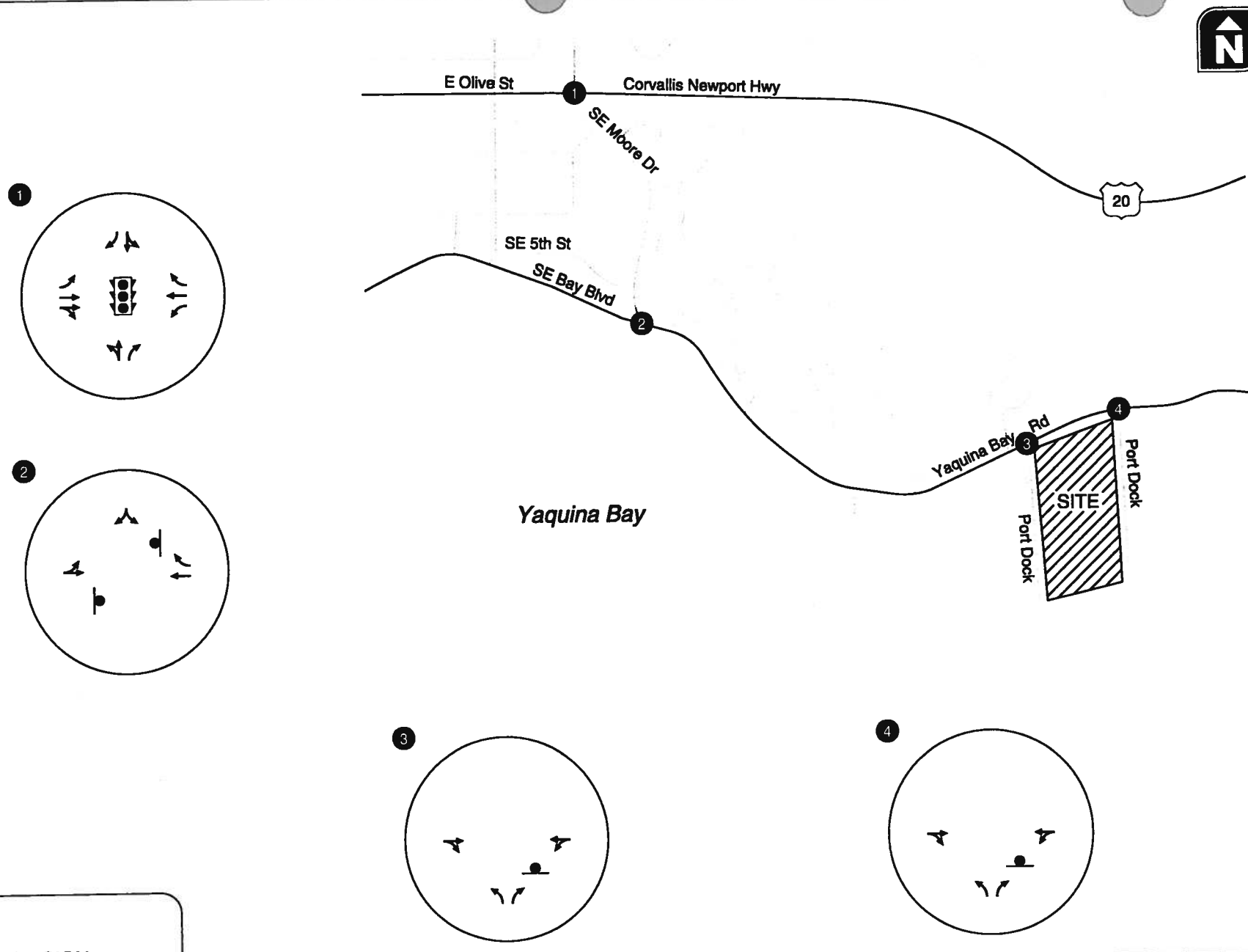
Pedestrian and Bicycle Facilities

Yaquina Bay Boulevard does not currently have sidewalks on either side of the roadway in the vicinity of the proposed site. Table 1 summarizes the locations where sidewalks are provided along Bay Boulevard. Moore Drive and Highway 20 both have partial sidewalk connections and provide wide shoulders that may be used as bicycle lanes.

Transit Facilities

Local transit service is provided via the Newport Loop route in the vicinity of the site, with stops at the Elks Club at the north end of SE Moore Drive and the Yacht Club, located west of the SE Moore Drive/SE Bay Boulevard intersection. The loop route runs seven days per week and charges one dollar per ride. *A map of the local transit service and detailed scheduling information is provided in Attachment "A".*

In addition, there are currently two public transit systems operating north of the Yaquina Bay Bridge in Newport. Lincoln County provides a Free Shuttle and runs three bus services linking Newport with Yachats, Siletz / Toledo, and Lincoln City. Lincoln County's bus service operates year round, from Monday through Saturday, with all services beginning at the Newport City Hall. The Free Bay & Beach Shuttle currently operates year round, linking major business areas and tourist attractions in the city. During the summer months (July, August and September), the Shuttle operates between 9 am and 9 pm. The rest of the year the Shuttle runs on weekends (Saturday and Sunday) only, from 10 am to 5 pm.



EXISTING LANE CONFIGURATIONS AND TRAFFIC CONTROL DEVICES
NEWPORT, OREGON

FIGURE 3

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Current Levels of Service

All level-of-service analyses described in this report were performed in accordance with the procedures stated in the 2000 *Highway Capacity Manual* (Reference 1). *A description of level of service and the criteria by which they are determined is presented in Attachment "B".* Attachment "B" also indicates how level of service is measured and what is generally considered the acceptable range of level of service.

All intersection level-of-service evaluations used the peak 15-minute flow rate during the weekday a.m. and p.m. peak hours. Using the peak 15-minute flow rate ensures that this analysis is based on a reasonable worst-case scenario. For this reason, the analysis reflects conditions that are only likely to occur for 15 minutes out of each average peak hour. The transportation system will likely operate under conditions better than those described in this report during all other time periods.

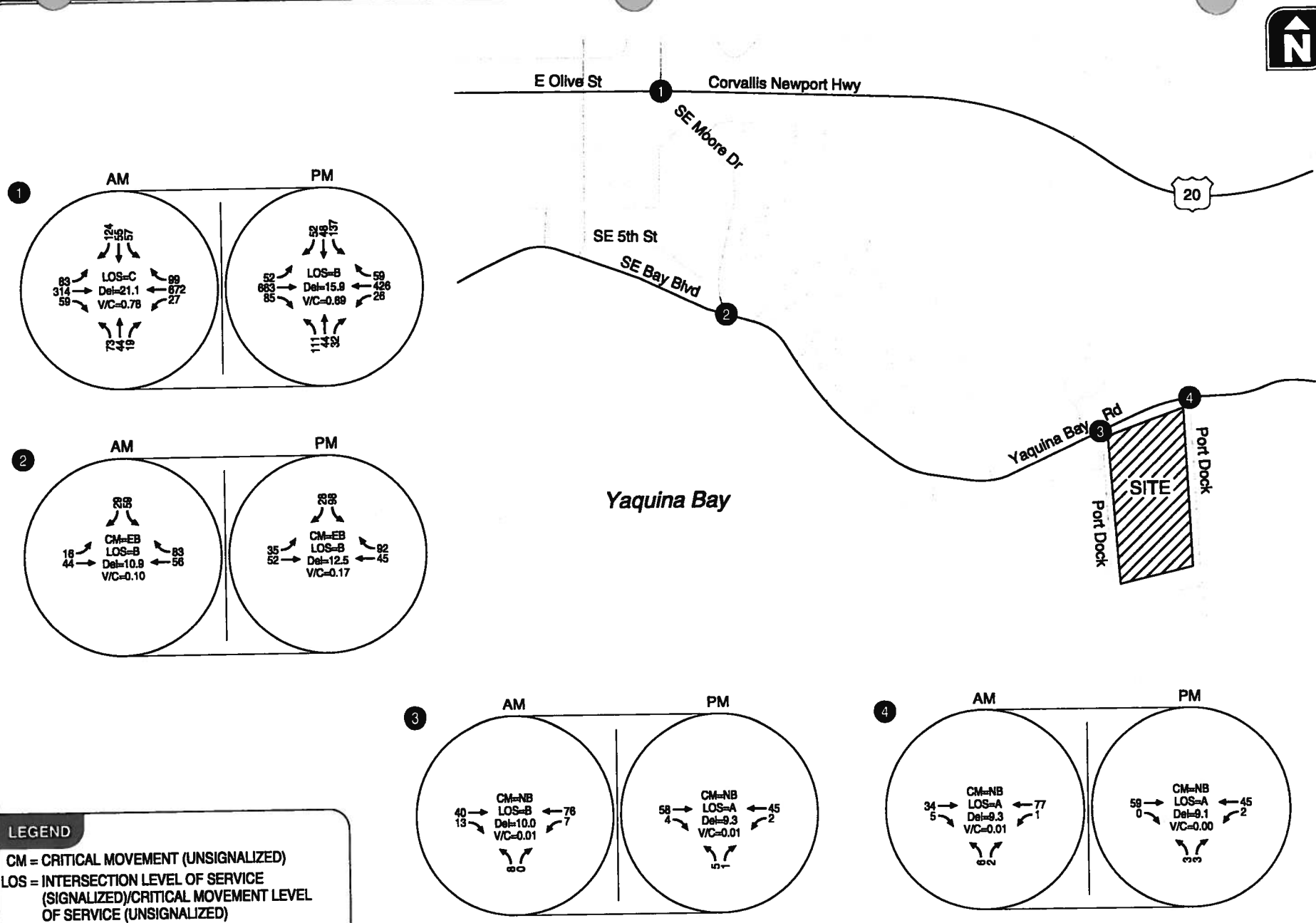
The City of Newport defaults to ODOT mobility targets along Highway 20. As defined by the latest edition of the *1999 Oregon Highway Plan* (Reference 2), Highway 20 is considered a Statewide Highway, within the urban growth boundary, non-MPO, outside an STA (special transportation area), and where non-freeway speeds are 35 miles per hour or less. As such, the mobility target along Highway 20 is a volume-to-capacity (v/c) ratio of 0.80.

Traffic Volumes and Peak Hour Operations

Manual turning-movement counts were obtained for all the existing study intersections in December 2012. All counts used in this analysis were conducted on a typical mid-week day during the morning (7:00 a.m. to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak time periods. The system-wide morning and evening peak hours were found to occur between 7:35 and 8:35 a.m. and 4:30 and 5:30 p.m., respectively. *Attachment "C" contains the traffic count data used in this study*

The existing traffic volumes along Highway 20 were adjusted to 30th highest hour design volumes (30HV) in accordance with the methodology described in the ODOT *Analysis Procedures Manual* (APM – Reference 3). Based on this methodology, the through volumes (east/west) along Highway 20 were adjusted by a factor of 1.28 to represent 30HV. *Attachment "D" contains additional data on the calculation of the seasonal adjustment factor.*

Figure 4 summarizes the intersection operations for the study intersections under the weekday a.m. and p.m. peak hour existing traffic conditions. As shown in Figure 4, all study intersections and site driveways currently operate acceptably during the seasonally-adjusted weekday a.m. and p.m. peak hours. *Attachment "E" includes the level-of-service worksheets under year 2012 existing traffic conditions.*



LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

EXISTING TRAFFIC OPERATIONS (SEASONALLY ADJUSTED VOLUMES)
WEEKDAY AM AND PM PEAK HOURS
NEWPORT, OREGON

FIGURE 4

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TRANSPORTATION IMPACT ANALYSIS

The transportation impact analysis identifies how the study area's transportation system will operate with buildout of the proposed development. The impact of traffic generated by the proposed development during the typical weekday a.m. and p.m. peak hours was examined as follows:

- Planned developments and transportation improvements planned in the site vicinity were identified;
- Site-generated trips were estimated for build-out of the site;
- Site trip-distribution patterns were determined based on a review of the existing transportation network and the nature of the proposed development;
- Year 2013 (build-out year) total traffic conditions were analyzed at each of the study intersections and site-access points during the weekday a.m. and p.m. peak hours;
- Sight distance and circulation was reviewed.

Planned Developments and Transportation Improvements

City of Newport staff was contacted to identify any in-process developments or transportation improvements that may affect the roadway network in the vicinity of the proposed project. No in-process developments were identified. The following projects within the vicinity of the project study area have been identified in the Newport *North Side Local Street Plan, July 2008,* and are summarized in Table 2. However, these projects are not anticipated to occur within the buildout year of the proposed development and therefore have not been assumed as part of the future analysis scenarios.

Table 2 Newport Transportation System Plan Identified Improvements Within the Site Vicinity

Project Description	Functional Class	Sidewalks	Bicycle Lanes	Priority	Estimated Cost ($2012)	*Source*
North Side Local Street Plan Street and Roadway Projects						
Alternative Port Access Road Improvements: Evaluate improvements to SE Benson Road and/or SE John Moore Drive to improve access to waterfront area	Collector (Benson) Arterial (John Moore)			Medium/ Low	Planning study needed to determine alignment and cost	*2008 North Side TSP update*

Location/ Limits	Project Description	Priority	Estimated Cost ($ 2012)	*Source*
North Side Local Street Plan TSM Improvement Projects				
US 20 at SE John Moore Drive	Add north/south left turn lanes and adapt signal phase. Combine northbound right/through lanes.	Medium	$220,000	*2008 North Side TSP update*
John Moore Drive at Bay Blvd.	Stripe John Moore for separate left and right turns. Modify curb radii to enhance right turns from John Moore onto Bay. Add eastbound left turn lane and pedestrian crossing.	High	$400,000	*2008 North Side TSP update*

Regional Background Traffic Growth

This analysis considers the impact of the proposed development's site-generated trips on the roadway network using future year (2013) traffic volumes. Although no in-process developments were identified, regional background traffic growth along Highway 20 was estimated based on ODOT future volume table forecasts. An excerpted piece of the future volume tables for Highway 20 (ODOT Hwy 033) is shown below in Table 3.

Table 3 Existing Transportation Facilities and Roadway Designations

HWY	MP	Direction	HS	Description	2009	2010	2011	2031	RSQ
033	0.76	1		East city limits of Newport	12300			18200	0.7321

Based on the data in Table 3, the east-west traffic volumes along Highway 20 were increased by 2.2 percent[2] to account for a one-year growth in volumes.

Proposed Development Plan

The proposed development (2013 buildout) includes redevelopment of approximately 15 acres of vacant I-3 zoned property into a log yard. The proposed log yard is expected to have 17 employees and generate approximately 30 truck trips per day at inception. Upon full development of the log yard operations, the site is estimated to generate up to 50 log trucks per day. **For a reasonable worst-case impact, this analysis considers 50 trucks on the adjacent street system. This full buildout is expected to occur gradually over the next five years with a full 50-truck fleet in year 2017.** The site plan shown in Figure 2 illustrates the proposed layout with the proposed site driveway locations.

Trip Generation

Typically, a trip generation estimate for a proposed development is based on empirical data from the standard reference manual *Trip Generation, 9th Edition,* published by the Institute of Transportation Engineers (ITE) (Reference 4) or from actual traffic counts at similar developments. However, given the uniqueness of the proposed facility, an independent trip generation profile was developed based on the projected maximum operating capacity. To develop the profile, projected employee and truck delivery information was obtained from Teevin Bros. as outlined in *Attachment F.* Using this information, Table 4 summarizes the estimated site trip generation of the proposed development plan during a typical weekday, as well as typical weekday a.m. and p.m. peak hours.

[2] [(18,200/12,300) – 1] / 22 years = 2.18 percent per year

Table 4 Estimated Trip Generation

Mode	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
		Total	In	Out	Total	In	Out
Passenger cars	42	4	4	0	6	0	6
Trucks	100	12	6	6	4	2	2
Total	**142**	**16**	**10**	**6**	**10**	**2**	**8**

As shown in Table 4, the estimated typical daily and peak hour trip generation is not anticipated to have a significant impact on existing vehicular circulation or existing travel patterns. At the site driveways, some support functions to the log yard may add additional vehicles (service, delivery, waste removal, etc.) several times per week—these vehicles are also not expected to have a significant impact to the capacity and circulation of the transportation system. Many of these support functions, such as parcel delivery, refuse collection, and septic pumping are vehicular trips that currently exist in support of existing business lines at the Port of Newport. *Additional details to the schedule and type of support activities are provided in greater detail in Attachment "F".*

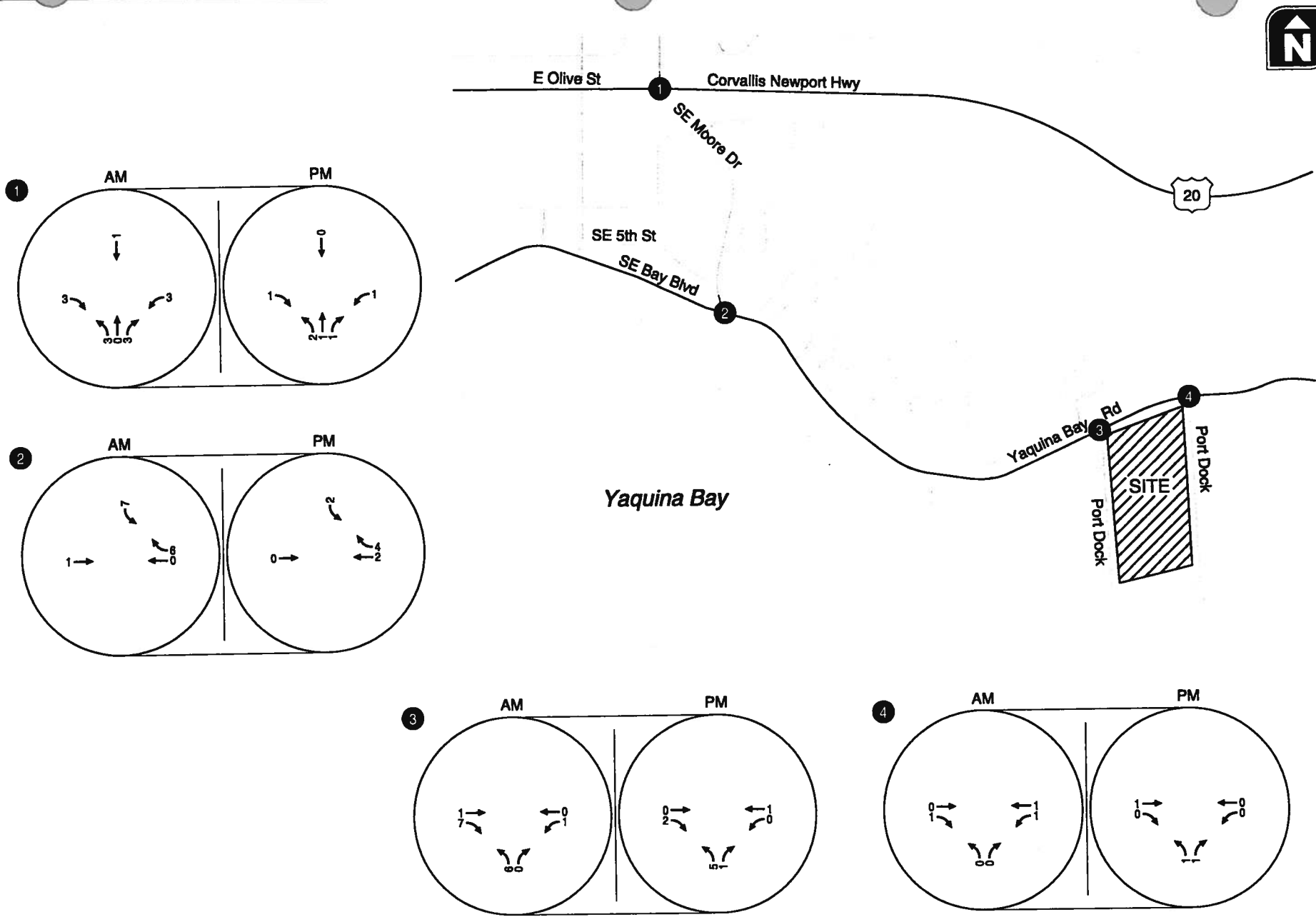
Site Trip Distribution/Trip Assignment

The distribution of site-generated trips was determined based on a review of the existing transportation network, current turning movement patterns, and the nature of the proposed development. The estimated trip distribution pattern is shown in Figure 5.

The estimated site-generated trips were assigned to the network by distributing the trips shown in Table 4 according to the trip distribution pattern shown in Figure 5. Figure 5 also illustrates the net new site-generated trips that are expected to use the roadway system during the weekday a.m. and p.m. peak hours.

Year 2013 Total Traffic Conditions

The total traffic conditions analysis forecasts how the study area's transportation system will operate with the traffic generated by the proposed development. As discussed previously, the appropriate growth rate for through volumes on Highway 20 were applied. As such, the forecast site-generated traffic (shown in Figure 5) was added to the existing traffic volumes during the weekday a.m. and p.m. peak hours (shown in Figure 4) to arrive at the total traffic volumes that are shown in Figure 6. Note that east-west through volumes at the Highway 20/Moore Drive intersection have been increased by 2.2 percent to account for anticipated background regional growth.



ESTIMATED TRIP DISTRIBUTION PATTERN AND SITE-GENERATED TRIPS
WEEKDAY AM AND PM PEAK HOURS
NEWPORT, OREGON

FIGURE 5

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

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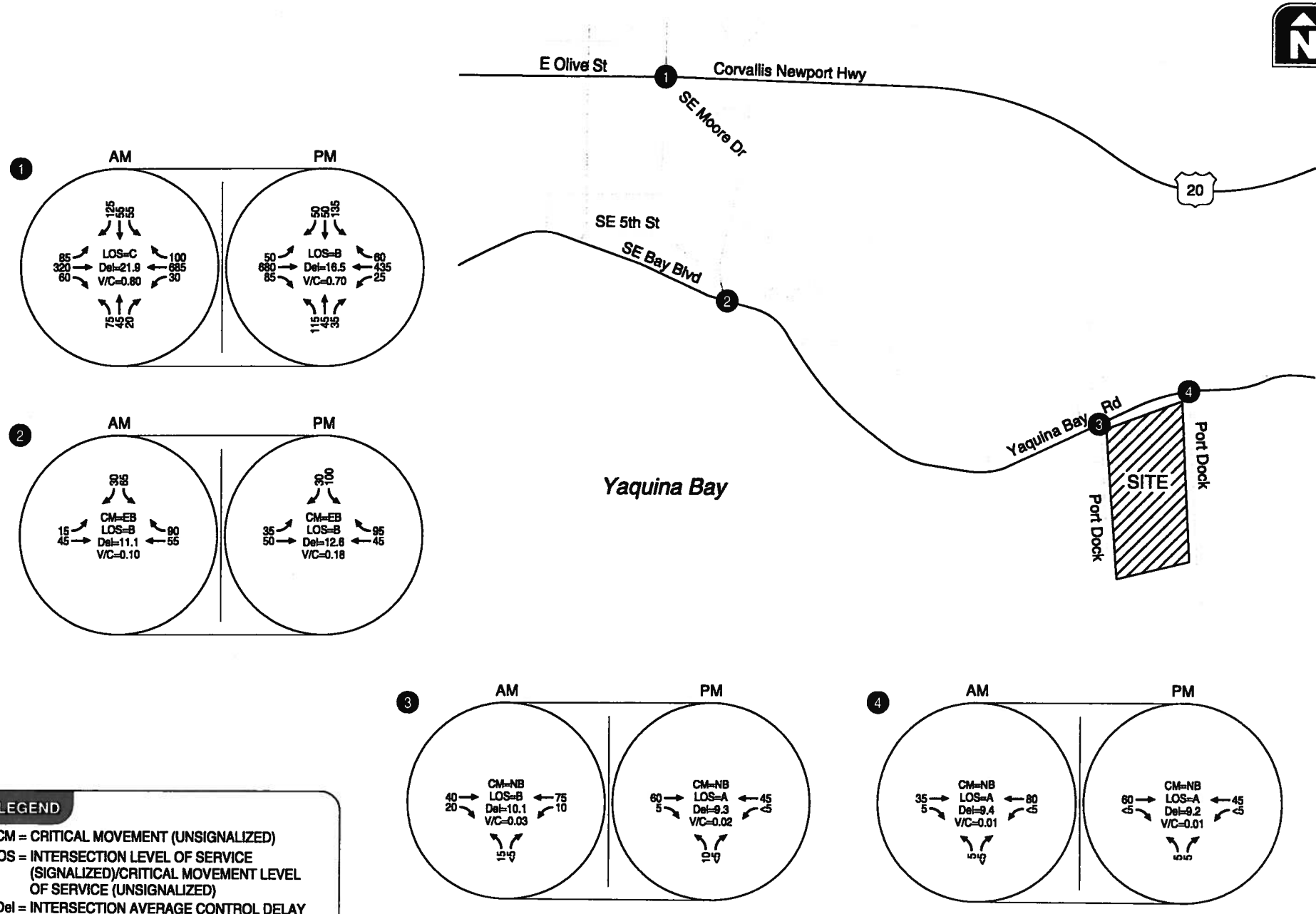

LEGEND

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Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

TOTAL TRAFFIC OPERATIONS
WEEKDAY AM AND PM PEAK HOURS
NEWPORT, OREGON

FIGURE 6

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

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Intersection Operations

The weekday a.m. and p.m. peak hour turning-movement volumes shown in Figure 6 were used to conduct an operational analysis at each study intersection. The results of the 2013 total traffic analysis shown in Figure 6 indicate that the site driveways and study intersections are forecast to continue to operate acceptably during the weekday a.m. and p.m. peak hours. *Appendix "F" includes the level-of-service worksheets under year 2013 total traffic conditions.*

95th Percentile Queuing

A 95th percentile queuing analysis was conducted for the SE Moore Drive intersections with Highway 20 and with SE Bay Boulevard. The analysis was prepared with the simulation software *SimTraffic*, and the results are based on the average of five simulation runs. Based on the analysis prepared herein, Table 5 below summarizes the 95th percentile queue impacts of the proposed development during the weekday a.m. and p.m. peak hours.

Table 5 95th Percentile Queuing Analysis Summary – Weekday AM and PM Peak Hours (Existing and Forecast)

Intersection	Approach	Available Storage (feet)	Weekday AM Peak Hour			Weekday PM Peak Hour		
			Existing (feet)	With Site (feet)	Sufficient Storage Provided?	Existing (feet)	With Site (feet)	Sufficient Storage Provided?
SE Moore Drive/ Highway 20	NBLT/TH	cont[1]	150	150	Yes	125	125	Yes
	NBRT	125	50	75	Yes	75	75	Yes
	WBLT	200	75	100	Yes	75	75	Yes
	WBTH	cont[1]	625	625	Yes	250	250	Yes
	WBRT	150	175	150[2]	No[3]	75	75	Yes
	SBLT/TH	cont[1]	250	250	Yes	175	150	Yes
	SBRT	25	75	75	No[3]	75	75	Yes
	EBLT	200	125	125	Yes	100	75[2]	Yes
	EBTH	cont[1]	100	100	Yes	150	175	Yes
	EBTH/RT	200	100	100	Yes	150	175	Yes
SE Moore Drive/ SE Bay Boulevard	WBTH	cont[1]	<25	<25	Yes	<25	<25	Yes
	EBTH/LT	cont[1]	<25	<25	Yes	<25	<25	Yes

1 cont = continuous
2 decrease in queue length due to re-allocation of green time based on vehicle approach demand (actuated signal control)
3 the queue storage available for these movements are not adequate under existing conditions and the proposed development does not add trips to these movements

As shown in Table 5, a 95th percentile queuing analysis at the SE Moore Drive/Highway 20 intersection indicates that the proposed development is forecast not to exceed the queue storage currently available. Per ODOT request, the westbound left turn movement at the SE Moore Drive/Highway 20 intersection was given additional consideration:

As shown in Table 5, the 95th percentile queue for this movement is expected to increase by approximately 25 feet during the weekday a.m. peak hour. As shown in Figure 6, there are approximately 30 vehicles (one vehicle every two minutes, including log trucks) making this movement during the a.m. peak hour. Based on field measurement, there is approximately an additional 100 feet of striped storage that could accommodate a random arrival event in which the 95th percentile queue length is exceeded by up to 100 feet.

Based on the analysis provided, the existing traffic counts, and the forecast traffic impacts, the available queue storage is expected to continue to be adequate for the expected increase in traffic due to the proposed development. *The queuing analysis worksheets for existing and total traffic operations are provided in Attachments "E" and "G" respectively.*

CIRCULATION ASSESSMENT

The following sections address on-site and off-site circulation of vehicles to the proposed development.

On-Site: Preliminary Sight Distance Verification

A preliminary sight distance evaluation was conducted at the Bay Boulevard intersections with each of the site driveways to assess whether sufficient stopping and intersection sight distance can be provided. Based on preliminary investigation, sufficient stopping sight distance exists under existing conditions and sufficient intersection sight distance is expected to be provided with removal of shrubbery along the south side of Bay Boulevard between the west and east driveways.

Per the standard reference manual *A Policy on Geometric Design of Highways and Streets,* published by the American Association of State Highway and Transportation Officials (AASHTO), the sight distance requirements for passenger cars and combination trucks are summarized in Table 6 below.

Table 6 AASHTO Sight Distance Requirements (assumes 45 mph posted speed)

Mode	Stopping Sight Distance Required (feet)	Intersection Sight Distance Required (feet)	West Driveway Facing West	West Driveway Facing East	East Driveway Facing West	East Driveway Facing East
Existing Sight Distance						
Passenger cars	360	496.1	> 800	700[2]	300[3]	575
Trucks	360[1]	760.7				
Mitigated Sight Distance						
Passenger cars	360	496.1	> 800	>760	>760	575
Trucks	360[1]	760.7				

[1] Passenger car stopping sight distances are typically also used for trucks due to the height advantage of trucks to see for longer distances (AASHTO).
[2] Increases to >760 feet with clearance of shrubbery on south side of Bay Boulevard.
[3] Increases to >760 feet with clearance of shrubbery on south side of Bay Boulevard.

Per field observation, sight distance was measured to exceed the minimum recommended intersection and stopping sight distances for passenger cars as documented in the AASHTO reference manual at all driveways in all directions except at the east driveway facing west. Removal of the existing foliage and shrubbery on the south side of Bay Boulevard would provide adequate intersection and stopping sight distance for passenger cars on all approaches at both driveways.

For trucks, sight lines for obtaining adequate intersection sight distance are limited by existing shrubbery along the south side of Bay Boulevard. With the removal of the foliage and shrubbery, the west driveway is expected to have sight distance in the east and west direction that exceeds the 760-foot requirement for intersection sight distance. The east driveway is also expected to exceed the 760-foot requirement to the west. The sight line to the east at the east driveway is limited to 575 feet due to topographic features on the north side of Yaquina Bay Boulevard. However, the stopping sight distance requirement for trucks and passenger cars is met at the east driveway facing east and thus vehicles are expected to be able to slow down effectively for obstacles, based on the recommendations set forth in AASHTO reference manual.

As such, with the redevelopment of the site, it is recommended that the foliage and shrubbery on the south side of Bay Boulevard between the two driveways be removed to provide sight lines to allow for heavy vehicle entry and exit onto Yaquina Bay Boulevard.

It is further recommended that any landscaping, above ground utilities or signage associated with the proposed development be located and maintained to ensure that adequate intersection sight distance.

Off-Site Traffic Impacts

This section considers the routes of traffic expected to visit the site, composition of vehicle types, and the adequacy of those streets to accommodate expected loads.

Vehicles Visiting Site

Based on the trip generation summary in Table 4, there will be an expected 42 passenger car trips and 100 truck trips generated by the site on a typical weekday. Teevin Bros. expects to operate this log yard in a similar manner to the three yards it currently operates. Accordingly, Teevin Bros. currently operates log yards in three Oregon locations – Eugene, Crabtree (between Albany and Lebanon) and Rainier. Based on statistics from those yards, 44% of the trucks using the sites have a gross vehicle weight (GVW) of 80,000 lbs.; 54% of the trucks using the sites have a GVW of 88,000 lbs., and 4% of trucks accessing the sites have GVW greater than 88,000 and less than 105,000 lbs. No truck in the regular timber haul runs weighs in at more than 96,000 lbs.

Of the expected 100 weekday truck trips, half will be *entering* the site loaded, weighing an average of approximately 88,000 lbs., and half will be *departing* the site unloaded at approximately 29,000 lbs.

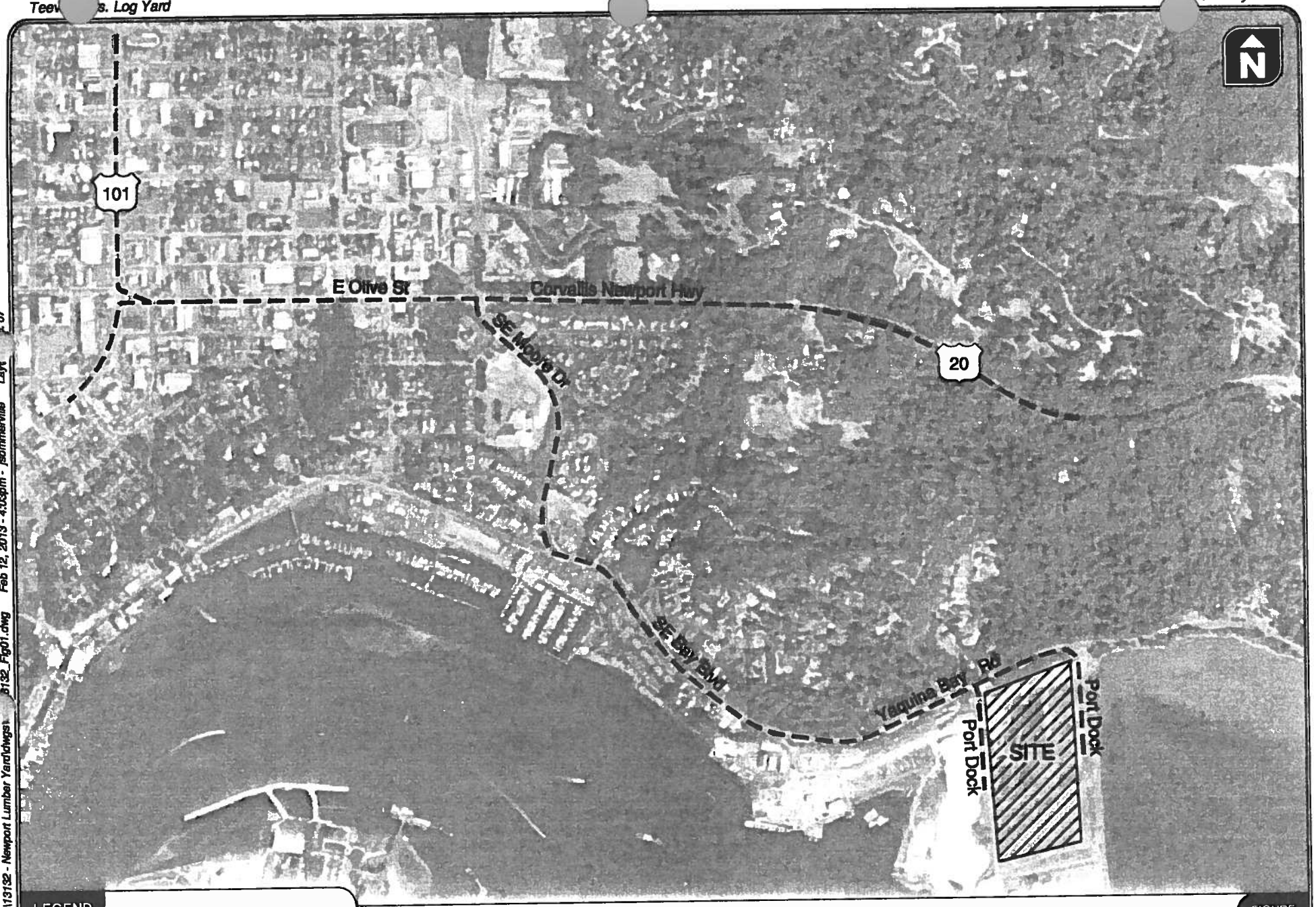
Truck Routes

Based on the distribution of trips to the site shown in Figure 5, the key streets expected to be impacted by trucks include: Highway 20, Moore Drive, and Bay Boulevard. All truck trips to/from the site will use Bay Boulevard west of the site to Moore Drive to Highway 20. Figure 7 illustrates the truck routes to be used. The adequacy of these streets to accommodate expected truck loads on these streets is discussed below. The expected loads to be generated by the site (less than 105,000 lbs. GVW) comply with legal limits for public streets, and thus, these streets can be expected to support these legal loads. Additional quantitative structural analysis based on core samples may be required by City of Newport staff in support of the qualitative assessment provided herein. Teevin Bros. and City of Newport staff should work collaboratively to identify the feasibility and methodology for conducting any required analysis, as needed.

Bay Boulevard

Currently, a fish meal operation[3] runs trucks that weigh approximately 98,000 lbs. (average weight) loaded with fish meal, and can weigh as much as 105,000 lbs. The fish meal operation (*Trident Fisheries*) processing plant and main office is located on the waterfront, west of the SE Moore Drive/SE Bay Boulevard intersection. As confirmed with Port of Newport and Trident Fisheries staff, the meal plant is located east of this intersection, on the international terminal property, and ships out fish meal along the same route on which the log trucks will travel. The fish meal is transported on trailers ranging in size from 40 to 53 feet in length, and can weigh as much as 105,000 pounds. Because these trucks use the section of Bay Boulevard that would be used by the subject site (Moore Drive to the Port

[3] Trident's Newport facility is located midway along the Oregon coast. This seasonal facility typically operates from June through September as a shore-based frozen seafood and fishmeal operation. The Newport plant will process up to 1 million pounds of Pacific whiting per day, yielding a combination of surimi, fillet blocks, mince, fishmeal and oil. The plant employs approximately 120 people.



LEGEND

Proposed Truck Circulation Route

PROPOSED TRUCK CIRCULATION ROUTES
NEWPORT, OREGON

FIGURE 7

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property), it is assumed that this section of Bay Boulevard is structurally capable of handling the expected logging loads. Based on discussions with County staff, information regarding the structural design of Bay Boulevard is not available. However, conversations with County staff indicated that Bay Boulevard currently appears to be capable of handling legal truck loads (less than 105,000 GVW).

Moore Drive

Trucks making deliveries to/from the fish meal operation also use Moore Drive to access Highway 20. Based on this continued use, it is assumed that Moore Drive is structurally capable of handling the expected loads from the logging operation. In addition, Moore Drive was reconstructed by ODOT in 1989 to ODOT Industrial standards adequate to support live truck loads above 88,000 lbs. Based on examination of the design plans, in 1989 Moore Drive was constructed with 12 inches of compacted aggregate and 6 inches of Class "B" mix asphalt. Since 1989, Moore Drive has been overlaid, and based on a physical examination currently has approximately 9 inches of asphalt. *Attachment H includes information documenting the structural capacity of Moore Drive including design drawings and cross-sections, and a recent cross-sectional photo taken in December 2012.*

Highway 20

Highway 20 is designated a Statewide Highway in the Oregon Highway Plan, and as such, is intended to carry truck freight movements. Accordingly, it is reasonable to assume that the highway is structurally adequate to accommodate the expected truck movements generated by the proposed site. In addition, in 1989 the intersection of Highway 20/Moore Drive was reconstructed to accommodate truck movements.

In summary, it is reasonable to conclude that the streets that will be expected to carry truck trips to and from the site are structurally capable of carrying projected loads.

CONCLUSIONS AND RECOMMENDATIONS

The results of the traffic impact analysis indicate that the proposed log yard can be constructed while maintaining acceptable levels of service and safety on the surrounding transportation system assuming implementation of the study recommendations. The findings of this analysis and our recommendations are discussed below.

Conclusions

Year 2012 Existing Conditions

- All of the study intersections operate acceptably and within operations thresholds during the weekday a.m. and p.m. peak hours.

Proposed Development Plan

- At full operating capacity, the proposed development is estimated to generate approximately 142 net new one-way daily trips (71 in / 71 out), 16 weekday a.m. (10 in / 6 out), and 10 weekday p.m. (2 in / 8 out) peak hour trips.

Year 2013 Total Traffic Conditions

- All of the study intersections and site-access points are forecast to continue to operate acceptably during the weekday a.m. and p.m. peak hours.
- A 95th percentile queuing analysis at the SE Moore Drive/Highway 20 intersection indicates that the existing queue storage is expected to continue to be adequate for the expected increase in traffic due to the proposed development.
- Sufficient stopping sight distance for passenger cars, trucks, and heavy vehicles is expected to continue to be available at both site-access driveways upon buildout with the removal of existing shrubbery.
- Sufficient intersection sight distance for passenger cars, trucks, and heavy vehicles is also expected to be available at both driveways upon removal of existing shrubbery. Due to topographic constraints, intersection sight distance is limited to approximately 575 feet to the west at the east driveway.
- Streets that will be expected to carry truck trips to and from the site, including Bay Boulevard, Moore Drive, and Highway 20, appear to be structurally capable of carrying projected loads based on conversations with City, County, and State staff.

Recommendations

The following list summarizes the mitigation measures recommended as part of this proposed redevelopment.

- Site-development related landscaping as well as above-ground utilities or signing near the site access points should be located and maintained to ensure adequate stopping sight distance is provided.
- Foliage and shrubbery along the south side of Bay Boulevard between the two driveway locations should be trimmed and maintained to improve existing sight distance for trucks and heavy vehicles.

We trust that the methodology and analysis of the proposed Log Yard impacts on the local transportation system adequately addresses the requirements outlined in the City of Newport Traffic Impact Analysis submittal requirements (included in Attachment "A"). Please contact us with any questions.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Diego Arguea P.E.
Senior Engineer

Dan Seeman
Principal Planner

Cc: *Derek Tokos, AICP*
City of Newport Community Development Director

Tim Gross, P.E.
City of Newport Public Works Director/City Engineer

Paul Langner
Teevin Bros.

Eric Oien
Teevin Bros.

REFERENCES

1. Transportation Research Board. *Highway Capacity Manual*. 2000.

2. Oregon Department of Transportation. *1999 Oregon Highway Plan*. 2012

3. Oregon Department of Transportation. *Analysis Procedures Manual*. Transportation Planning Analysis Unit (TPAU). April 2006.

4. Institute of Transportation Engineers (ITE). *Trip Generation, 9th Edition*. 2012.

ATTACHMENTS

A. Scoping and Application Submittal Requirements

B. Description of Level-of-Service Methods and Criteria

C. Traffic Count Data

D. Traffic Volumes Seasonal Adjustment

E. Existing Conditions Traffic Operations Worksheets

F. Background Conditions Traffic Operations Worksheets

G. Total Conditions Traffic Operations Worksheets

H. Yaquina Bay Boulevard and SE Moore Drive Pavement Quality

Attachment A

Scoping and Application
Submittal Requirements

APPLICATION SUBMITTAL REQUIREMENTS

Traffic Impact Analysis

A Traffic Impact Analysis (TIA) shall be submitted to the city with a land use application under any one or more of the following circumstances:

- ☐ To determine whether a significant affect on the transportation system would result from a proposed amendment to the Newport Comprehensive Plan or to a land use regulation, as specified in OAR 660-012-0060.
- ☐ ODOT requires a TIA in conjunction with a requested approach road permit, as specified in OAR 734-051-3030(4). *(ODOT District 4 development review phone number is 541-757-4211.)*
- ☐ The proposal may generate 100 PM peak-hour trips or more onto city streets or county roads.
- ☐ The proposal may increase use of any adjacent street by 10 vehicles or more per day that exceeds 26,000 pound gross vehicle weight.
- ☐ The proposal includes a request to use Trip Reserve Fund trips to meet the requirements of Chapter 14.43, South Beach Transportation Overlay Zone.

Pre-Application Conference:

- ☐ The applicant shall contact the City Community Development Department to request that a meeting be scheduled with the City Engineer prior to submitting an application that requires a TIA. This meeting will be coordinated with ODOT when an approach road to US-101 or US-20 serves the property so that the completed TIA meets both City and ODOT requirements.

Study Area:

The following facilities shall be included in the study area for all TIAs:

- ☐ All site-access points and intersections (signalized and unsignalized) adjacent to the proposed site. If the proposed site fronts an arterial or collector street, the analysis shall address all intersections and driveways along the site frontage and within the access spacing distances extending out from the boundary of the site frontage.
- ☐ Roads through and adjacent to the site.
- ☐ All intersections needed for signal progression analysis.
- ☐ In addition to these requirements, the City Engineer may require analysis of any additional intersections or roadway links that may be adversely affected as a result of the proposed development.

TIA Requirements:

- ☐ The submitted TIA shall be prepared by an Oregon Registered Professional Engineer that is qualified to perform traffic engineering analysis and will be paid for by the applicant.
- ☐ The latest edition of the Trip Generation Manual (published by the Institute of Transportation Engineers (ITE)) shall be used to gauge PM peak hour vehicle trips unless a specific trip generation study that is approved by the City Engineer indicates an alternative trip generation rate is appropriate. An applicant may choose, but is not required, to use a trip generation study as a reference to determine trip generation for a

specific land use which is not well-represented in the ITE Trip Generation Manual and for which similar facilities are available to count.

- ☐ Intersection-level analysis shall occur at every intersection where 50 or more peak hour vehicle trips can be expected as a result of the proposal.
- ☐ The TIA shall comply with the requirements of OAR 660-012-0060.
- ☐ The TIA shall address the condition of the impacted roadways and identify structural deficiencies or reduction in the useful life of existing facilities related to the proposed development.
- ☐ If the proposal includes an increase in 10 or more vehicles per day that exceed 26,000 pounds GVW, the TIA shall address the structural conditions above for the routes used to reach US-101 or US-20.

Approval Process:

When a TIA is required, the applicable review process will be the same as that accorded to the underlying land use proposal. If a land use action is not otherwise required, then approval of the proposed development shall follow a Type II decision making process.

Approval Criteria:

When a TIA is required, a development proposal is subject to the following criteria, in addition to all criteria otherwise applicable to the underlying proposal:

- ☐ The analysis complies with the TIA requirements;
- ☐ The TIA demonstrates that adequate transportation facilities exist to serve the proposed development or identifies mitigation measures that resolve the traffic safety problems in a manner that is satisfactory to the City Engineer and, when state highway facilities are affected, to ODOT; and
- ☐ Where a proposed amendment to the Newport Comprehensive Plan or land use regulation would significantly affect an existing or planned transportation facility, the TIA must demonstrate that solutions have been developed that are consistent with the provisions of OAR 660-012-0060; and
- ☐ For affected non-highway facilities, the TIA establishes that any Level of Service standards adopted by the City have been met, and development will not cause excessive queuing or delays at affected intersections, as determined in the City Engineer's sole discretion; and
- ☐ Proposed public improvements are designed and will be constructed to the standards specified in Chapter 14.44 Transportation Standards or Chapter 13.05, Subdivision and Partition, as applicable.

Application Fee:

No fee is required for the review of a TIA report that is submitted in conjunction with another required land use action. The application fee for City review of a TIA report that is independent of another land use action is **$487**.

Diego Arguea

From: Matt Hughart
Sent: Friday, December 14, 2012 4:17 PM
To: Tim Gross
Cc: Derrick Tokos; darguea@kittelson.com
Subject: RE: Teevin Bros. Traffic Study

Thanks for the e-mail. Yes, we would like to obtain any counts you have within the site vicinity and at the study intersections. Please e-mail them at your next convenience. If they are too large to e-mail, let me know and I can arrange another transfer option. Thanks.

Matt and Diego

Matt Hughart, AICP
Associate Planner
503.228.5230
503-936-1463 (cell)

From: Tim Gross [mailto:T.Gross@NewportOregon.gov]
Sent: Monday, December 10, 2012 1:54 PM
To: Matt Hughart
Cc: Derrick Tokos
Subject: RE: Teevin Bros. Traffic Study

Matt,

Sorry for the delay. Derrick wanted me to wait to reply until you had spoken with him.

This is substantially what we discussed on the phone. Couple of comments:

The fishing season has a significant impact on the truck traffic in the Bayfront area. I have included the season below and I think they should be taken into consideration for the study.

- Shrimp April 1 – October 31
- Hake June 15 Quota, this year the season ended in late November
- Crab December 1 this is good for a couple of month then drops off after that

Also, we have some traffic counts from the area if you are interested.

As part of the analysis, we need to know the impact to the areas in the study and then possible recommendations on ways to mitigate the impacts, if any. For example, turn lanes, lengthening an existing turn lane etc.

Thanks.

Timothy Gross, PE
Public Works Director/City Engineer

City of Newport
169 SW Coast Highway
Newport, OR 97365
P 541-574-3369
F 541-265-3301
C 541-961-5313

From: Matt Hughart [mailto:MHUGHART@kittelson.com]
Sent: Friday, November 30, 2012 11:59 AM
To: Tim Gross
Subject: Teevin Bros. Traffic Study

Tim,

Thank you for taking the time to talk with me over the phone regarding the proposed Teevin Bros. operation. I wanted to follow up with this e-mail to make sure I captured all of your comments. Here is a summary of what was discussed:

- Traffic study would be needed to address Item D of the Newport Traffic Impact Analysis requirements.
- Critical study intersections include:
  - Highway 20/Southeast Moore Drive
  - Bay Boulevard/Southeast Moore Drive
  - Two site access driveways off of Bay Road
- Critical time periods include:
  - Weekday a.m. (7:00-9:00 a.m.) and weekday p.m. (4:00-6:00 p.m.) peak periods
- Items to address in addition to the intersection impacts noted above:
  - Develop a customized trip generation profile of the operation recognizing there are no ITE Trip Generation land uses that would be applicable for the proposed operation.
  - Analyze the anticipated truck routing and quantify usage of these routes. Analyze structural impacts per TIA guidelines.

Please let me know if there is anything that I overlooked for misinterpreted. Thanks.

Matt

Matt Hughart, AICP
Associate Planner

Transportation Engineering / Planning
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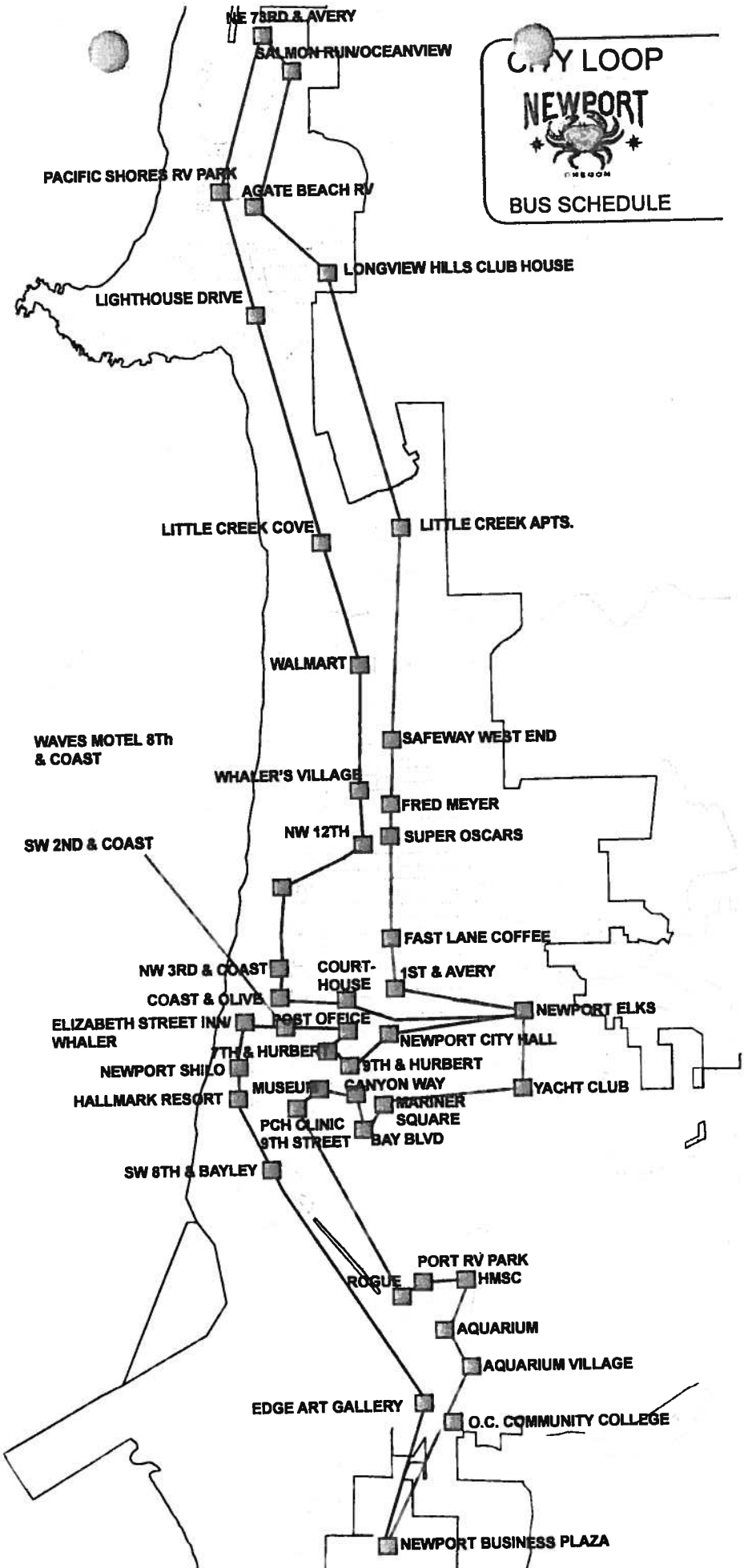


Bus runs seven days a week. The cost is $1 per ride.
Includes holidays except Thanksgiving & Christmas Day.

NEWPORT CITY LOOP
Bus Schedule

Salmon Run/Oceanview		7:23	8:37	10:22	11:50	2:25	3:55	5:41
NE 73rd & Avery Street		7:25	8:39	10:24	11:52	2:27	3:57	
Pacific Shores RV Park		7:27	8:41	10:26	11:54	2:29	3:59	
Lighthouse Drive		7:28	8:42	10:27	11:55	2:30	4:00	5:45
Little Creek Cove			8:43	10:28	11:56	2:31	4:01	
Wal-Mart			8:46	10:31	11:59	2:34	4:04	
Whaler's Village		7:32	8:47	10:32	12:00	2:35	4:05	
NW 12th			8:49	10:34	12:02	2:37	4:07	
Waves Motel - 8th & Coast			8:51	10:36	12:04	2:39	4:09	
NW 3rd & Coast			8:52	10:37	12:05	2:40	4:10	
Coast & Olive			8:53	10:38	12:06	2:41	4:11	
Courthouse			8:54	10:39	12:07	2:42	4:12	
Newport Elks		7:42						
Newport City Hall			8:59	10:42	12:12	2:47	4:17	
			layover	xxx	layover	xxx	layover	
Newport City Hall			9:19	10:47	1:22	2:52	4:37	
9th & Hurbert Parking			9:21	10:49	1:24	2:54	4:39	
SW 7th & Hurbert			9:22	10:50	1:25	2:55	4:40	
Post Office			9:23	10:51	1:26	2:56	4:41	
2nd & Coast			9:24	10:52	1:27	2:57	4:42	
Elizabeth St. Inn/Whaler			9:25	10:53	1:28	2:58	4:43	
Newport Shilo			9:25	10:53	1:28	2:58	4:43	
Hallmark Resort			9:26	10:54	1:29	2:59	4:44	
SW 8th & Bayley St			9:27	10:55	1:30	3:00	4:45	
The Edge Gallery			9:30	10:58	1:33	3:03	4:48	
Newport Business Plaza			9:32	11:00	1:35	3:05	4:50	
OCCC		7:55	9:37	11:05	1:40	3:10	4:55	
Aquarium Village			9:40	11:08	1:43	3:13	4:58	
Aquarium			9:41	11:09	1:44	3:14	4:59	
HMSC		7:58	9:43	11:11	1:46	3:16	5:01	
Port RV Park		8:00	9:45	11:13	1:48	3:18	5:03	
Rogue		8:01	9:46	11:14	1:49	3:19	5:04	
PCH Clinic 9th Street		8:05	9:50	11:18	1:53	3:23	5:08	
Museum		8:06	9:51	11:19	1:54	3:24	5:09	
Canyon Way Parking		8:07	9:52	11:20	1:55	3:25	5:10	
Bay Blvd		8:08	9:53	11:21	1:56	3:26	5:11	
Mariner Square		8:09	9:54	11:22	1:57	3:27	5:12	
Yacht Club		8:12	9:57	11:25	2:00	3:30	5:15	
Elks		8:13	9:58	11:26	2:01	3:31	5:16	
NE 1st & Avery		8:16	10:01	11:29	2:04	3:34	5:19	
Fast Lane Coffee on 101		8:18	10:03	11:31	2:06	3:36	5:21	
Oscar's on Hwy 101		8:19	10:04	11:32	2:07	3:37	5:22	
Fred Meyer		8:21	10:06	11:34	2:09	3:39	5:24	
Safeway - west end		8:23	10:08	11:36	2:11	3:41	5:26	
Little Creek Apts	7:15	8:26	10:11	11:39	2:14	3:44	5:29	
Long View Hills								
Agate Beach RV Park	***	8:29	10:14	11:42	2:17	3:47	5:33	

"Newport City Loop," runs from 7:30 a.m. to 5:30 p.m., Seven days a week. Includes holidays except Thanksgiving & Christmas Day. The cost is $1 per ride (Free passes available for visitors via their lodging facility management.)

The bus is wheelchair accessible and has a bike rack. Schedules are available: online, on any bus, & at the transit office: 410 NE Harney St., Newport.

541.265.4900 www.co.lincoln.or.us

Attachment B

Description of Level-of-Service Methods and Criteria

ATTACHMENT B LEVEL-OF-SERVICE CONCEPT

Level of service (LOS) is a concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. Six grades are used to denote the various level of service from "A" to "F".1

SIGNALIZED INTERSECTIONS

The six level-of-service grades are described qualitatively for signalized intersections in Table B1. Additionally, Table B2 identifies the relationship between level of service and average control delay per vehicle. Control delay is defined to include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Using this definition, Level of Service "D" is generally considered to represent the minimum acceptable design standard.

Table B-1 Level-of-Service Definitions (Signalized Intersections)

Level of Service	Average Delay per Vehicle
A	Very low average control delay, less than 10 seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	Average control delay is greater than 10 seconds per vehicle and less than or equal to 20 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for a level of service A, causing higher levels of average delay.
C	Average control delay is greater than 20 seconds per vehicle and less than or equal to 35 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	Average control delay is greater than 35 seconds per vehicle and less than or equal to 55 seconds per vehicle. The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle length, or high volume/capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Average control delay is greater than 55 seconds per vehicle and less than or equal to 80 seconds per vehicle. This is usually considered to be the limit of acceptable delay. These high delay values generally (but not always) indicate poor progression, long cycle lengths, and high volume/capacity ratios. Individual cycle failures are frequent occurrences.
F	Average control delay is in excess of 80 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation. It may also occur at high volume/capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such high delay values.

1 Most of the material in this appendix is adapted from the Transportation Research Board, Highway Capacity Manual, (2000).

Table B2 Level-of-Service Criteria for Signalized Intersections

Level of Service	Average Control Delay per Vehicle (Seconds)
A	<10.0
B	>10 and ≤20
C	>20 and ≤35
D	>35 and ≤55
E	>55 and ≤80
F	>80

UNSIGNALIZED INTERSECTIONS

Unsignalized intersections include two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections. The 2000 Highway Capacity Manual (HCM) provides models for estimating control delay at both TWSC and AWSC intersections. A qualitative description of the various service levels associated with an unsignalized intersection is presented in Table B3. A quantitative definition of level of service for unsignalized intersections is presented in Table B4. Using this definition, Level of Service "E" is generally considered to represent the minimum acceptable design standard.

Table B3 Level-of-Service Criteria for Unsignalized Intersections

Level of Service	Average Delay per Vehicle to Minor Street
A	• Nearly all drivers find freedom of operation. • Very seldom is there more than one vehicle in queue.
B	• Some drivers begin to consider the delay an inconvenience. • Occasionally there is more than one vehicle in queue.
C	• Many times there is more than one vehicle in queue. • Most drivers feel restricted, but not objectionably so.
D	• Often there is more than one vehicle in queue. • Drivers feel quite restricted.
E	• Represents a condition in which the demand is near or equal to the probable maximum number of vehicles that can be accommodated by the movement. • There is almost always more than one vehicle in queue. • Drivers find the delays approaching intolerable levels.
F	• Forced flow. • Represents an intersection failure condition that is caused by geometric and/or operational constraints external to the intersection.

Table B4 Level-of-Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay per Vehicle (Seconds)
A	<10.0
B	>10.0 and ≤ 15.0
C	>15.0 and ≤ 25.0
D	>25.0 and ≤ 35.0
E	>35.0 and ≤ 50.0
F	>50.0

It should be noted that the level-of-service criteria for unsignalized intersections are somewhat different than the criteria used for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. Additionally, there are a number of driver behavior considerations that combine to make delays at signalized intersections less galling than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, while drivers on the minor street approaches to TWSC intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized intersections than signalized intersections. For these reasons, it is considered that the control delay threshold for any given level of service is less for an unsignalized intersection than for a signalized intersection. While overall intersection level of service is calculated for AWSC intersections, level of service is only calculated for the minor approaches and the major street left turn movements at TWSC intersections. No delay is assumed to the major street through movements. For TWSC intersections, the overall intersection level of service remains undefined: level of service is only calculated for each minor street lane.

In the performance evaluation of TWSC intersections, it is important to consider other measures of effectiveness (MOEs) in addition to delay, such as v/c ratios for individual movements, average queue lengths, and 95th-percentile queue lengths. By focusing on a single MOE for the worst movement only, such as delay for the minor-street left turn, users may make inappropriate traffic control decisions. The potential for making such inappropriate decisions is likely to be particularly pronounced when the HCM level-of-service thresholds are adopted as legal standards, as is the case in many public agencies.

Attachment C

Traffic Count Data

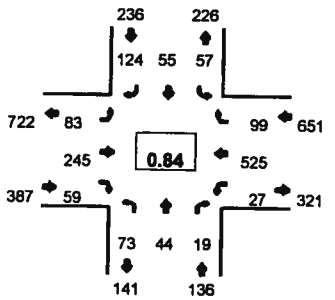
Type of peak hour being reported: User-Defined

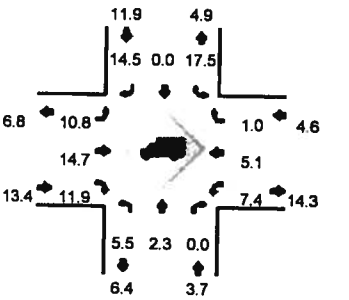
Method for determining peak hour: Total Entering Volume

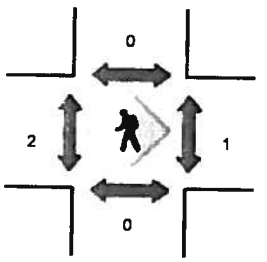
LOCATION: NE Harney St/SE Moore Dr – Corvallis-Newport Hwy
CITY/STATE: Newport, OR

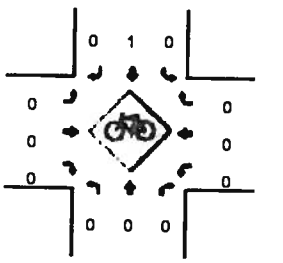
QC JOB #: 10865307
DATE: Thu, Dec 06 2012

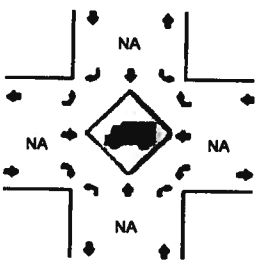
Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 7:55 AM -- 8:10 AM

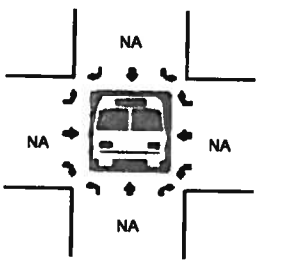












5-Min Count Period Beginning At	NE Harney St/SE Moore Dr (Northbound)				NE Harney St/SE Moore Dr (Southbound)				Corvallis-Newport Hwy (Eastbound)				Corvallis-Newport Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	0	1	0	0	0	3	0	1	13	3	0	0	27	4	0	55	
7:05 AM	3	0	0	0	1	0	5	0	2	18	3	0	2	33	0	0	67	
7:10 AM	2	1	2	0	2	0	4	0	2	20	3	0	0	25	2	0	63	
7:15 AM	2	1	0	0	5	0	5	0	1	23	8	0	1	26	6	0	78	
7:20 AM	5	2	1	0	1	1	2	0	1	12	0	0	1	31	1	0	58	
7:25 AM	4	4	0	0	1	0	1	0	1	18	4	0	3	28	10	0	74	
7:30 AM	2	4	1	0	1	2	2	0	1	19	5	0	0	32	3	0	72	
7:35 AM	6	3	0	0	3	2	1	0	2	16	1	0	1	44	8	0	85	
7:40 AM	5	4	1	0	3	3	3	0	5	14	4	0	4	41	12	0	99	
7:45 AM	7	2	5	0	7	3	8	0	11	20	5	0	0	52	7	0	127	
7:50 AM	5	5	2	0	2	3	11	0	13	27	5	0	4	48	11	0	136	
7:55 AM	9	8	0	0	6	6	24	0	9	21	4	0	4	45	11	0	147	1061
8:00 AM	5	7	1	0	3	8	10	0	11	22	9	0	3	43	7	0	129	1135
8:05 AM	6	3	1	0	6	9	12	0	4	27	3	0	2	56	15	0	144	1212
8:10 AM	7	4	1	0	7	5	17	0	5	23	6	0	1	31	12	0	119	1268
8:15 AM	11	3	2	0	9	5	13	0	9	24	3	0	1	34	5	0	119	1309
8:20 AM	3	3	3	0	8	4	7	0	4	19	7	0	4	39	7	0	106	1357
8:25 AM	4	2	2	0	3	3	8	0	6	17	5	0	1	45	1	0	97	1380
8:30 AM	5	0	1	0	2	4	10	0	4	15	7	0	2	47	5	0	102	1410
8:35 AM	10	2	1	0	1	2	8	0	4	19	3	0	0	28	1	0	79	1404
8:40 AM	10	0	0	0	2	2	6	0	0	30	4	0	1	34	1	0	90	1395
8:45 AM	9	1	2	0	3	1	1	0	5	14	5	0	4	44	3	0	92	1360
8:50 AM	5	2	3	0	5	0	7	0	0	18	6	0	1	59	3	0	109	1333
8:55 AM	8	2	1	0	2	2	3	0	3	17	5	0	3	49	4	0	99	1285

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	80	72	8	0	60	92	184	0	96	280	64	0	38	576	132	0	1680
Heavy Trucks	4	0	0		16	0	0		8	56	4		0	40	4		132
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/20/2012 12:35 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

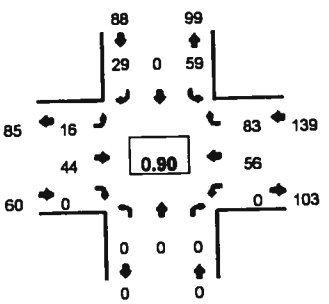
Type of peak hour being reported: User-Defined

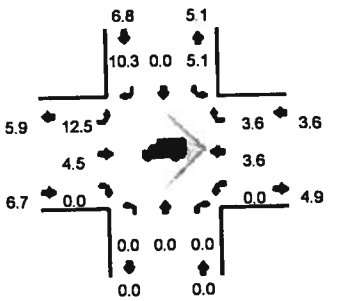
Method for determining peak hour: Total Entering Volume

LOCATION: SE Moore Dr -- SE Bay Blvd
CITY/STATE: Newport, OR

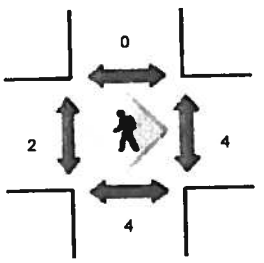
QC JOB #: 10865305
DATE: Thu, Dec 06 2012

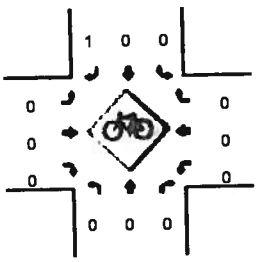
Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

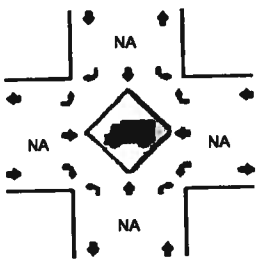


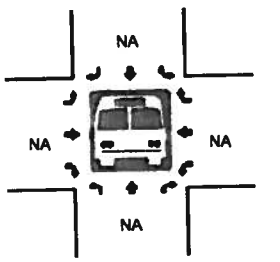


Quality Counts









5-Min Count Period Beginning At	SE Moore Dr (Northbound)				SE Moore Dr (Southbound)				SE Bay Blvd (Eastbound)				SE Bay Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	1	0	2	0	0	1	0	0	0	2	2	0	8	
7:05 AM	0	0	0	0	1	0	2	0	0	0	0	0	0	5	2	0	10	
7:10 AM	0	0	0	0	4	0	0	0	1	1	0	0	0	3	3	0	12	
7:15 AM	0	0	0	0	7	0	0	0	0	2	0	0	0	1	2	0	12	
7:20 AM	0	0	0	0	2	0	0	0	0	1	0	0	0	1	6	0	10	
7:25 AM	0	0	0	0	3	0	2	0	0	3	0	0	0	1	6	0	15	
7:30 AM	0	0	0	0	3	0	3	0	3	6	0	0	0	2	2	0	19	
7:35 AM	0	0	0	0	3	0	1	0	1	2	0	0	0	2	9	0	18	
7:40 AM	0	0	0	0	3	0	3	0	1	5	0	0	0	2	5	0	19	
7:45 AM	0	0	0	0	2	0	1	0	1	3	0	0	0	10	10	0	27	
7:50 AM	0	0	0	0	5	0	6	0	2	2	0	0	0	5	13	0	33	
7:55 AM	0	0	0	0	7	0	1	0	0	2	0	0	0	5	5	0	20	203
8:00 AM	0	0	0	0	5	0	1	0	1	2	0	0	0	7	8	0	24	219
8:05 AM	0	0	0	0	11	0	4	0	1	3	0	0	0	3	8	0	30	239
8:10 AM	0	0	0	0	2	0	2	0	3	5	0	0	0	6	7	0	25	252
8:15 AM	0	0	0	0	3	0	4	0	1	4	0	0	0	1	4	0	17	257
8:20 AM	0	0	0	0	7	0	3	0	2	3	0	0	0	9	6	0	30	277
8:25 AM	0	0	0	0	4	0	1	0	2	6	0	0	0	2	7	0	22	284
8:30 AM	0	0	0	0	7	0	2	0	1	7	0	0	0	4	1	0	22	287
8:35 AM	0	0	0	0	3	0	2	0	0	1	0	0	0	3	8	0	17	286
8:40 AM	0	0	0	0	1	0	2	0	1	0	0	0	0	3	7	0	14	281
8:45 AM	0	0	0	0	6	0	2	0	4	4	0	0	0	2	6	0	24	278
8:50 AM	0	0	0	0	3	0	2	0	0	4	0	0	0	3	7	0	19	264
8:55 AM	0	0	0	0	2	0	1	0	2	3	0	0	0	6	4	0	18	262

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	56	0	32	0	12	28	0	0	0	80	112	0	320
Heavy Trucks	0	0	0		0	0	4		0	0	0		0	4	4		12
Pedestrians		12				0				4				8			24
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/20/2012 12:35 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

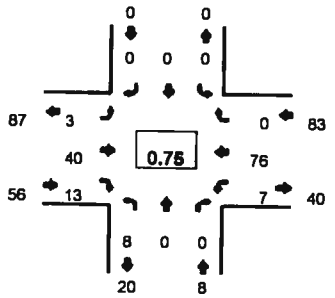
Type of peak hour being reported: User-Defined

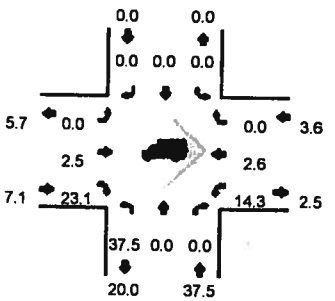
Method for determining peak hour: Total Entering Volume

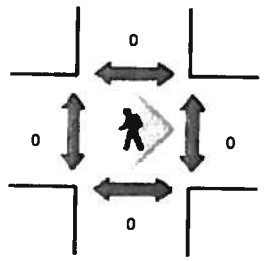
LOCATION: West Port Dock Rd -- Yaquina Bay Rd
CITY/STATE: Newport, OR

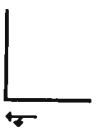
QC JOB #: 10865303
DATE: Thu, Dec 06 2012

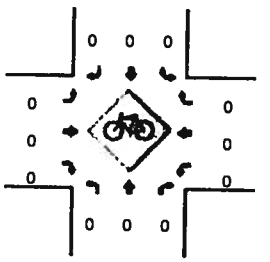
Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

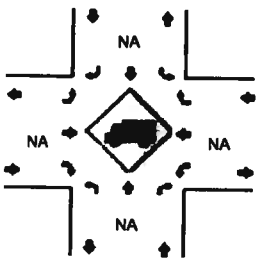


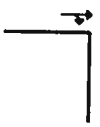


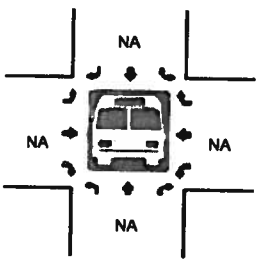












5-Min Count Period Beginning At	West Port Dock Rd (Northbound)				West Port Dock Rd (Southbound)				Yaquina Bay Rd (Eastbound)				Yaquina Bay Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	
7:05 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	0	6	
7:10 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	2	0	0	5	
7:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	2	0	0	6	
7:20 AM	1	0	0	0	0	0	0	0	0	0	5	0	0	3	0	0	9	
7:25 AM	0	0	0	0	0	0	0	0	0	3	2	0	0	4	0	0	9	
7:30 AM	1	0	0	0	0	0	0	0	0	5	4	0	0	3	0	0	13	
7:35 AM	1	0	0	0	0	0	0	0	0	2	1	0	0	6	0	0	10	
7:40 AM	0	0	0	0	0	0	0	0	0	8	1	0	0	7	0	0	16	
7:45 AM	2	0	0	0	0	0	0	0	0	1	3	0	0	11	0	0	17	
7:50 AM	0	0	0	0	0	0	0	0	0	3	3	0	1	9	0	0	16	
7:55 AM	1	0	0	0	0	0	0	0	0	2	0	0	0	8	0	0	11	121
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	2	0	8	0	0	11	129
8:05 AM	1	0	0	0	0	0	0	0	0	1	3	0	1	6	0	0	12	135
8:10 AM	2	0	0	0	0	0	0	0	0	9	0	0	1	9	0	0	21	151
8:15 AM	1	0	0	0	0	0	0	0	0	1	1	0	1	4	0	0	8	153
8:20 AM	0	0	0	0	0	0	0	0	0	1	1	1	0	5	0	0	8	152
8:25 AM	0	0	0	0	0	0	0	0	0	3	0	0	2	1	0	0	6	149
8:30 AM	0	0	0	0	0	0	0	0	0	8	0	0	1	2	0	0	11	147
8:35 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	8	145
8:40 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	3	132
8:45 AM	1	0	2	0	0	0	0	0	0	3	0	0	0	2	0	0	8	123
8:50 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7	114
8:55 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6	109

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	0	0	0	0	0	0	0	0	48	28	0	4	108	0	0	196
Heavy Trucks	0	0	0		0	0	0		0	0	0		4	4	0		8
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/20/2012 12:35 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

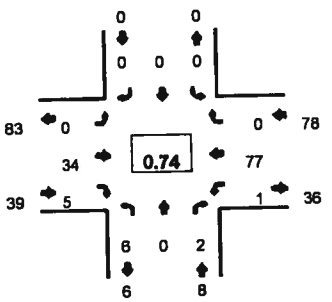
Type of peak hour being reported: User-Defined

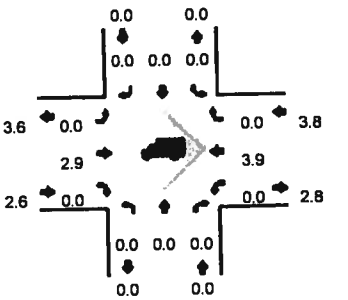
Method for determining peak hour: Total Entering Volume

LOCATION: East Port Dock Rd -- Yaquina Bay Rd
CITY/STATE: Newport, OR

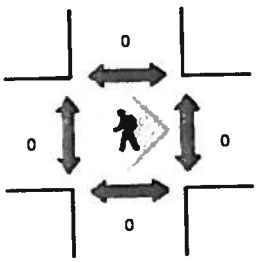
QC JOB #: 10865301
DATE: Thu, Dec 06 2012

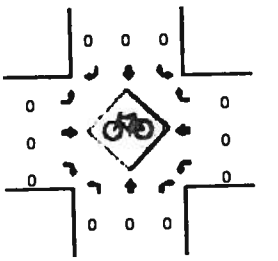
Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

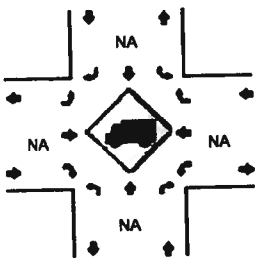


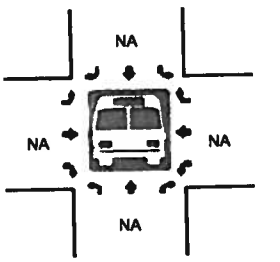


Quality Counts









5-Min Count Period Beginning At	East Port Dock Rd (Northbound)				East Port Dock Rd (Southbound)				Yaquina Bay Rd (Eastbound)				Yaquina Bay Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	
7:10 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	
7:15 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	
7:25 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	4	0	0	7	
7:30 AM	0	0	0	0	0	0	0	0	0	4	1	0	0	3	0	0	8	
7:35 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0	0	8	
7:40 AM	0	0	0	0	0	0	0	0	0	7	1	0	0	7	0	0	15	
7:45 AM	1	0	1	0	0	0	0	0	0	1	0	0	0	10	0	0	13	
7:50 AM	3	0	0	0	0	0	0	0	0	1	2	0	0	8	0	0	14	
7:55 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	8	0	0	10	91
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	7	0	0	8	97
8:05 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	9	0	0	10	102
8:10 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	16	115
8:15 AM	1	0	0	0	0	0	0	0	0	1	1	0	1	4	0	0	8	121
8:20 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	5	0	0	7	124
8:25 AM	1	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	6	123
8:30 AM	0	0	0	0	0	0	0	0	0	6	1	0	0	3	0	0	10	125
8:35 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	6	0	0	8	125
8:40 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	112
8:45 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7	106
8:50 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7	99
8:55 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	7	96

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	0	4	0	0	0	0	0	0	36	12	0	0	100	0	0	168
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	8	0		8
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/20/2012 12:35 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

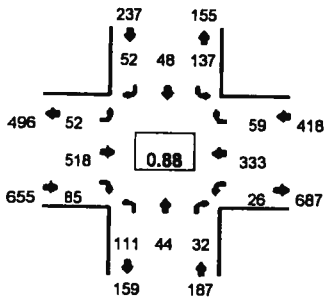
Type of peak hour being reported: User-Defined

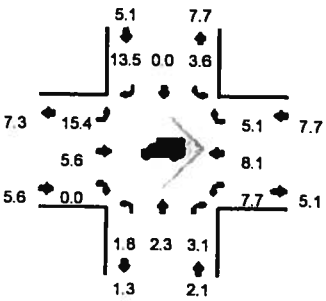
Method for determining peak hour: Total Entering Volume

LOCATION: NE Harney St/SE Moore Dr – Corvallis-Newport Hwy
CITY/STATE: Newport, OR

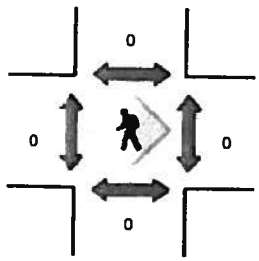
QC JOB #: 10865308
DATE: Tue, Dec 18 2012

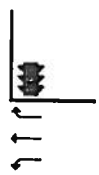
Peak-Hour: 4:30 PM – 5:30 PM
Peak 15-Min: 5:00 PM – 5:15 PM

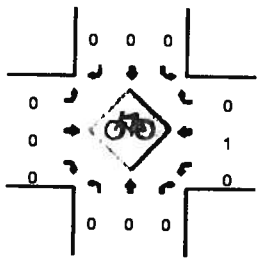


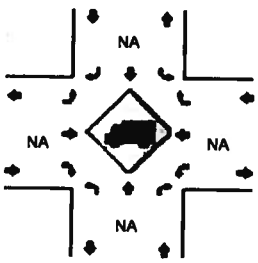


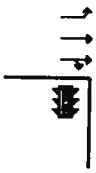
Quality Counts

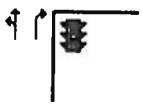


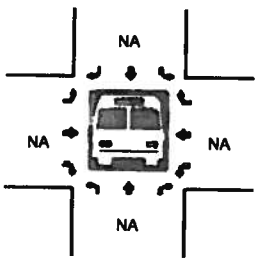












5-Min Count Period Beginning At	NE Harney St/SE Moore Dr (Northbound)				NE Harney St/SE Moore Dr (Southbound)				Corvallis-Newport Hwy (Eastbound)				Corvallis-Newport Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	8	8	3	0	9	5	8	0	7	37	14	0	1	30	3	0	133	
4:05 PM	7	3	1	0	10	4	5	0	4	32	7	0	0	16	6	0	95	
4:10 PM	9	3	0	0	5	2	10	0	4	29	7	0	4	37	7	0	117	
4:15 PM	12	4	3	0	11	1	6	0	5	35	13	0	0	30	7	0	127	
4:20 PM	6	2	5	0	11	3	3	0	6	34	8	0	0	23	8	0	109	
4:25 PM	8	3	2	0	7	2	5	0	7	34	8	0	1	27	2	0	104	
4:30 PM	16	4	2	0	7	2	6	0	7	36	5	0	1	34	7	0	127	
4:35 PM	15	2	2	0	7	1	3	0	4	37	8	0	2	25	3	0	109	
4:40 PM	5	4	1	0	5	3	2	0	1	36	2	0	1	46	5	0	111	
4:45 PM	12	3	4	0	17	5	4	0	4	36	5	0	4	34	6	0	134	
4:50 PM	7	4	2	0	5	6	2	0	4	41	11	0	1	29	5	0	117	
4:55 PM	4	2	5	0	8	8	1	0	3	42	10	0	2	32	3	0	120	1403
5:00 PM	13	4	1	0	25	6	8	0	4	45	6	0	2	18	3	0	135	1405
5:05 PM	6	5	5	0	22	8	8	0	4	49	7	0	0	20	5	0	139	1449
5:10 PM	7	5	3	0	11	3	7	0	6	62	14	0	7	23	4	0	152	1484
5:15 PM	12	5	5	0	10	2	5	0	4	35	7	0	3	25	7	0	120	1477
5:20 PM	7	2	1	0	10	2	3	0	6	50	8	0	2	26	10	0	125	1493
5:25 PM	7	4	1	0	10	2	3	0	5	49	4	0	1	21	1	0	108	1497
5:30 PM	8	2	1	0	8	2	4	0	0	40	9	0	1	11	1	0	87	1457
5:35 PM	4	2	2	0	5	4	3	0	6	44	7	0	1	23	2	0	103	1451
5:40 PM	4	3	3	0	4	3	1	0	6	34	5	0	3	15	5	0	86	1426
5:45 PM	5	2	1	0	1	5	5	0	5	19	5	0	3	15	4	0	70	1382
5:50 PM	2	2	3	0	6	0	4	0	8	27	10	0	0	17	3	0	82	1327
5:55 PM	2	5	2	0	2	2	0	0	12	25	5	0	1	17	5	0	78	1285

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	104	56	36	0	232	68	92	0	56	624	108	0	36	244	48	0	1704
Heavy Trucks	0	0	0		12	0	8		4	24	0		8	16	4		76
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/20/2012 12:23 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

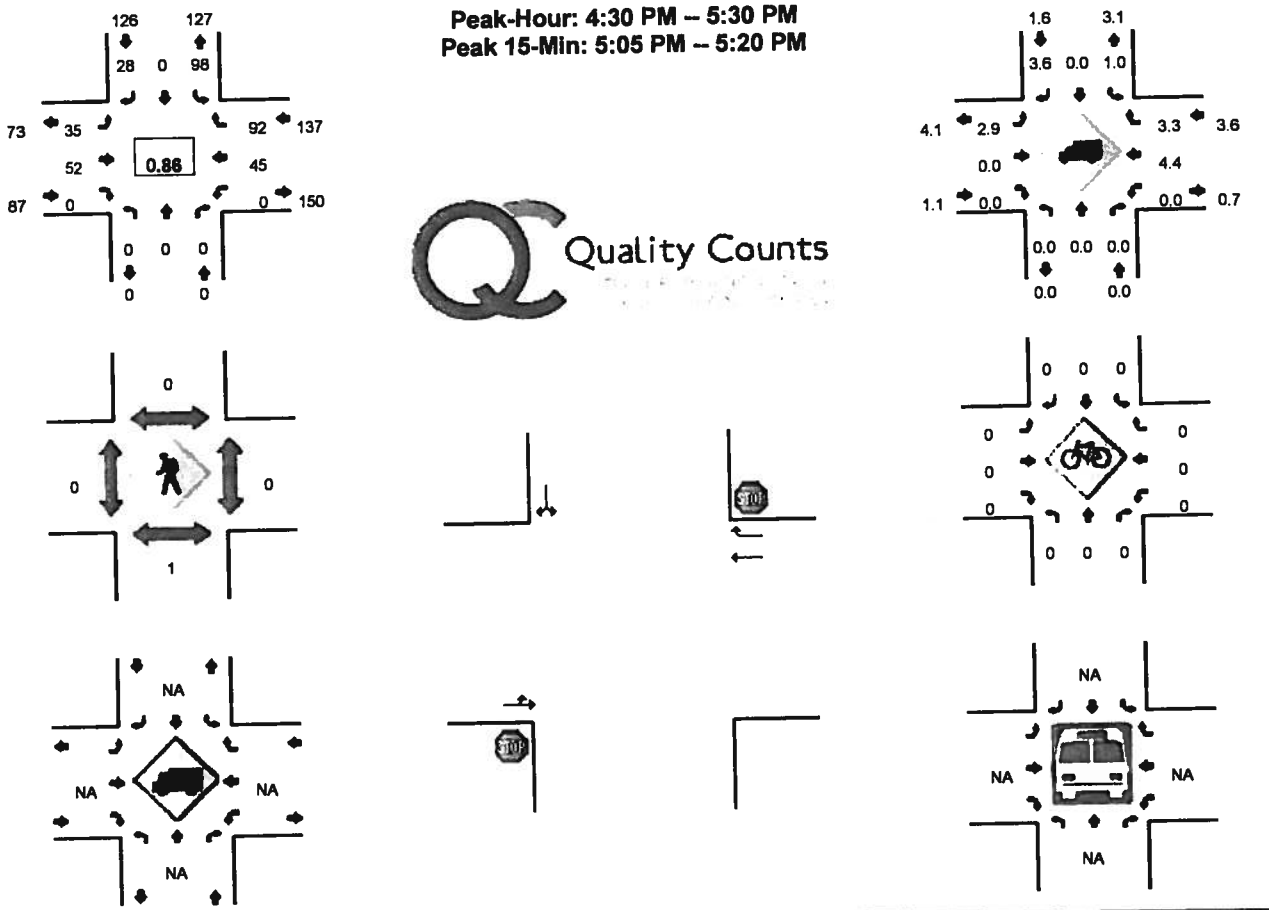
Type of peak hour being reported: User-Defined

Method for determining peak hour: Total Entering Volume

LOCATION: SE Moore Dr -- SE Bay Blvd
CITY/STATE: Newport, OR

QC JOB #: 10865306
DATE: Tue, Dec 18 2012

Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:05 PM -- 5:20 PM



5-Min Count Period Beginning At	SE Moore Dr (Northbound)				SE Moore Dr (Southbound)				SE Bay Blvd (Eastbound)				SE Bay Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	8	0	1	0	3	6	0	0	0	9	7	0	34	
4:05 PM	0	0	0	0	9	0	1	0	1	4	0	0	0	8	6	0	29	
4:10 PM	0	0	0	0	7	0	2	0	3	4	0	0	0	2	11	0	29	
4:15 PM	0	0	0	0	2	0	1	0	1	7	0	0	0	1	9	0	21	
4:20 PM	0	0	0	0	8	0	2	0	5	6	0	0	0	1	4	0	26	
4:25 PM	0	0	0	0	3	0	1	0	1	8	0	0	0	2	4	0	19	
4:30 PM	0	0	0	0	4	0	2	0	2	4	0	0	0	3	14	0	29	
4:35 PM	0	0	0	0	6	0	3	0	1	5	0	0	0	2	8	0	25	
4:40 PM	0	0	0	0	5	0	2	0	3	3	0	0	0	5	7	0	25	
4:45 PM	0	0	0	0	5	0	2	0	4	4	0	0	0	2	9	0	26	
4:50 PM	0	0	0	0	11	0	2	0	2	3	0	0	0	1	9	0	26	
4:55 PM	0	0	0	0	17	0	3	0	2	3	0	0	0	3	5	0	33	324
5:00 PM	0	0	0	0	6	0	2	0	6	2	0	0	0	9	5	0	30	320
5:05 PM		0	0	0	11	0	2	0	3	4	0	0	0	4	9	0	33	324
5:10 PM	0	0	0	0	11	0	4	0	5	6	0	0	0	1	6	0	33	328
5:15 PM	0	0	0	0	11	0	4	0	6	5	0	0	0	2	8	0	36	343
5:20 PM	0	0	0	0	5	0	1	0	0	8	0	0	0	8	7	0	29	346
5:25 PM	0	0	0	0	6	0	1	0	1	5	0	0	0	5	5	0	23	350
5:30 PM	0	0	0	0	4	0	3	0	2	1	0	0	0	1	5	0	16	337
5:35 PM	0	0	0	0	7	0	3	0	2	2	0	0	0	1	2	0	17	329
5:40 PM	0	0	0	0	6	0	1	0	1	3	0	0	0	1	6	0	18	322
5:45 PM	0	0	0	0	10	0	2	0	2	2	0	0	0	2	3	0	21	317
5:50 PM	0	0	0	0	3	0	2	0	1	4	0	0	0	1	2	0	13	302
5:55 PM	0	0	0	0	4	0	1	0	3	0	0	0	0	5	5	0	18	287

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	132	0	40	0	56	60	0	0	0	28	92	0	408
Heavy Trucks	0	0	0		4	0	4		4	0	0		0	0	4		16
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad Stopped Buses																	

Comments:

Report generated on 12/20/2012 12:23 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

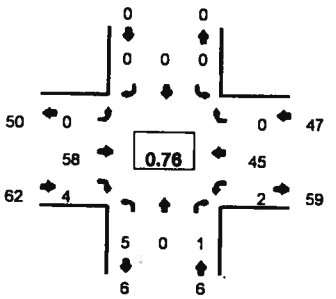
Type of peak hour being reported: User-Defined

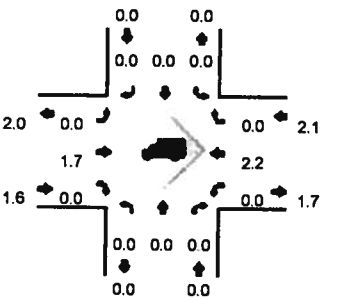
Method for determining peak hour: Total Entering Volume

LOCATION: West Port Dock Rd -- Yaquina Bay Rd
CITY/STATE: Newport, OR

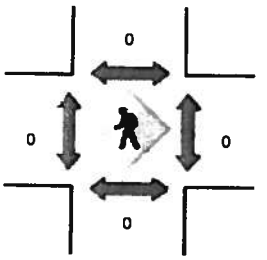
QC JOB #: 10865304
DATE: Tue, Dec 18 2012

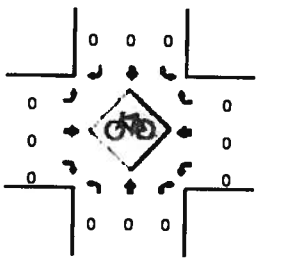
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

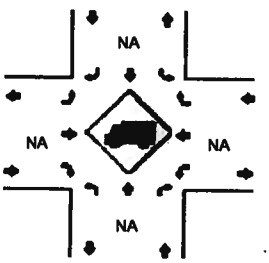


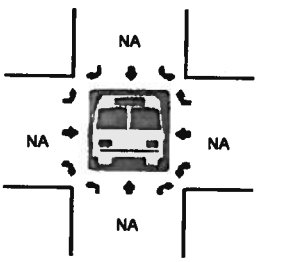


Quality Counts









5-Min Count Period Beginning At	West Port Dock Rd (Northbound)				West Port Dock Rd (Southbound)				Yaquina Bay Rd (Eastbound)				Yaquina Bay Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	8	
4:05 PM	1	0	0	0	0	0	0	0	0	7	0	0	0	5	0	0	13	
4:10 PM	0	0	3	0	0	0	0	0	0	5	0	0	0	5	0	0	13	
4:15 PM	0	0	0	0	0	0	0	0	0	7	0	0	1	2	0	0	10	
4:20 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5	
4:25 PM	0	0	3	0	0	0	0	0	0	4	0	0	0	2	0	0	9	
4:30 PM	0	0	0	0	0	0	0	0	0	4	1	0	0	3	0	0	8	
4:35 PM	1	0	0	0	0	0	0	0	0	5	0	0	0	4	0	0	10	
4:40 PM	0	0	0	0	0	0	0	0	0	3	0	0	1	7	0	0	11	
4:45 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	8	
4:50 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6	
4:55 PM	0	0	0	0	0	0	0	0	0	4	1	0	0	2	0	0	7	108
5:00 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	0	10	110
5:05 PM	2	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	10	107
5:10 PM	0	0	0	0	0	0	0	0	0	9	0	0	1	1	0	0	11	105
5:15 PM	0	0	0	0	0	0	0	0	0	6	1	0	0	6	0	0	13	108
5:20 PM	1	0	1	0	0	0	0	0	0	7	1	0	0	4	0	0	14	117
5:25 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	0	7	115
5:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6	113
5:35 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	106
5:40 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3	98
5:45 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	2	0	0	12	102
5:50 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6	102
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	97

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	4	0	0	0	0	0	0	88	8	0	4	44	0	0	152
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	0
Stopped Buses																	

Comments:

Report generated on 12/20/2012 12:23 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

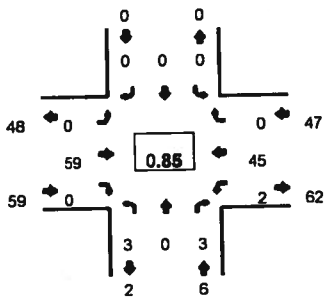
Type of peak hour being reported: User Defined

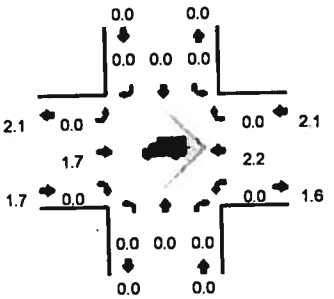
Method for determining peak hour: Total Entering Volume

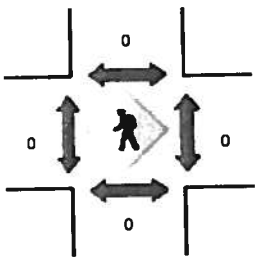
LOCATION: East Port Dock Rd -- Yaquina Bay Rd
CITY/STATE: Newport, OR

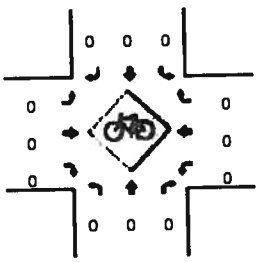
QC JOB #: 10865302
DATE: Tue, Dec 18 2012

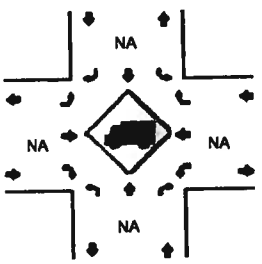
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

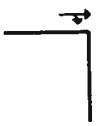


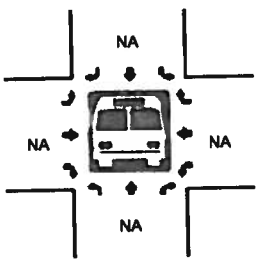












5-Min Count Period Beginning At	East Port Dock Rd (Northbound)				East Port Dock Rd (Southbound)				Yaquina Bay Rd (Eastbound)				Yaquina Bay Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	8	
4:05 PM	0	0	0	0	0	0	0	0	0	6	1	0	0	4	0	0	11	
4:10 PM	1	0	0	0	0	0	0	0	0	7	1	0	0	4	0	0	13	
4:15 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	3	0	0	10	
4:20 PM	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	5	
4:25 PM	0	0	0	0	0	0	0	0	0	6	1	0	0	2	0	0	9	
4:30 PM	2	0	0	0	0	0	0	0	0	4	0	0	1	1	0	0	8	
4:35 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	0	9	
4:40 PM	0	0	2	0	0	0	0	0	0	3	0	0	0	7	0	0	12	
4:45 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	8	
4:50 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5	
4:55 PM	0	0	0	0	0	0	0	0	0	5	0	0	1	2	0	0	8	106
5:00 PM	0	0	1	0	0	0	0	0	0	6	0	0	0	4	0	0	11	109
5:05 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8	106
5:10 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	2	0	0	11	104
5:15 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	12	106
5:20 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	0	10	111
5:25 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	4	0	0	10	112
5:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5	109
5:35 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	103
5:40 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3	94
5:45 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	2	0	0	10	96
5:50 PM	0	0	0	0	0	0	0	0	0	5	0	0	1	3	0	0	9	100
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	94

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	84	0	0	0	48	0	0	132
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/20/2012 12:23 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Attachment D

Traffic Volumes Seasonal Adjustment

SEASONAL ADJUSTMENT

The APM identifies three methods for identifying seasonal adjustment factors for highway traffic volumes. All three methods utilize information provided by Automatic Traffic Recorders (ATR) located in select locations throughout the State Highway System. The ATRs collect traffic data 24-hours a day/365 days a year. A preliminary evaluation of the methodologies indicated that the ATR Characteristics Table Method is the most appropriate method for the study area.

The ATR Characteristic Table Method requires that the ATR be located on a facility that shares similar characteristics with the facility to be adjusted, such as seasonal traffic trends, area type, and number of lanes and OHP Classification. The ATR Characteristic Table Method also requires that the AADT collected by the ATR must be within 10 percent of the AADT near the project area.

The ATR selected for this analysis (ATR #06-009) is located along Oregon Coast Highway No. 9 (US 101), approximately 0.28 miles north of Coos Bay-Roseburg Highway No. 35 (OR 42). This segment of US 101 has a coastal destination seasonal traffic trend, is located on a small urban fringe, has 4 travel lanes, is and classified as a Statewide highway, similar to Hwy 20 in Newport. The AADT at the ATR is also within 10 percent of the AADT along Hwy 20. The ATR was installed in September 1954 and has been collecting traffic data ever since. Based on the data provided by the ATR, the Peak Month generally occurs in July and August. Table 1 summarizes the percent of average daily traffic (ADT) reported by the ATR for the past five years during the peak month (July/August) and the count month (December).

Table D-1 Seasonal Adjustment Factor (ATR #06-009)

Year	2006	2007	2008	2009	2010
Peak Month (July/August)	115	114	113	115	115
Count Month (December)	92	89	88	89	91

Note: Shaded values dropped from average calculation per ODOT methodology.

Based on the data in Table 1, average monthly factors were determined as follows:

- Peak month average (July/August): (114 + 115 + 115) / 3 = 114.67
- Count month average (December): (89 + 89 + 91) / 3 = 89.67

Therefore, the east-west traffic volumes collected in December 2012 along Hwy 20 were adjusted by a factor of 1.28 (114.67/89.67).

Attachment E

Existing Conditions Traffic Operations Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	245	59	27	525	99	73	44	19	57	55	124
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	0.99		1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.97	1.00		0.98	1.00
Satd. Flow (prot)	1498	2835		1554	1667	1473		1620	1468		1563	1262
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.70	1.00		0.78	1.00
Satd. Flow (perm)	1498	2835		1554	1667	1473		1172	1468		1248	1262
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor (vph)	100%	128%	100%	100%	128%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	98	369	69	32	791	116	86	52	22	67	65	146
RTOR Reduction (vph)	0	16	0	0	0	39	0	0	18	0	0	92
Lane Group Flow (vph)	98	422	0	32	791	77	0	138	4	0	132	54
Confl. Peds. (#/hr)							2		1	1		2
Heavy Vehicles (%)	11%	15%	12%	7%	5%	1%	6%	2%	0%	18%	0%	15%
Turn Type	Prot			Prot		Perm	Perm		Perm	Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2		2	6		6
Actuated Green, G (s)	7.3	45.5		3.0	41.2	41.2		14.2	14.2		14.2	14.2
Effective Green, g (s)	7.3	45.5		3.0	41.2	41.2		14.2	14.2		14.2	14.2
Actuated g/C Ratio	0.10	0.61		0.04	0.55	0.55		0.19	0.19		0.19	0.19
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	146	1727		62	919	812		223	279		237	240
v/s Ratio Prot	c0.07	0.15		0.02	c0.47							
v/s Ratio Perm						0.05		c0.12	0.00		0.11	0.04
v/c Ratio	0.67	0.24		0.52	0.86	0.10		0.62	0.01		0.56	0.22
Uniform Delay, d1	32.5	6.7		35.1	14.3	7.9		27.8	24.6		27.4	25.6
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	11.5	0.1		7.1	8.3	0.1		5.0	0.0		2.8	0.5
Delay (s)	44.0	6.8		42.2	22.6	8.0		32.8	24.6		30.2	26.1
Level of Service	D	A		D	C	A		C	C		C	C
Approach Delay (s)		13.6			21.5			31.7			28.0	
Approach LOS		B			C			C			C	

Intersection Summary

HCM Average Control Delay	21.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	74.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection: 1: Hwy 20 & Moore Dr, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	R	LT	R	LT	R
Maximum Queue (ft)	136	92	114	122	680	172	141	76	302	66
Average Queue (ft)	72	50	59	39	493	69	87	18	160	51
95th Queue (ft)	136	110	117	120	846	192	151	64	302	65
Link Distance (ft)		672			744		855		423	
Upstream Blk Time (%)					6				0	
Queuing Penalty (veh)					0				0	
Storage Bay Dist (ft)	200		200	200		150		125		25
Storage Blk Time (%)					27	0	3	0	53	22
Queuing Penalty (veh)					40	0	1	0	77	29

Intersection: 1: Hwy 20 & Moore Dr, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	R	LT	R	LT	R
Maximum Queue (ft)	124	100	116	63	505	174	133	36	267	76
Average Queue (ft)	57	34	43	21	225	41	64	11	93	49
95th Queue (ft)	112	79	89	52	433	138	118	36	196	70
Link Distance (ft)		672			744		855		423	
Upstream Blk Time (%)					0				0	
Queuing Penalty (veh)					0				0	
Storage Bay Dist (ft)	200		200	200		150		125		25
Storage Blk Time (%)					11	0	1		34	23
Queuing Penalty (veh)					13	0	0		39	24

Intersection: 1: Hwy 20 & Moore Dr, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	R	LT	R	LT	R
Maximum Queue (ft)	145	117	134	130	680	174	145	81	302	76
Average Queue (ft)	61	38	47	25	290	48	69	13	110	49
95th Queue (ft)	119	88	97	75	604	154	129	44	232	69
Link Distance (ft)		672			744		855		423	
Upstream Blk Time (%)					2				0	
Queuing Penalty (veh)					0				0	
Storage Bay Dist (ft)	200		200	200		150		125		25
Storage Blk Time (%)					15	0	1	0	39	22
Queuing Penalty (veh)					20	0	0	0	49	25

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	16	44	56	83	59	29
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	18	49	62	92	66	32
Pedestrians		2	4			
Lane Width (ft)		12.0	12.0			
Walking Speed (ft/s)		4.0	4.0			
Percent Blockage		0	0			
Right turn flare (veh)				10		
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	180	153	169	4	4	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	180	153	169	4	4	
tC, single (s)	7.2	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.6	4.0	4.0	3.3	2.2	
p0 queue free %	97	93	91	91	96	
cM capacity (veh/h)	621	699	687	1070	1593	

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	67	154	98
Volume Left	18	0	66
Volume Right	0	92	32
cSH	677	1705	1593
Volume to Capacity	0.10	0.09	0.04
Queue Length 95th (ft)	8	7	3
Control Delay (s)	10.9	9.5	5.0
Lane LOS	B	A	A
Approach Delay (s)	10.9	9.5	5.0
Approach LOS	B	A	

Intersection Summary			
Average Delay	8.4		
Intersection Capacity Utilization	22.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	40	13	7	76	8	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	53	17	9	101	11	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			71		182	62
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			71		182	62
tC, single (s)			4.2		6.8	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.8	3.3
p0 queue free %			99		99	100
cM capacity (veh/h)			1457		727	1003

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	71	111	11	0
Volume Left	0	9	11	0
Volume Right	17	0	0	0
cSH	1700	1457	727	1700
Volume to Capacity	0.04	0.01	0.01	0.00
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	0.0	0.7	10.0	0.0
Lane LOS		A	B	A
Approach Delay (s)	0.0	0.7	10.0	
Approach LOS			B	

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	19.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	34	5	1	77	6	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	46	7	1	104	8	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			53		156	49
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			53		156	49
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1566		839	1025

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	53	105	8	3
Volume Left	0	1	8	0
Volume Right	7	0	0	3
cSH	1700	1566	839	1025
Volume to Capacity	0.03	0.00	0.01	0.00
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	0.0	0.1	9.3	8.5
Lane LOS		A	A	A
Approach Delay (s)	0.0	0.1	9.1	
Approach LOS			A	

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	14.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	52	518	85	26	333	59	111	44	32	137	48	52
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.97	1.00		0.96	1.00
Satd. Flow (prot)	1446	3103		1539	1620	1417		1656	1444		1639	1305
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.59	1.00		0.66	1.00
Satd. Flow (perm)	1446	3103		1539	1620	1417		1019	1444		1119	1305
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor (vph)	100%	128%	100%	100%	128%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	59	753	97	30	484	67	126	50	36	156	55	59
RTOR Reduction (vph)	0	11	0	0	0	36	0	0	27	0	0	35
Lane Group Flow (vph)	59	839	0	30	484	31	0	176	9	0	211	24
Heavy Vehicles (%)	15%	6%	0%	8%	8%	5%	2%	2%	3%	4%	0%	14%
Turn Type	Prot			Prot		Perm	Perm		Perm	Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2		2	6		6
Actuated Green, G (s)	3.9	25.0		2.4	23.5	23.5		12.2	12.2		12.2	12.2
Effective Green, g (s)	3.9	25.0		2.4	23.5	23.5		12.2	12.2		12.2	12.2
Actuated g/C Ratio	0.08	0.48		0.05	0.46	0.46		0.24	0.24		0.24	0.24
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	109	1503		72	738	645		241	341		265	309
v/s Ratio Prot	c0.04	0.27		0.02	c0.30							
v/s Ratio Perm						0.02		0.17	0.01		c0.19	0.02
v/c Ratio	0.54	0.56		0.42	0.66	0.05		0.73	0.02		0.80	0.08
Uniform Delay, d1	23.0	9.4		23.9	10.9	7.8		18.2	15.1		18.5	15.3
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	5.4	0.5		3.9	2.1	0.0		10.8	0.0		15.2	0.1
Delay (s)	28.4	9.9		27.8	13.0	7.9		29.0	15.2		33.7	15.4
Level of Service	C	A		C	B	A		C	B		C	B
Approach Delay (s)		11.1			13.2			26.6			29.7	
Approach LOS		B			B			C			C	

Intersection Summary

HCM Average Control Delay	15.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	51.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection: 1: Hwy 20 & Moore Dr, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	R	LT	R	LT	R
Maximum Queue (ft)	61	177	160	37	280	90	165	76	158	51
Average Queue (ft)	30	98	110	20	158	21	78	29	114	42
95th Queue (ft)	65	171	172	46	289	86	164	82	172	59
Link Distance (ft)		672			744		855		423	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		200	200		150		125		25
Storage Blk Time (%)		0	0		7		2		45	9
Queuing Penalty (veh)		0	1		7		1		27	18

Intersection: 1: Hwy 20 & Moore Dr, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	R	LT	R	LT	R
Maximum Queue (ft)	113	159	167	97	274	97	122	92	166	66
Average Queue (ft)	31	73	81	20	114	19	59	22	75	33
95th Queue (ft)	79	132	139	65	210	72	108	66	141	66
Link Distance (ft)		672			744		855		423	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		200	200		150		125		25
Storage Blk Time (%)		0	0		3	0	0	0	38	5
Queuing Penalty (veh)		1	0		2	0	0	0	19	10

Intersection: 1: Hwy 20 & Moore Dr, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	R	LT	R	LT	R
Maximum Queue (ft)	113	191	179	97	306	122	183	102	178	66
Average Queue (ft)	31	79	88	20	125	19	64	23	85	35
95th Queue (ft)	76	144	150	61	235	75	125	70	155	66
Link Distance (ft)		672			744		855		423	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		200	200		150		125		25
Storage Blk Time (%)		0	0		4	0	1	0	40	6
Queuing Penalty (veh)		0	0		4	0	0	0	21	12

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	35	52	45	92	98	28
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	41	60	52	107	114	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)				10		
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	270	244	260	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	270	244	260	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	92	90	91	90	93	
cM capacity (veh/h)	542	615	596	1082	1630	

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	101	159	147
Volume Left	41	0	114
Volume Right	0	107	33
cSH	583	1611	1630
Volume to Capacity	0.17	0.10	0.07
Queue Length 95th (ft)	16	8	6
Control Delay (s)	12.5	9.7	5.9
Lane LOS	B	A	A
Approach Delay (s)	12.5	9.7	5.9
Approach LOS	B	A	

Intersection Summary			
Average Delay	9.0		
Intersection Capacity Utilization	25.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	58	4	2	45	5	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	76	5	3	59	7	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			82		143	79
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			82		143	79
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1529		852	987

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	82	62	7	1
Volume Left	0	3	7	0
Volume Right	5	0	0	1
cSH	1700	1529	852	987
Volume to Capacity	0.05	0.00	0.01	0.00
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	0.0	0.3	9.3	8.7
Lane LOS		A	A	A
Approach Delay (s)	0.0	0.3	9.2	
Approach LOS			A	

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	14.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	59	0	2	45	3	3
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	69	0	2	53	4	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			69		127	69
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			69		127	69
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1544		871	999

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	69	55	4	4
Volume Left	0	2	4	0
Volume Right	0	0	0	4
cSH	1700	1544	871	999
Volume to Capacity	0.04	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.3	9.1	8.6
Lane LOS		A	A	A
Approach Delay (s)	0.0	0.3	8.9	
Approach LOS			A	

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	14.0%	ICU Level of Service	A
Analysis Period (min)	15		

Attachment F

Trip Generation and Assignment

Memorandum to Kittelson

Date: 04 December 2012

From: Langner

Subject: Newport Log Yard – Truck Trip and Staff Trip Projections

1. From our preliminary discussion with surrounding timberland owners in early 2012 and reaffirmed as recently as last week, the volume of timber diverted to a Newport timber operations will grow to fifty (50) truck trips per day, by year 2017. These data were developed by determining volume of timber to be harvested excluding volume of timber that will remain in the domestic market. We have preferred to provide the high end counts since beginning discussions with the Port of Newport and the City of Newport.
2. At start-up, trucking volumes will be at thirty (30) truck trips (deliveries) per day.
3. Based upon Teevin operations in Rainier, Eugene and Crabtree, Oregon, we anticipated daily deliveries at the following volumes during the operating day in CY 2017:
   a. 0600 – 0800 12
   b. 0800 – 1000 8
   c. 1000 – 1200 10
   d. 1200 – 1400 6
   e. 1400 – 1600 10
   f. 1600 – 1800 4
4. On-site employment will average seventeen during the average day. Carpooling, use of public transportation, walking and bicycling will be encouraged. Again, based upon Teevin operations in Rainier, Eugene and Crabtree, Oregon, we anticipated daily vehicle use by employees and contracted service personnel at eleven (11) vehicles per day. We anticipate seven (07) vehicles arriving at the start of the shift (0600) and the remaining four (04) vehicles arriving between 0600 and 0800. At the end of the shift, plan on six (06) vehicles departing between 1600 and 1800; the remaining five (05) vehicles to depart between 1800 and 2000.

P W Langner

CALCULATION/DESIGN RECORD

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING
Baltimore • Bend • Boise • Brisbane • Fort Lauderdale • Orlando • Portland • Tucson
www.kittelson.com

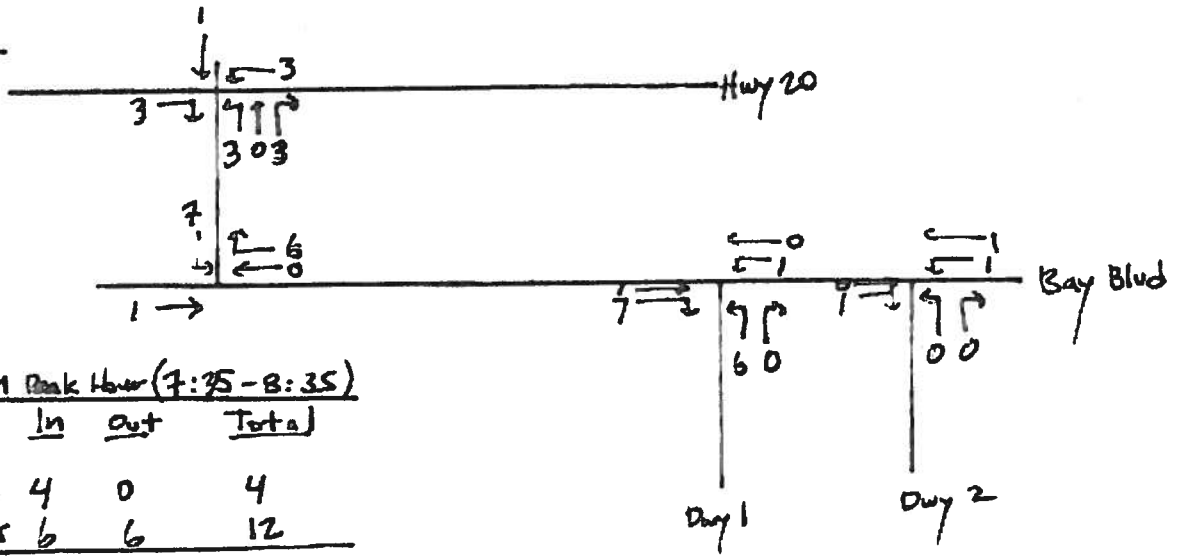
DATE 12/2012 PROJECT # 13132

PROJECT NAME Terrin Log Yard

SUBJECT Trip distribution

BY DFH SHEET # 1 OF 1

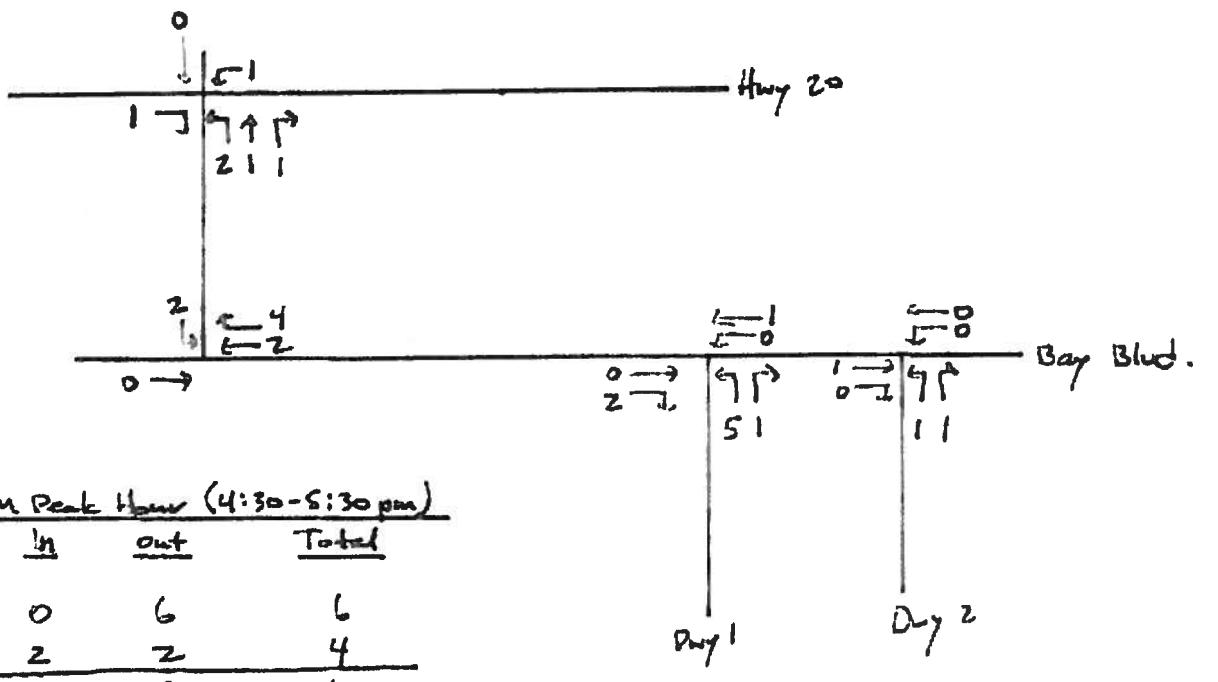
AM



AM Peak Hour (7:35 - 8:35)

	In	Out	Total
Cars	4	0	4
Trucks	6	6	12
Total	10	6	16

PM



PM Peak Hour (4:30-5:30 pm)

	In	Out	Total
Cars	0	6	6
Trucks	2	2	4
Total	2	8	10

Memorandum to Kittelson

Date: 25 January 2013

From: Langner

Subject: Newport Log Yard – Ancillary Related and Support Traffic

1. During ship loading or discharge, all of the cargo will move internally to the Port. No cargo products will move directly to or from the vessel from city streets. Specifically, all logs will move from the proposed log yard via off-road hostlers to the gear quayside of the receiving ship. Should there be any cargo discharge from the ship, it too moves from quayside to the log yard to await further processing, shipment or both.
2. During ship loading evolutions, stevedore personnel will mobilize to and from the International Terminal via routes established by the Port of Newport and the stevedore service provider; consistent with the established protocols for all other marine terminal business worked by stevedores.
3. In our day to day operations, we will encounter inbound and outbound traffic in support of our operations:
    a. Waste removal / garbage truck – we will require one haul-off per week. This route is currently served by a refuse service.
    b. Fuels/Lubricants/Parts and Maintenance service – twice per week, after hours (1800 or later)
    c. Delivery vehicles (primarily single-axle), e.g., UPS, FEDEX, DHL – approximately three per week. We assume weekday postal service. (These vehicle operate on routes that have them frequent adjoining businesses daily)
    d. Bark removal – On average, once per day, midday
    e. Septic system pumping – once per month, in conjunction with current service at adjoining businesses.
    f. Vendor sales calls – average one per week, primarily in cars or pickups.
    g. Technical support personnel – based upon Rainier and Eugene operations, on average two trips, by car or pickup, each month.
4. Many of the support functions, such as parcel delivery, refuse collection, septic pumping, etc. are traffic movements that currently occur in support of existing business lines at the port.

P Langner

Attachment G

Total Conditions Traffic Operations Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	321	62	30	687	99	76	44	22	57	56	124
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	0.99		1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.97	1.00		0.98	1.00
Satd. Flow (prot)	1498	2833		1554	1667	1473		1619	1468		1564	1262
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.69	1.00		0.77	1.00
Satd. Flow (perm)	1498	2833		1554	1667	1473		1147	1468		1235	1262
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	98	378	73	35	808	116	89	52	26	67	66	146
RTOR Reduction (vph)	0	16	0	0	0	37	0	0	21	0	0	91
Lane Group Flow (vph)	98	435	0	35	808	79	0	141	5	0	133	55
Confl. Peds. (#/hr)							2		1	1		2
Heavy Vehicles (%)	11%	15%	12%	7%	5%	1%	6%	2%	0%	18%	0%	15%
Turn Type	Prot			Prot		Perm	Perm		Perm	Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2		2	6		6
Actuated Green, G (s)	7.4	46.5		3.1	42.2	42.2		14.5	14.5		14.5	14.5
Effective Green, g (s)	7.4	46.5		3.1	42.2	42.2		14.5	14.5		14.5	14.5
Actuated g/C Ratio	0.10	0.61		0.04	0.55	0.55		0.19	0.19		0.19	0.19
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	146	1731		63	924	817		219	280		235	240
v/s Ratio Prot	c0.07	0.15		0.02	c0.48							
v/s Ratio Perm						0.05		c0.12	0.00		0.11	0.04
v/c Ratio	0.67	0.25		0.56	0.87	0.10		0.64	0.02		0.57	0.23
Uniform Delay, d1	33.2	6.8		35.8	14.7	8.0		28.4	25.0		27.9	26.1
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	11.5	0.1		10.2	9.2	0.1		6.3	0.0		3.1	0.5
Delay (s)	44.7	6.9		46.0	23.9	8.0		34.8	25.0		31.1	26.5
Level of Service	D	A		D	C	A		C	C		C	C
Approach Delay (s)		13.6			22.8			33.2			28.7	
Approach LOS		B			C			C			C	

Intersection Summary

HCM Average Control Delay	21.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	76.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection: 1: Hwy 20 & Moore Dr, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	R	LT	R	LT	R
Maximum Queue (ft)	110	109	109	161	632	147	144	77	269	66
Average Queue (ft)	65	50	55	52	455	60	93	23	137	51
95th Queue (ft)	113	111	109	145	819	178	168	90	249	63
Link Distance (ft)		672			744		855		423	
Upstream Blk Time (%)					7					
Queuing Penalty (veh)					0					
Storage Bay Dist (ft)	200		200	200		150		125		25
Storage Blk Time (%)				0	25	0	8	0	52	25
Queuing Penalty (veh)				0	38	0	2	0	76	33

Intersection: 1: Hwy 20 & Moore Dr, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	R	LT	R	LT	R
Maximum Queue (ft)	126	112	118	87	524	144	142	62	264	74
Average Queue (ft)	55	42	48	23	254	32	67	10	102	49
95th Queue (ft)	106	92	95	68	476	115	129	42	216	72
Link Distance (ft)		672			744		855		423	
Upstream Blk Time (%)					0					
Queuing Penalty (veh)					0					
Storage Bay Dist (ft)	200		200	200		150		125		25
Storage Blk Time (%)					14	0	1	0	40	24
Queuing Penalty (veh)					17	0	0	0	47	26

Intersection: 1: Hwy 20 & Moore Dr, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	R	LT	R	LT	R
Maximum Queue (ft)	133	137	129	193	636	148	160	109	280	75
Average Queue (ft)	58	44	50	30	302	39	73	13	110	49
95th Queue (ft)	108	97	99	94	602	133	141	57	227	70
Link Distance (ft)		672			744		855		423	
Upstream Blk Time (%)					2					
Queuing Penalty (veh)					0					
Storage Bay Dist (ft)	200		200	200		150		125		25
Storage Blk Time (%)				0	17	0	3	0	43	24
Queuing Penalty (veh)				0	22	0	1	0	54	27

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	16	45	56	89	66	29
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	18	50	62	99	73	32
Pedestrians		2	4			
Lane Width (ft)		12.0	12.0			
Walking Speed (ft/s)		4.0	4.0			
Percent Blockage		0	0			
Right turn flare (veh)				10		
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	196	169	185	4	4	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	196	169	185	4	4	
tC, single (s)	7.2	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.6	4.0	4.0	3.3	2.2	
p0 queue free %	97	93	91	91	95	
cM capacity (veh/h)	599	682	670	1070	1593	

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	68	161	106
Volume Left	18	0	73
Volume Right	0	99	32
cSH	658	1735	1593
Volume to Capacity	0.10	0.09	0.05
Queue Length 95th (ft)	9	8	4
Control Delay (s)	11.1	9.6	5.2
Lane LOS	B	A	A
Approach Delay (s)	11.1	9.6	5.2
Approach LOS	B	A	

Intersection Summary			
Average Delay	8.5		
Intersection Capacity Utilization	22.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	41	20	8	76	14	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	55	27	11	101	19	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			81		191	68
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			81		191	68
tC, single (s)			4.2		6.8	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.8	3.3
p0 queue free %			99		97	100
cM capacity (veh/h)			1444		718	995

Direction, Lane #	EB 1	WB	NB 1	NB 2
Volume Total	81	112	19	0
Volume Left	0	11	19	0
Volume Right	27	0	0	0
cSH	1700	1444	718	1700
Volume to Capacity	0.05	0.01	0.03	0.00
Queue Length 95th (ft)	0	1	2	0
Control Delay (s)	0.0	0.8	10.1	0.0
Lane LOS		A	B	A
Approach Delay (s)	0.0	0.8	10.1	
Approach LOS			B	

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	20.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	34	6	2	78	6	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	46	8	3	105	8	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			54		161	50
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			54		161	50
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1564		833	1024

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	54	108	8	3
Volume Left	0	3	8	0
Volume Right	8	0	0	3
cSH	1700	1564	833	1024
Volume to Capacity	0.03	0.00	0.01	0.00
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	0.0	0.2	9.4	8.5
Lane LOS		A	A	A
Approach Delay (s)	0.0	0.2	9.2	
Approach LOS			A	

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	15.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	52	678	86	27	435	59	113	45	33	137	48	52
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.97	1.00		0.96	1.00
Satd. Flow (prot)	1446	3104		1539	1620	1417		1656	1444		1639	1305
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.59	1.00		0.65	1.00
Satd. Flow (perm)	1446	3104		1539	1620	1417		1012	1444		1102	1305
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	59	770	98	31	494	67	128	51	38	156	55	59
RTOR Reduction (vph)	0	11	0	0	0	36	0	0	29	0	0	35
Lane Group Flow (vph)	59	857	0	31	494	31	0	179	9	0	211	24
Heavy Vehicles (%)	15%	6%	0%	8%	8%	5%	2%	2%	3%	4%	0%	14%
Turn Type	Prot			Prot		Perm	Perm		Perm	Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2		2	6		6
Actuated Green, G (s)	4.0	25.6		2.4	24.0	24.0		12.2	12.2		12.2	12.2
Effective Green, g (s)	4.0	25.6		2.4	24.0	24.0		12.2	12.2		12.2	12.2
Actuated g/C Ratio	0.08	0.49		0.05	0.46	0.46		0.23	0.23		0.23	0.23
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	111	1522		71	745	651		237	337		258	305
v/s Ratio Prot	c0.04	0.28		0.02	c0.30							
v/s Ratio Perm						0.02		0.18	0.01		c0.19	0.02
v/c Ratio	0.53	0.56		0.44	0.66	0.05		0.76	0.03		0.82	0.08
Uniform Delay, d1	23.2	9.4		24.2	11.0	7.8		18.6	15.4		18.9	15.6
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	4.8	0.5		4.3	2.2	0.0		12.8	0.0		17.9	0.1
Delay (s)	28.0	9.8		28.5	13.2	7.8		31.4	15.5		36.8	15.7
Level of Service	C	A		C	B	A		C	B		D	B
Approach Delay (s)		11.0			13.4			28.6			32.2	
Approach LOS		B			B			C			C	

Intersection Summary

HCM Average Control Delay	16.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	52.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection: 1: Hwy 20 & Moore Dr, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	R	LT	R	LT	R
Maximum Queue (ft)	62	245	184	46	254	80	146	72	179	54
Average Queue (ft)	31	114	112	24	158	23	81	26	108	41
95th Queue (ft)	64	248	184	50	289	85	147	77	195	65
Link Distance (ft)		672			744		855		423	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		200	200		150		125		25
Storage Blk Time (%)		1	1		7	0	2		48	7
Queuing Penalty (veh)		3	2		7	0	1		28	14

Intersection: 1: Hwy 20 & Moore Dr, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	R	LT	R	LT	R
Maximum Queue (ft)	89	168	179	62	289	111	114	86	148	64
Average Queue (ft)	29	75	85	20	115	18	60	21	71	35
95th Queue (ft)	66	129	141	51	219	65	106	62	124	66
Link Distance (ft)		672			744		855		423	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		200	200		150		125		25
Storage Blk Time (%)		0	0		3	0	0	0	38	6
Queuing Penalty (veh)		0	0		3	0	0	0	19	11

Intersection: 1: Hwy 20 & Moore Dr, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	R	LT	R	LT	R
Maximum Queue (ft)	89	250	194	63	320	111	150	91	193	65
Average Queue (ft)	29	84	92	21	125	19	65	23	80	36
95th Queue (ft)	66	170	155	51	241	71	119	66	148	66
Link Distance (ft)		672			744		855		423	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		200	200		150		125		25
Storage Blk Time (%)		0	0		4	0	1	0	41	6
Queuing Penalty (veh)		1	1		4	0	0	0	21	12

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	35	52	47	96	100	28
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	41	60	55	112	116	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)				10		
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	276	249	265	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	276	249	265	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	92	90	91	90	93	
cM capacity (veh/h)	532	610	592	1082	1630	

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	101	166	149
Volume Left	41	0	116
Volume Right	0	112	33
cSH	576	1612	1630
Volume to Capacity	0.18	0.10	0.07
Queue Length 95th (ft)	16	9	6
Control Delay (s)	12.6	9.7	5.9
Lane LOS	B	A	A
Approach Delay (s)	12.6	9.7	5.9
Approach LOS	B	A	

Intersection Summary			
Average Delay	9.0		
Intersection Capacity Utilization	25.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	58	6	2	46	10	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	76	8	3	61	13	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			84		146	80
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			84		146	80
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	100
cM capacity (veh/h)			1525		850	985

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	84	63	13	3
Volume Left	0	3	13	0
Volume Right	8	0	0	3
cSH	1700	1525	850	985
Volume to Capacity	0.05	0.00	0.02	0.00
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	0.0	0.3	9.3	8.7
Lane LOS		A	A	A
Approach Delay (s)	0.0	0.3	9.2	
Approach LOS			A	

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	14.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	60	0	2	45	4	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	71	0	2	53	5	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			71		128	71
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			71		128	71
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1543		870	998

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	71	55	5	5
Volume Left	0	2	5	0
Volume Right	0	0	0	5
cSH	1700	1543	870	998
Volume to Capacity	0.04	0.00	0.01	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.3	9.2	8.6
Lane LOS		A	A	A
Approach Delay (s)	0.0	0.3	8.9	
Approach LOS			A	

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	14.0%	ICU Level of Service	A
Analysis Period (min)	15		

Attachment H

Yaquina Bay Boulevard and SE
Moore Drive Pavement Quality

22V-28

Overall Length of Project - 0.40 Mile

CORVALLIS/NEWPORT HWY. - BAY BLVD. (NEWPORT) SEC. JOHN MOORE ROAD (CITY STREET) LINCOLN COUNTY				SHEET NO. 1
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	TOTAL SHEETS	
10	OREGON	M-6885(3)		

DESIGNED AS CONSTRUCTED
Sheets CONTRACT 1W7B
FROM Mun Counties

INDEX OF SHEETS

Sheet No.	Description
1	Title Sheet
2	Summary & Typical Section
2A	Details
2B	Pipe Data
2C	Summary
3,4	Plan & Profile

Drg. Nos.
2050, 2050A - Manholes
2077 - Concrete Curbs
2077B - Driveways And Approaches
2091B - Coupling Bands
2102 - Concrete Inlets
2112 - Sloped Ends
2121 - Subgrade Drain
S-1250, S-1251, S-1, S-4, S-5, S-12, 2126C, 2129, 2200 - Temporary And Permanent Signing
9601, 9602, TS-101 Thru TS-107 Incl., 40396, 40397 - Traffic Signals

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

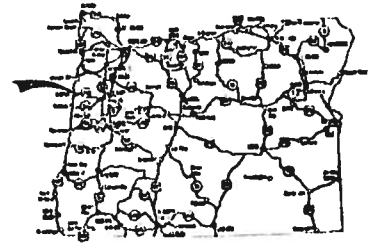
GRADING, PAVING, SIGNING & SIGNALS

CORVALLIS/NEWPORT HWY. - BAY BLVD. (NEWPORT) SEC.

JOHN MOORE ROAD (CITY STREET)

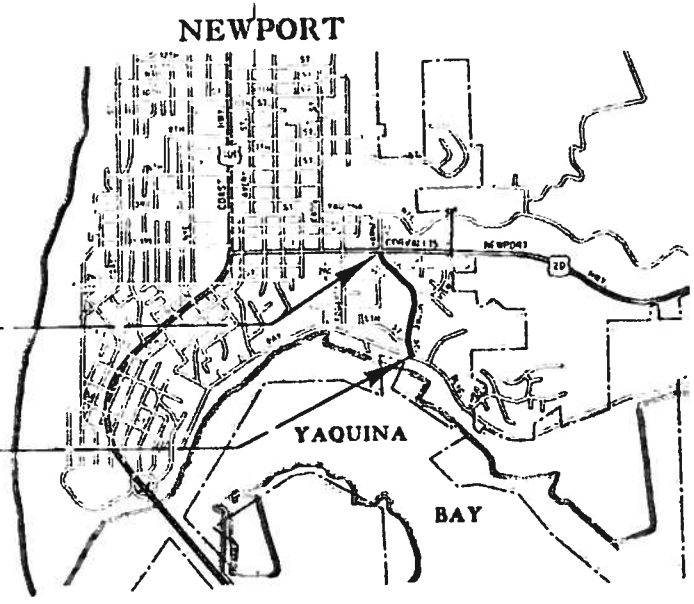
LINCOLN COUNTY

JUNE, 1989



BEGINNING OF PROJECT M-6885(3)
STA. 10 + 35

END OF PROJECT M-6885(3)
STA. 31 + 69



Sketch Map
Scale 0 1000 2000 Feet

N

SEC. 9, T. 11 S., R. 11 W., W.M.

OREGON TRANSPORTATION COMMISSION
Michael P. Hallern
John Watty
David F. Bolender
Cynthia J. Ford
Robert F. Duvall
Robert N. Bothman

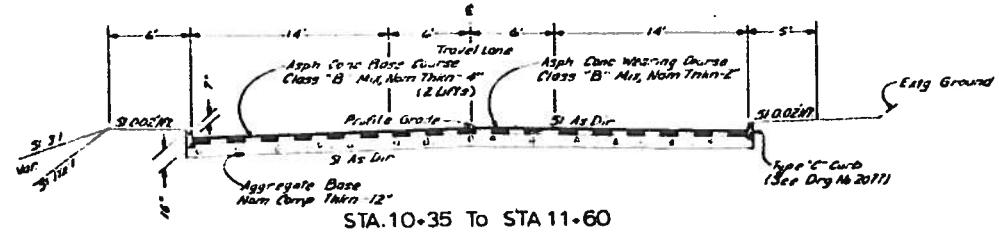
Duane O. Christensen
PROJECT DEVELOPMENT ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
DIVISION ENGINEER DATE

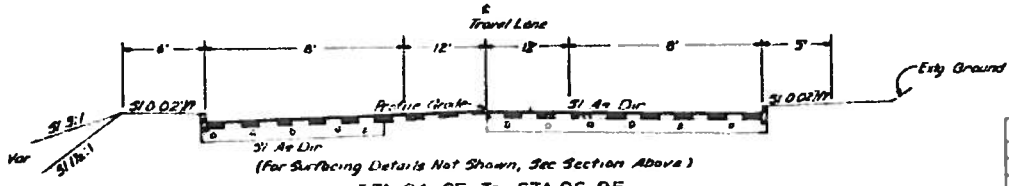
TYPICAL SECTIONS

CORVALLIS/NEWPORT HWY - BAY BLVD. (NEWPORT) SEC. JOHN MOORE ROAD (CITY STREET) LINCOLN COUNTY				SHEET 2
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	M 6885(3)		

REVISED AS CONSTRUCTED
SPAN BY CONTRACT 10,780

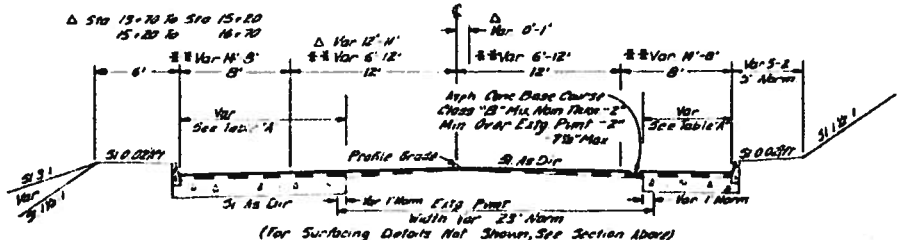


STA. 10+35 To STA 11+60



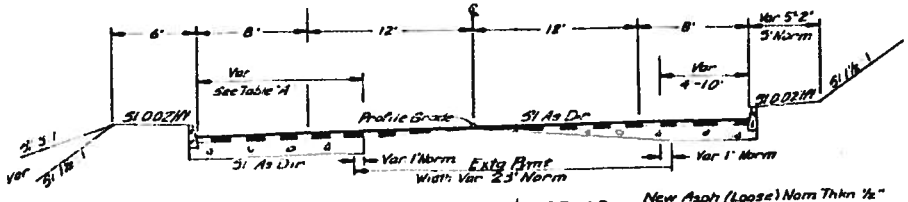
(For Surfacing Details Not Shown, See Section Above)

STA 24+25 To STA 26+25



(For Surfacing Details Not Shown, See Section Above)

** STA. 11+60 To STA. 13+70
13+70 24+25
26+25 26+83
28+10 31+69



New Asph (Loose) Nom Thkn ½"

STA 26+83 To STA 28+10

TABLE "A"

WIDTH (LT)	STATION	TO STATION	WIDTH (RT)
Var 21'-13'	11+60	16+00	3'
Var 15'-13'	16+00	17+50	Var 3'-8'
13'	17+50	19+50	8'
Var 13'-17'	19+50	21+50	Var 8'-5'
Var 17'-13'	21+50	24+25	5'
Var 20-14'	26+25	27+00	Var 4'-10'
14'	27+00	31+69	10'

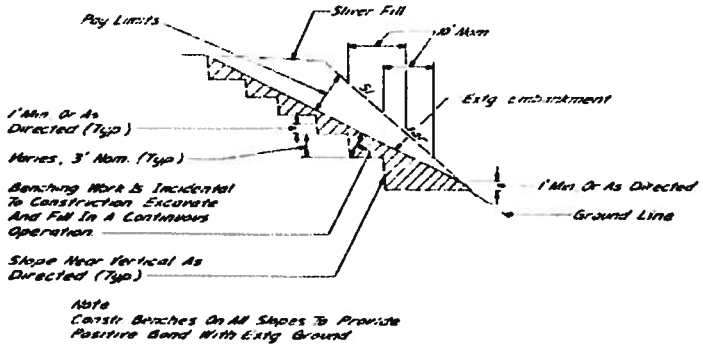
R/W Map No 98 94-5

Storma Fry, Keysers

DETAILS

CORVALLIS/NEWPORT HWY.- BAY BLVD. (NEWPORT) SEC. JOHN MOORE ROAD (CITY STREET) LINCOLN COUNTY				SHEET 2A
10	OREGON	M-6685(3)		

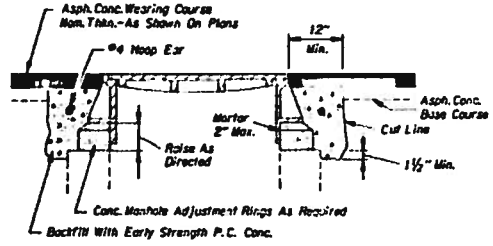
REVISED AS CONSTRUCTED
SPECIAL CONTRACT 10-2209



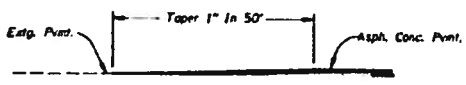
SLIVER EMBANKMENT EXCAVATION
(Location As Directed)

MANHOLE ADJUSTMENT SEQUENCE

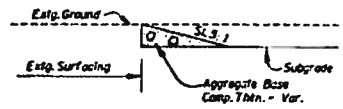
(For Details Not Shown, See Sheet 1, Manhole Drg. Nos.)



1. Cover Manhole With Building Paper And Const. Asph. Conc. Base Course.
2. Cut Square Or Circular Excavation Around Manhole 12" Min. From M. H. Frame.
3. Raise Manhole Frame And Cover To Finish Grade By Installing Conc. Rings And Leveling Mortar.
4. Backfill With Early Strength P. C. Conc.
5. Const. Asph. Conc. Wearing Course.



METHOD OF FEATHERING AT PROJECT ENDS



ABRUPT PAVEMENT EDGE DETAIL

PIPE DATA SHEET

22V-28

CORVALLIS/NEWPORT HWY. - BAY BLVD. (NEWPORT) SEC.
JOHN MOORE ROAD (CITY STREET)
LINCOLN COUNTY

SHEET NO. 2B

PROJECT NO.	PHASE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	UNK CITY	M-F8051(3)		

GENERAL NOTES

1. Unless otherwise noted, bedding shall be Class B.
2. All pipe shall meet installation details of the Oregon Standard Drawings.
3. Extension of existing metal culverts may be of same material and gage as the existing culvert and for connecting details standard drg. 2010.
4. Elevations shown are invert.
5. All pipes shall conform to the AASHTO specification applicable for the type of material and the diameter of the pipe involved.

EXCEPTIONS

(1) Design height of cover shall be measured to the grade at cross-section [illegible] vary with different materials. When [illegible] specified, or allowed, quantity of pipe presented alternates use a separate line for each type of material.

(2) Cross section shape of pipe indicate longitudinal dimension in bracket.
A = Arch Type
B = Round
E = Elliptical [illegible]

(3) Bottom of pipe shall be flat for Class [illegible] reinforced concrete pipe to 48 inches.

(4) A coat of tar for protective coatings for metal pipe
A = Type A asphalt coated
C = Type C asphalt coated with paved invert
D = Type D asphalt coated and fully lined
AP = Asbestos protected
U = Uncoated
LM = Coated with bituminous mortar
Ep = Epoxy coated

(5) Abbreviations for existing pipe materials
AC = Asbestos cement
CM = Corrugated aluminum
Co = Concrete
M = Metal
St = Corrugated steel
S = Other materials see remarks column

Drg. Nos.
2050 Manhole Frame & Plate Covers
2050A Manhole Precast
2010 Slope Anchors
2010B Coupling Band
2005 Curb Inlets
2005A Curb Inlets
202 Sloped Ends, Metal
201 Sloped Ends, Conc./Fully pipe Drain
203 Paved End Slope
202 Slotted Drains

GAGE EQUIVALENT TABLE

GAGE	Equivalent Gage Wall Thickness (Inches)	Alternate
4	0.224	0.248
5	0.194	0.218
6	0.164	0.188
7	0.134	0.158
8	0.164	0.188
9	0.134	0.158
10	0.164	0.188

Sheet Number	Line No.	Length of Pipe (Feet)	Circular or Elliptical Diameter (Inches)	Arch Size	Remarks
	20	215			
	21	20			Reconstruct M.H.
	22	140			
	111	6			Flow Into System
	0.6	42			
	3.0	242			
	0.8	52			
	1.0		20		Conn. Into Exig. Pipe
	1.0	12			
	1.0	40			
	1.0	44			
	1.0	42			
	2.0		194		
	1.0	24			
	1.1		200		
	0.8	42			
	1.0		300		
	1.2	42			
	1.3		216		Const. M.H. 6' from Curb
	1.0	7			
	1.0	40			
	0.9	86			Conn. To Exig. Inlet
	1.0		142		
	1.1		174		
	1.0			94	F.L. 6.8 @ M.H.
	1.0	10			

Gale 5-2-89

22V-28

NOT REVISED AS CONSTRUCTED
SUB/WF CONTRACT/8288

CORVALLIS/NEWPORT HWY.- BAY BLVD. (NEWPORT) SEC. JOHN MOORE ROAD (CITY STREET) LINCOLN COUNTY				SHEET No. 2C
NO. ROAD Dist. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	M-6885(3)		

S U M M A R Y

ITEM	UNIT	QUANTITY		
Mobilization	All	All		
Temporary Protection and Direction of Traffic	All	All		
Temporary Signs	Sq.Ft.	370		
Temporary Barricades	Each	6		
Temporary Striping	Lin.Ft.	600		
Striping and Stripe Removal Mobilization	Each	1		
Flaggers	Hour	640		
ROADWORK				
12-inch Culvert Pipe	Lin.Ft.	24		
Clearing and Grubbing	All	All		
Removal of Structures and Obstructions	All	All		
Embankment in Place	Cu.Yd.	2,000		
Trench Excavation	Cu.Yd.	850		
Finishing Roadbed and Slopes	All	All		
Watering	M-Gal.	110		
Aggregate Base	Ton	3,650		
Class "B" Asphalt Concrete	Ton	2,900		
12-inch Storm Sewer Pipe	Lin.Ft.	1,038		
15-inch Storm Sewer Pipe	Lin.Ft.	1,246		
24-inch Storm Sewer Pipe	Lin.Ft.	94		
Extra for Pipe Under Pavement	Lin.Ft.	220		
Concrete Manholes	Each	6		
Concrete Inlets, Type CG-2	Each	16		
6-inch Drain Pipe	Lin.Ft.	44		
Gravel in Drains	Cu.Yd.	5		
Concrete Curbs	Lin.Ft.	4,280		
Extra for Asphalt Approaches	Each	9		
Drainage Geotextile	Sq.Yd.	40		
Adjusting Manholes	Each	4		
Reconstructing Manholes	Each	1		
Adjusting Inlets	Each	1		
Adjusting Boxes	Each	5		
Roadside Seeding and Mulching	Acre	1		
Concrete Driveways	Sq.Yd.	55		
SIGNING				
Removal of Existing Sign Installations	All	All		
Wood Sign Posts	All	All		
Type "C" Signs in Place	Sq.Ft.	5		
Type "T" Signs in Place	Sq.Ft.	15		
Type "U" Signs in Place	Sq.Ft.	7		
Move and Reinstall Existing Signs	All	All		
TRAFFIC SIGNALS				
Traffic Signal Installation, Complete	All	All		

22V-28

CORVALLIS/NEWPORT HWY - BAY BLVD. (NEWPORT) SEC. JOHN MOORE ROAD (CITY STREET) LINCOLN COUNTY				SHEET NO. 3
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	M-6885(3)		

REVISED AS CONSTRUCTED
SIGNAL CONTRACT 2078R

SEC. 9 T 11 S, R. 11 W, W.M.
NEWPORT

(1) Const Type "C" Curb
(See Drg No 2077)

(2) Sta 15+45, Lt
Reconst Manhole
Const Type "CG-2" Inlet 2
Inst. 12" Sew Pipe - 235'
Tr. Exc - 85 C.Y.
(See Drg No 2105)

(3) Sta 19+20, Lt
Const Manhole - 4

Const Type "CG-2" Inlet - 5
Inst 6" Drain Pipe - 14'
Inst 12" Sew Pipe - 496'
Inst 15" Sew. Pipe - 96'
Gravel Drain Mat'l. - 5 C.Y.
Geotextile Fabric - 40 S.Y.
Under Pvmt - 120'
Tr. Exc - 220 C.Y.
(See Drg No. 2050, 2121)

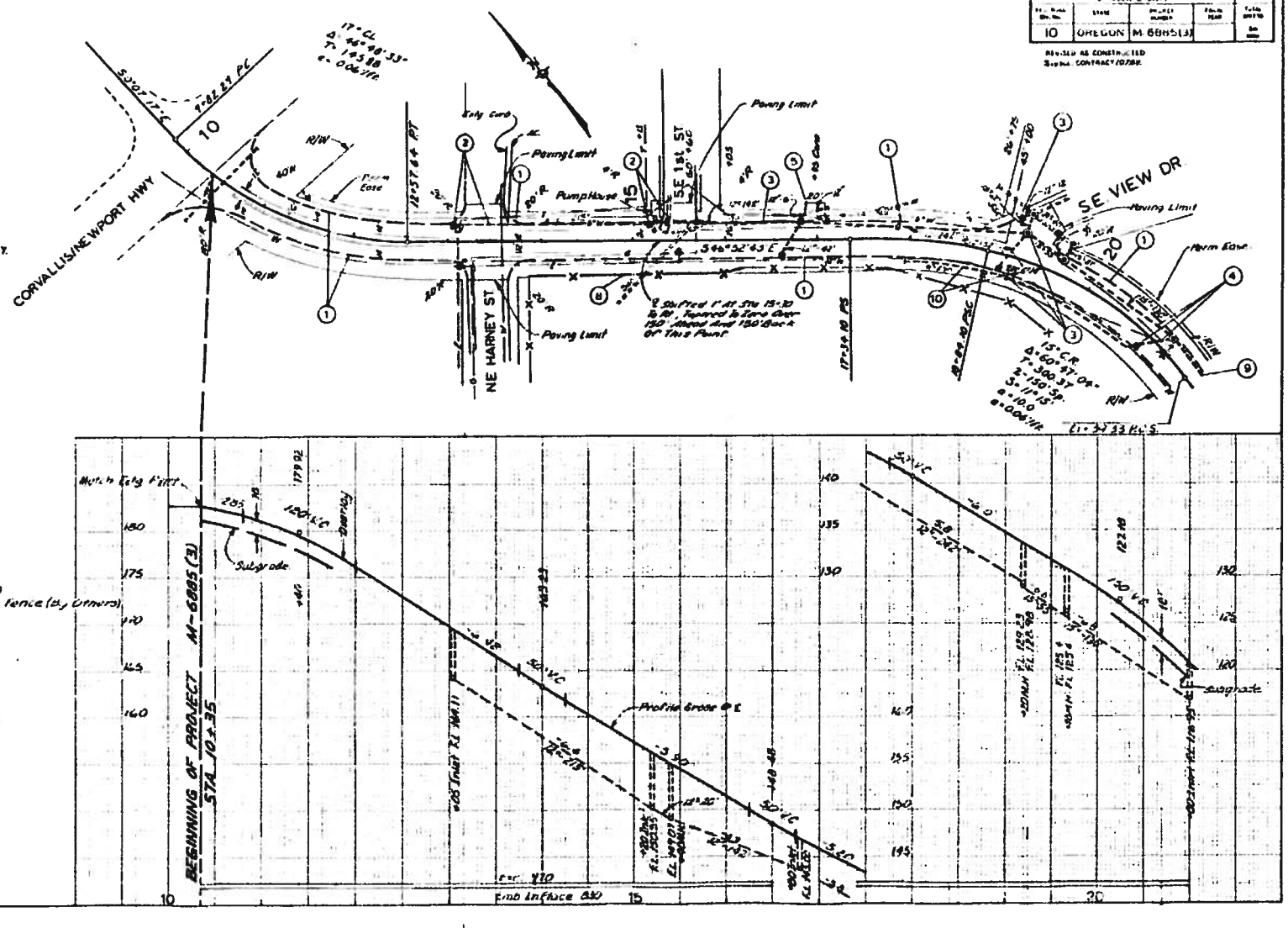
(4) Sta 21+00 Lt.
Const Manhole
Const Type "CG-2" Inlet
Inst. -12" Sew. Pipe - 42'
Inst. -15" Sew. Pipe - 139'
Under Pvmt - 20'
Tr. Exc. - 105 C.Y.

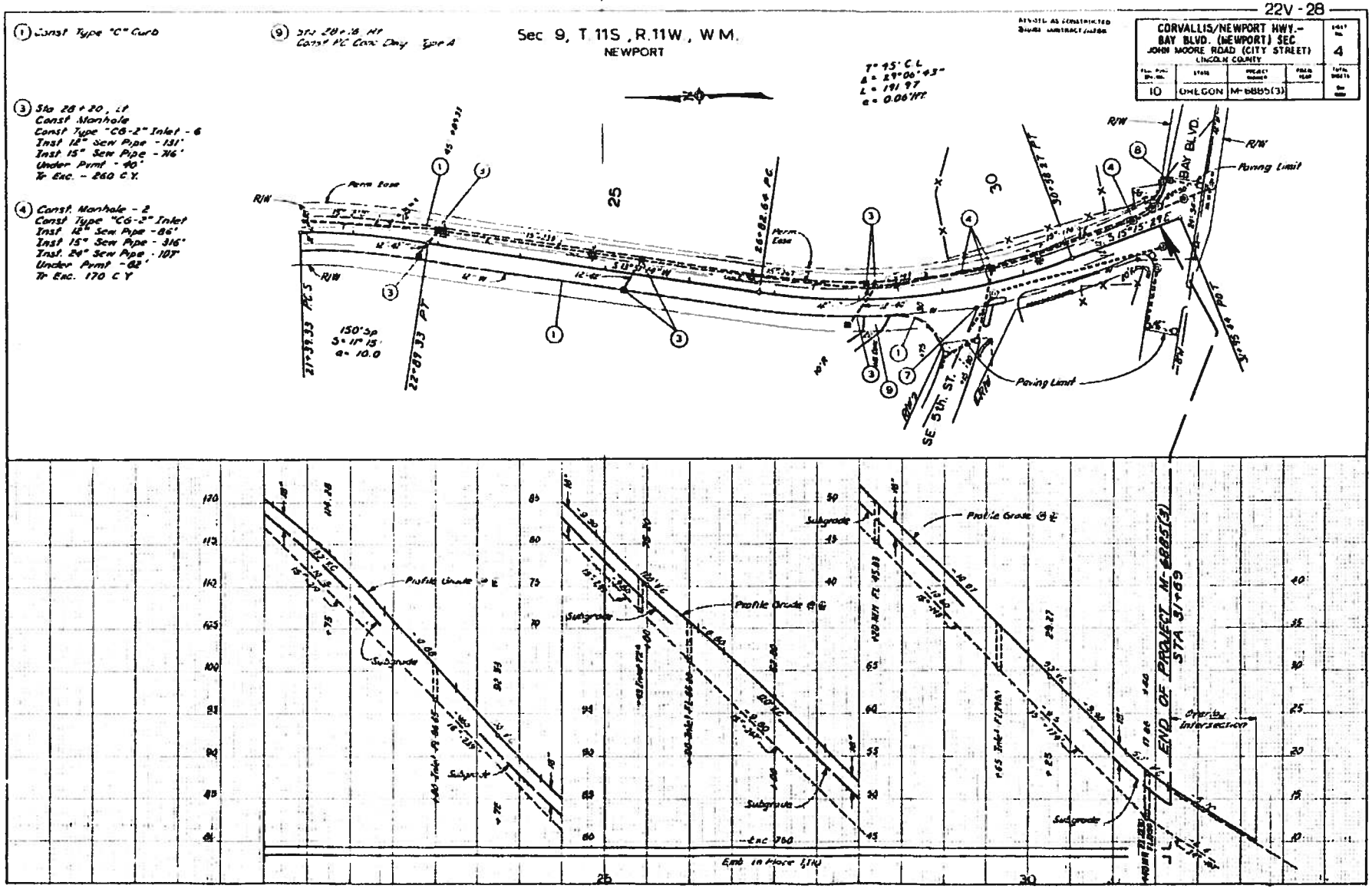
(5) Sta. 16+95, Lt
Const. Conc Dwy Type "A"
(See Drg. No. 2077B)

(8) Sta 13+90 To Sta 16+20
Reinstall Extg. Fence (By Others)

(9) (See Sht. 4, Note 3)

(10) Inst 6" Drain Pipe 58'
Inst 6" Plastic Perf Pipe - 250'





(1) Const Type "C" Curb
(9) Sta 28+16 Rt
Const PC Conc Dwy Type A
Sec 9, T 11S, R.11W, W.M.
NEWPORT
CORVALLIS/NEWPORT HWY.-
BAY BLVD. (NEWPORT) SEC
JOHN MOORE ROAD (CITY STREET)
LINCOLN COUNTY
4
10
OREGON
M-6885(3)
(3) Sta 28+20, Lt
Const Manhole
Const Type "CG-2" Inlet - 6
Inst 12" Sew Pipe - 131'
Inst 15" Sew Pipe - 716'
Under Pvmt - 40'
Tr Exc. - 260 C.Y.
(4) Const. Manhole - 2
Const Type "CG-2" Inlet
Inst 12" Sew Pipe - 86'
Inst 15" Sew Pipe - 316'
Inst. 24" Sew Pipe - 107'
Under Pvmt - 82'
Tr Exc. 170 C Y
Perm Ease
R/W
Paving Limit
BAY BLVD.
SE 5th. ST.
150' Sp
S = 11° 15'
a = 10.0
Profile Grade @ ℄
Subgrade
END OF PROJECT M-6885(3)
STA 31+69
Overlay Intersection
Exc 760
Emb in Place 1,110

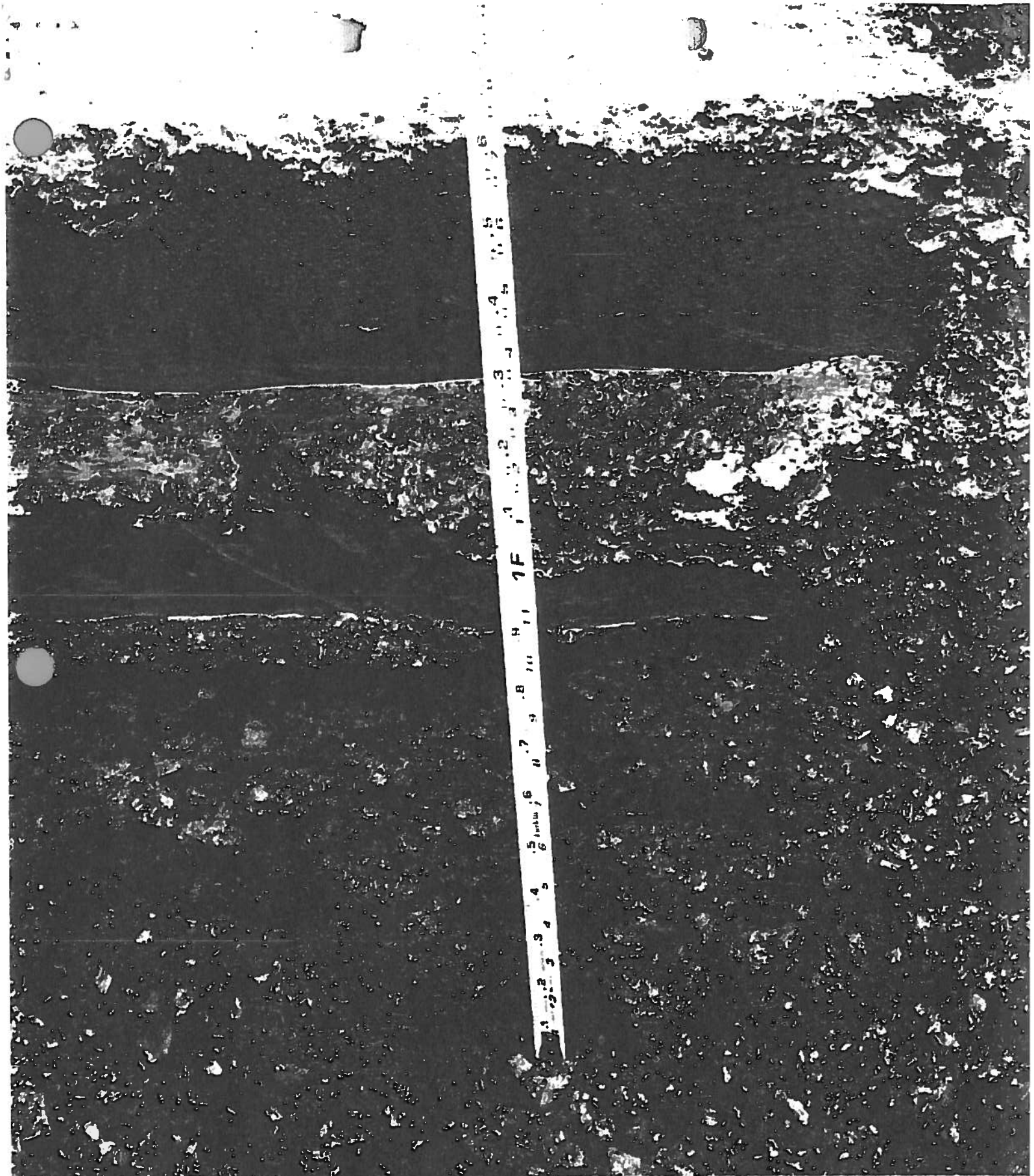


Photo taken: Dec 27, 2012
Location: SE Moore Drive, Newport, Oregon
Photo credit: *Road and Driveway*
Photo provided by Teevin Bros. on December 28, 2012

Notes:

- **compacted coarse aggregate exceeds 10 inches**

ATTACHMENT 'C'

File No. 1-TIA-13

LAND SURVEYING PLANNING ENGINEERING WATER RIGHTS FORESTRY MATERIAL TESTING

Stuntzner Engineering & Forestry, LLC

TELEPHONE (541) 267-2872
FAX (541) 267-0588
ralphdunham@stuntzner.com

705 SO. 4TH, P.O. BOX 118
COOS BAY, OREGON 97420

COOS BAY - DALLAS– FOREST GROVE

February 27, 2013

Teevin Bros. Land & Timber Co.
Attn: Mr. Paul Langner
P.O. Box 247
Rainier, OR 97048

RE: Evaluation of Suitability of John Moore Road and SE Bay Blvd pavement section for use by highway legal trucks, including standard allowed overloads in Newport, Oregon

Dear Mr. Langner:

On February 25th, 2013 I was contacted and presented with the photographs of asphalt core samples from John Moore Road and SE Bay Blvd in Newport, Oregon and tasked with the evaluation of these core samples in relation to suitability for highway legal truck traffic.

OBJECTIVE AND SCOPE

Teevin Bros. Land & Timber contacted Stuntzner Engineering & Forestry, LLC to review the process and verify the suitability of the pavement sections based upon core samples taken by Road & Driveway of Newport, Oregon on February 14th, 2013. The locations of cores were established in conjunction with the City of Newport Public Works Dept., and witnessed by either (or both in most cases) Tim Gross, City Engineer and/or Ted Jones, Senior Project Manager. The purpose of the cores was to verify the asphalt section in John Moore Road and SE Bay Blvd between U.S. Hwy 20 and the Teevin Bros. Land & Timber project site. This is the route utilizing City maintained roadways expected for traffic utilizing the project site. The intent of the coring was to establish if adequate structural section existed for legal highway loads, and was not intended to address pavement life or for use as a condition survey.

AUTHORIZATION

This investigation and limited scope of review were made in accordance with an existing agreement with Teevin Bros. Land & Timber.

SITE & PURPOSE DESCIPTION.

LOCATION AND METHODOLOGY:

Attached is an exhibit 1 showing the general locations which pavement cores were taken with three core samples in John Moore Road and SE Bay Blvd, in Newport, clustered around the intersection of the two roadways, and the other three cores on SE Bay Blvd heading easterly along the roadway, approximately 1000 feet on center. The City of Newport Public Works staff established the proposed core locations, and documented these locations with a GPS system for record of location. Attached also are 6 exhibits showing the core locations (exhibits 2-7) with the easterly most core located approximately 500 feet west of the proposed entrance to the Teevin Bros. project site, and the westerly most located on John Moore Rd approximately 200 feet north of the intersection. As noted above, all cores were taken in the existing travel lane, typically where the pavement showed evidence of wear if it existed at the site. The reason for this is the travel lane is the key area, and the evidence of wear would indicate likely the least structural section in any specific run. Note that asphalt is a "flexible" pavement, or in other words it deflects under loading, therefore some evidence of flexure with age is normal. I do not have records of when SE Bay Blvd was constructed, or improved, however John Moore Road was originally constructed to its current state through an Oregon State Highway Project (#M-6885) in 1989. The structural section included 12 inches of base aggregate and 6 inches of asphaltic concrete. This is a relatively standard structural section for highway use. ODOT's minimum section for highway use has been 4" of asphaltic concrete and 12 inches of aggregate base for highway use since the middle 1980's, and a thicker section of asphalt will provide a longer life.

The core samples were taken by means of a standard concrete core saw, similar to a hole saw, with a guide bit and a hollow "auger" exterior for removal of a sample of the material. Cores were 6 inches in diameter and backfilled with cement. Concrete core saws (used for asphalt coring) use water as a lubricant and for heat transfer, and cores were taken to a depth to where the water drained away, indicating base aggregate was encountered. The only anomaly to this system was core No. 2, taken in SE Bay Blvd on the west side of the intersection with John Moore Road, where either a treated base apparently exists which would not allow water to drain until a depth of 9" below the bottom of the asphalt section. As noted above, all core locations were established by the City of Newport, and witnessed by the City of Newport staff, although were performed by Road & Driveway Co. Core samples were logged by location and tagged. Any anomalies were noted by Road & Driveway (See exhibits 8-15).

No aggregate depth samples were taken, therefore the only information available other than asphalt depth in relation to the total structural section (which includes base and/or other elements such as treated base materials) were anomalies in the cores (i.e. evidence of treated base).

DISCUSSION:

As no aggregate depth information is provided, the only evidence of a proper design section I have to evaluate is based upon the plans provided by the Oregon Dept. of Transportation for John Moore Road. As we are aware this roadway was designed for highway traffic loads, and we assume as it is from the ODOT design section that the base soil material was taken into account for the design. As noted above, ODOT's minimum

section is 4" asphaltic concrete (AC) and 12" of aggregate base (AB) for its State Hwy system, and John Moore Road plans show 6" of AC and 12" of AB.

The common method of establishing a structural section includes the soil strength, base strength and surface material. A system utilizing these relative strength coefficients or structural number (SN) coefficients allows comparison of different sections (i.e. is 18" of AB and 4" of AC a better system than 6" of AC/12" of AB). The commonly used SN coefficients are 0.14 for AB and 0.44 for hot mix AC pavement. In other words 1" of AC has roughly the equivalent load bearing strength of 3.1" of AB. Other coefficients exist (i.e. road mix asphalt (chip seal) is 0.20 and cement or asphalt treated base range from 0.2-0.34. With this in mind, the John Moore Road structural section has a structural number equivalent of 4.32 and is deemed adequate for legal highway loads. In simple terms, any AC section consisting of 9 & ¾" of AC, regardless of the base aggregate section, is equivalent or better.

Based upon this simple equivalency, cores taken from location 1,3,4 and 6 all have from 9.5 inches to over 15 inches of AC in the section, and therefore the relative support value of this pavement section is in excess of the section as designed by ODOT for legal highway loads. Note Core #1 was 9-9.5" of AC, but included a 3" of base and a chip seal between the original 6" AC construction and a 3" overlay. The equivalent SN based upon 9" of AC would therefore be 4.4. Core #2 included the shallowest section of asphalt, with 6.5 inches of AC. In addition however, it had an additional 8"-9" of treated base, evidenced by the drainage characteristic. Utilizing the low end of a treated base section with a coefficient of 0.2, the overall section SN would be 4.46 which are larger than the design section of 4.32, therefore stronger. Core # 5 included 8 ¼" of AC, which appears to be a 5 inch depth original section and an overlay. Base aggregate was encountered at the bottom of the core, depth unknown. No surficial pavement distress is evident in the photo. The structural number of the AC by itself is 3.63 which are larger than ODOT's minimum highway section (SN 3.44) and we know it includes base aggregate which is not accounted for. In my 30 years of experience with road construction projects, the absolute minimum base aggregate in a public roadway I have ever seen utilized is 6 inches for asphaltic concrete, as it requires some base support. Based upon the lack of distress in the pavement (which indicates adequate base), and minimum construction requirements, the actual SN equivalent would be 4.47 which again is in excess of the 4.32 SN ODOT design.

ENGINEERS OPINION:

Based upon the evidence included, the pavement sections that exist on John Moore Road and SE Bay Blvd were constructed with adequate asphaltic concrete and base depth to allow highway legal loads (including normal permitted overloads).

If you have any questions, please feel free to contact me at (541) 267-2872.

Sincerely;

Ralph Dunham, PE
Project Engineer.

REGISTERED PROFESSIONAL ENGINEER
14,441
OREGON
JULY 25, 1989
RALPH E. DUNHAM

EXPIRES 12/31/13

Exhibit 1
Core Locations

Exhibit 2 – Core 1 Location

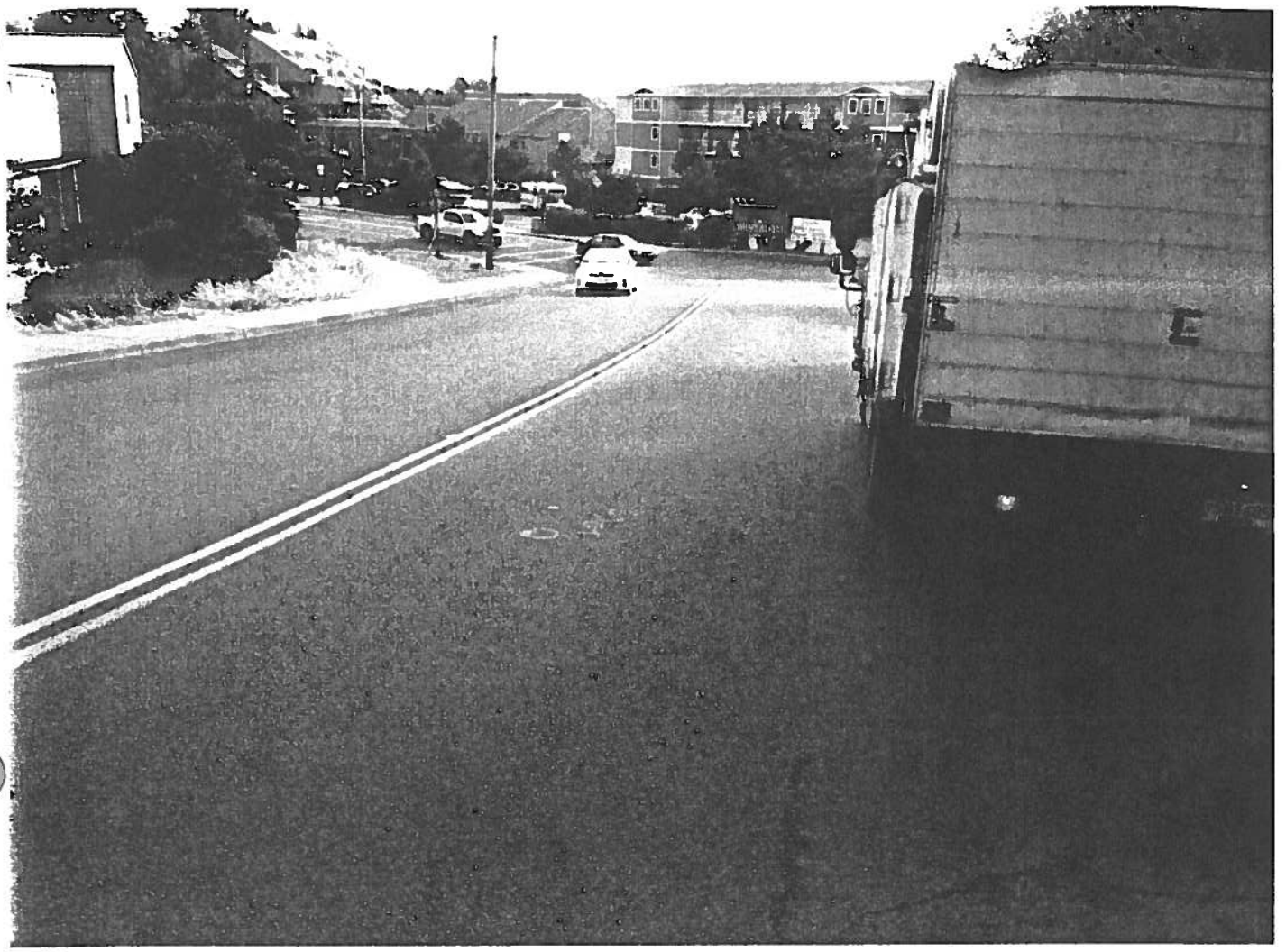


Exhibit 3 – Core 2 Location

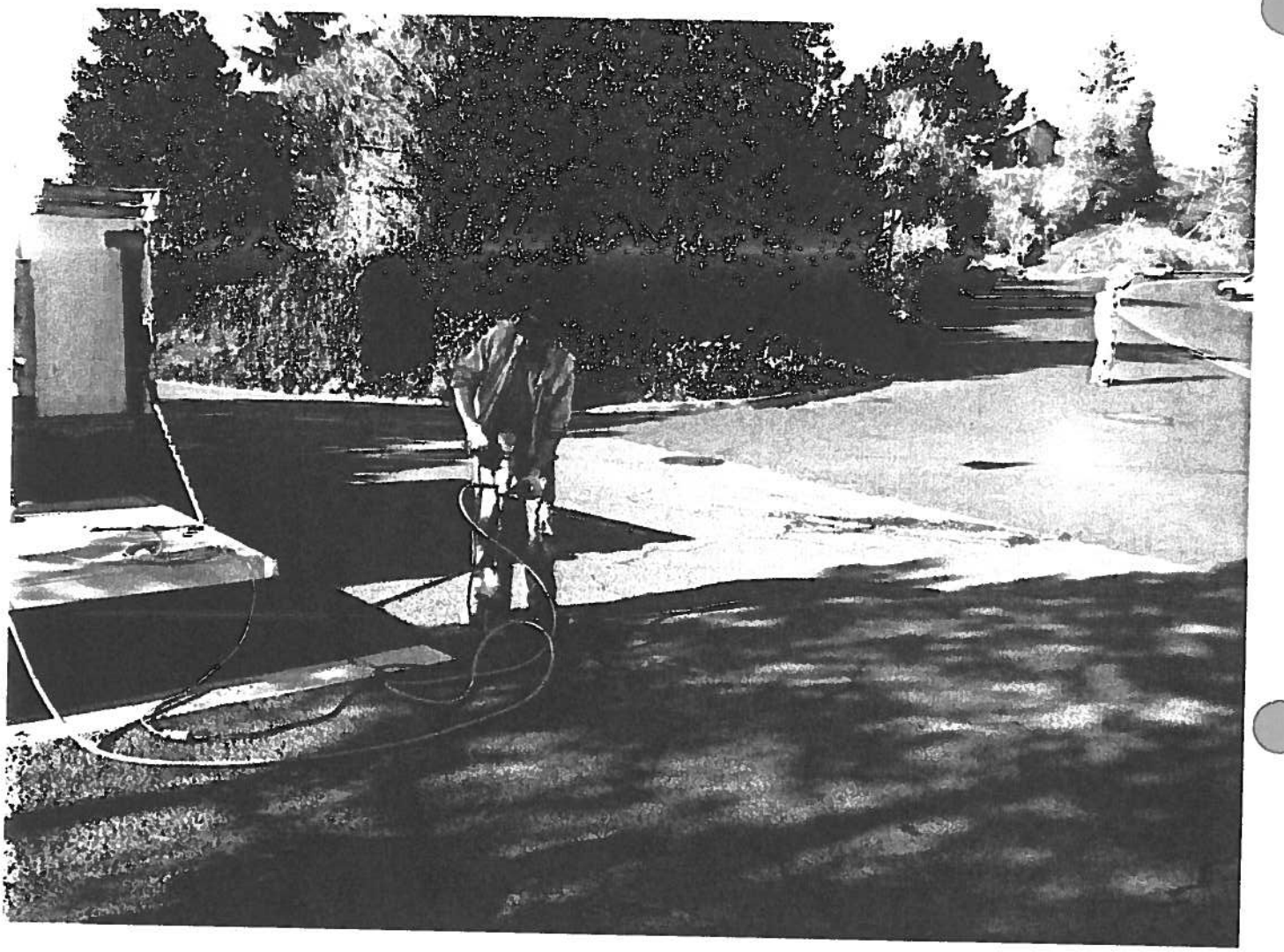


Exhibit 4 – Core 3 Location

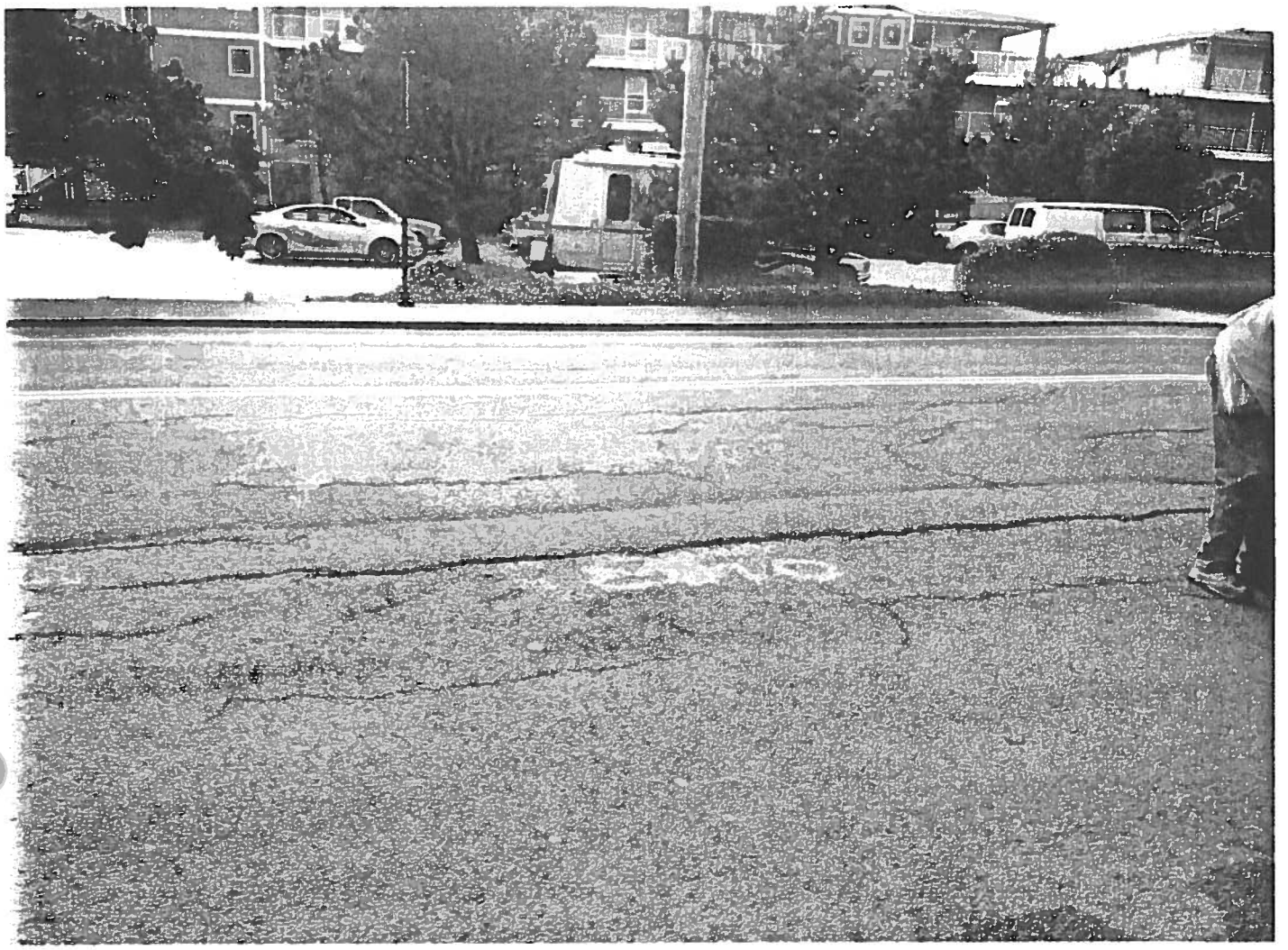


Exhibit 5 – Core 4 Location

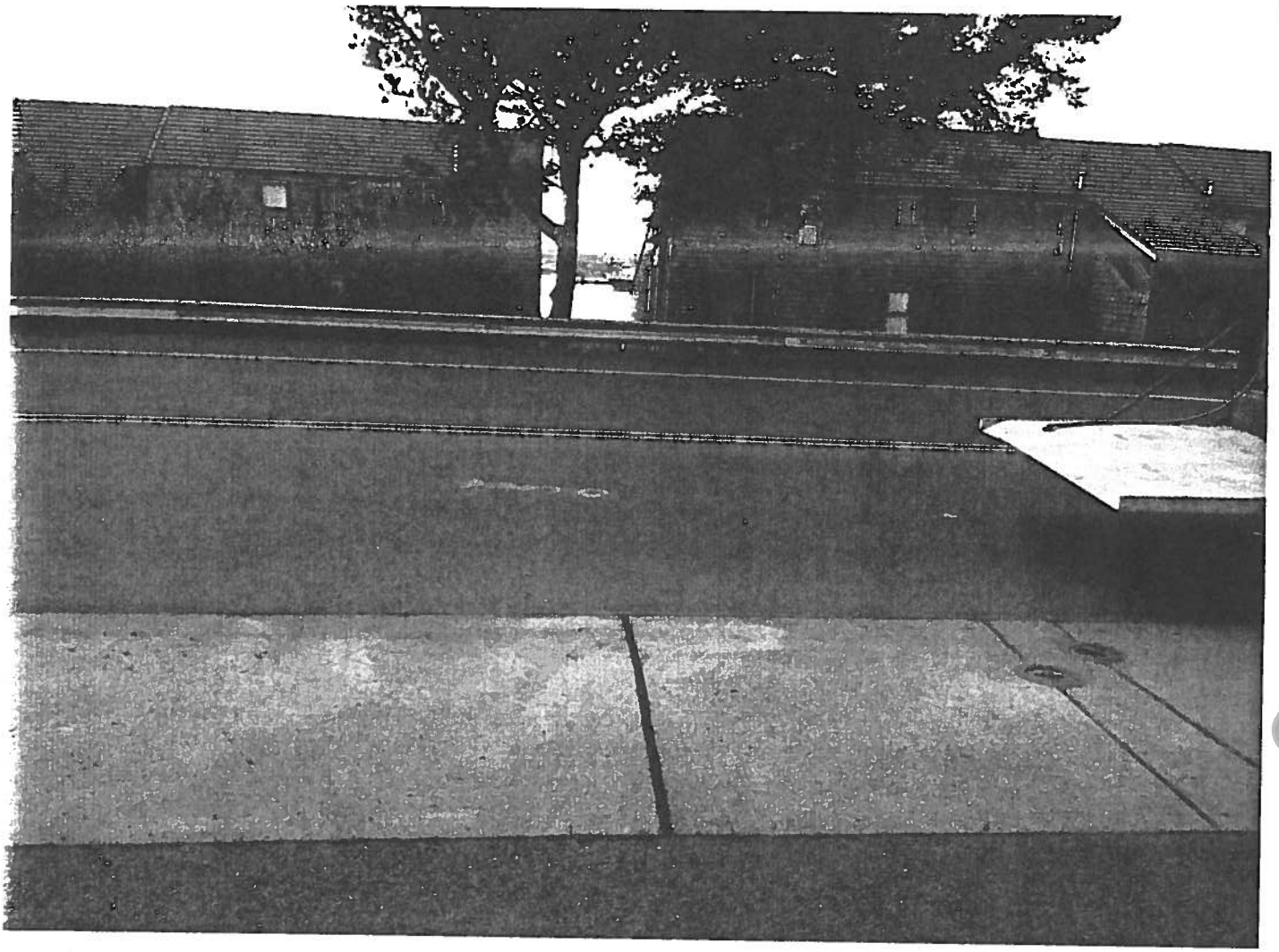


Exhibit 6 – Core 5 Location

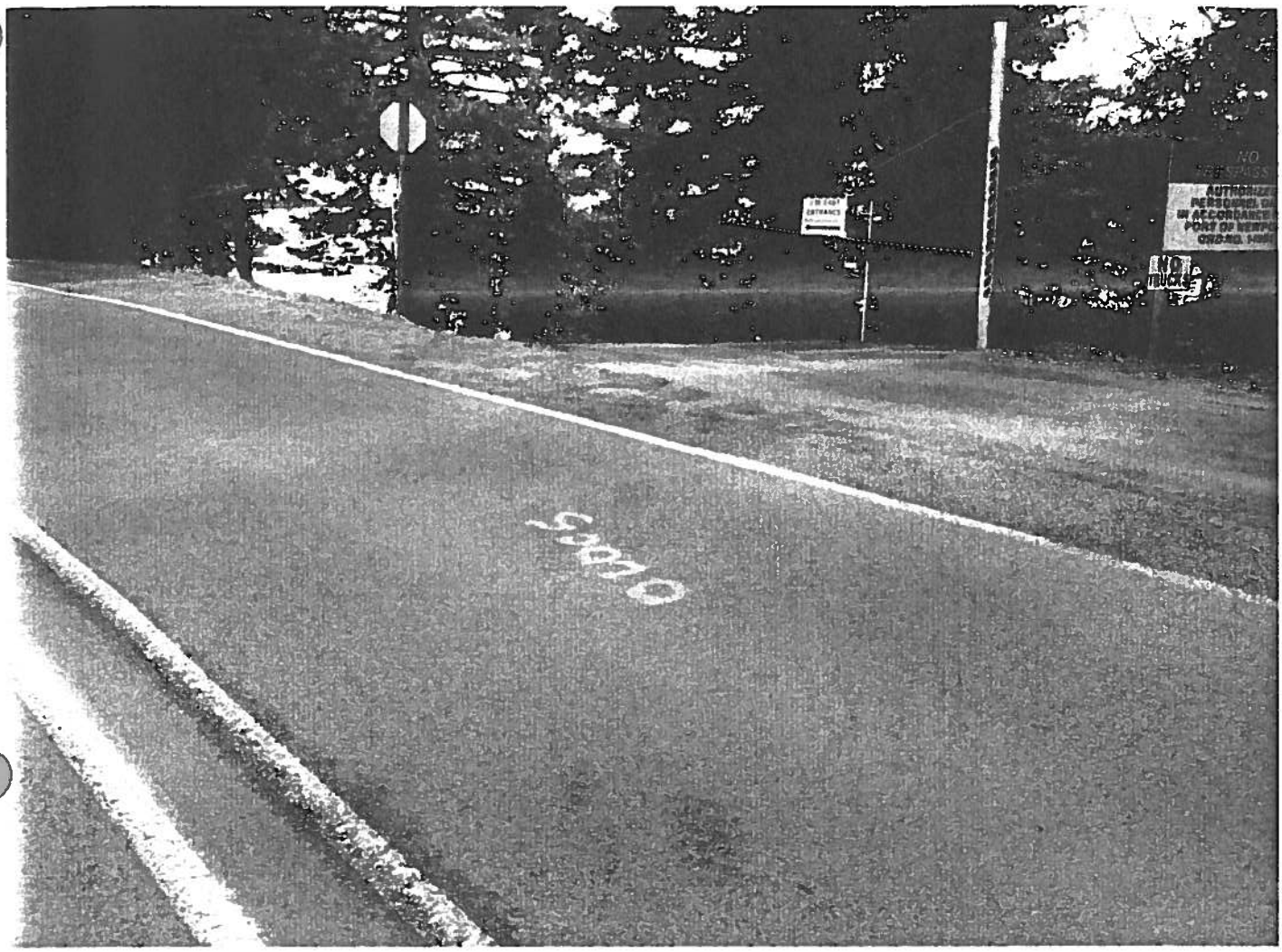


Exhibit 7 – Core 6 Location

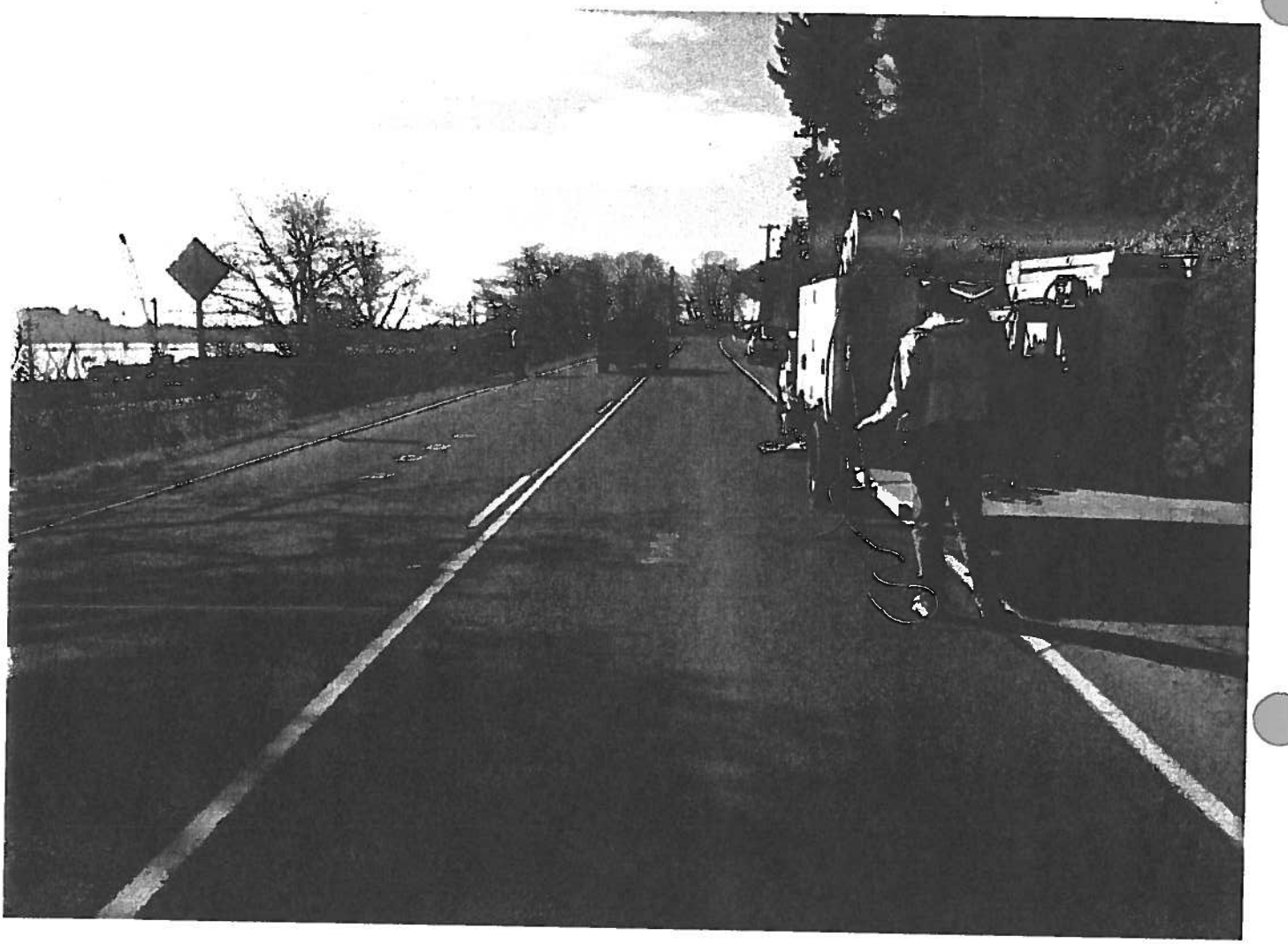


Exhibit 8 – Core 1 AC Depth

Exhibit 9 – Core 1 Showing Chip Seal Location

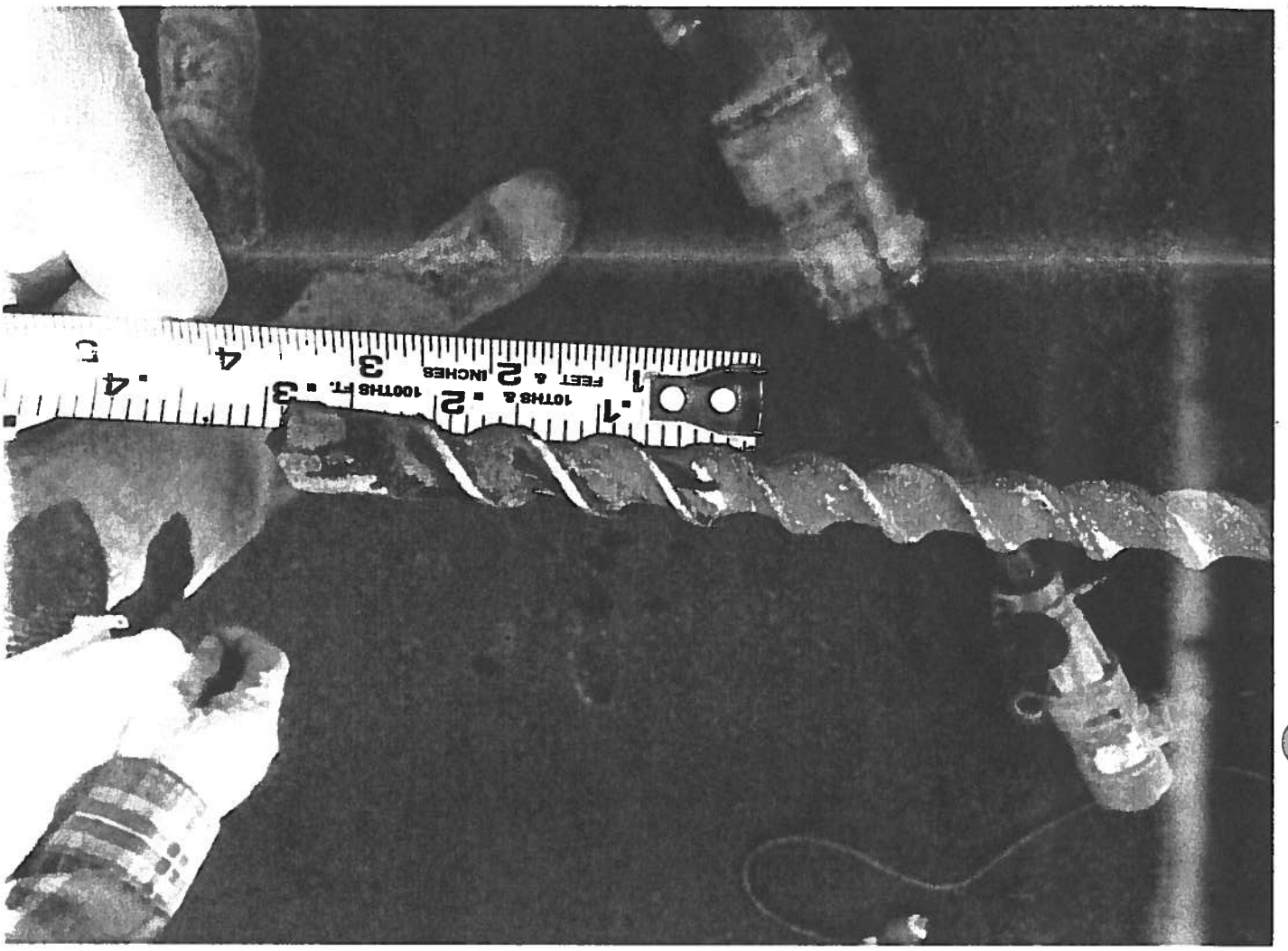


Exhibit 10 – Core 2

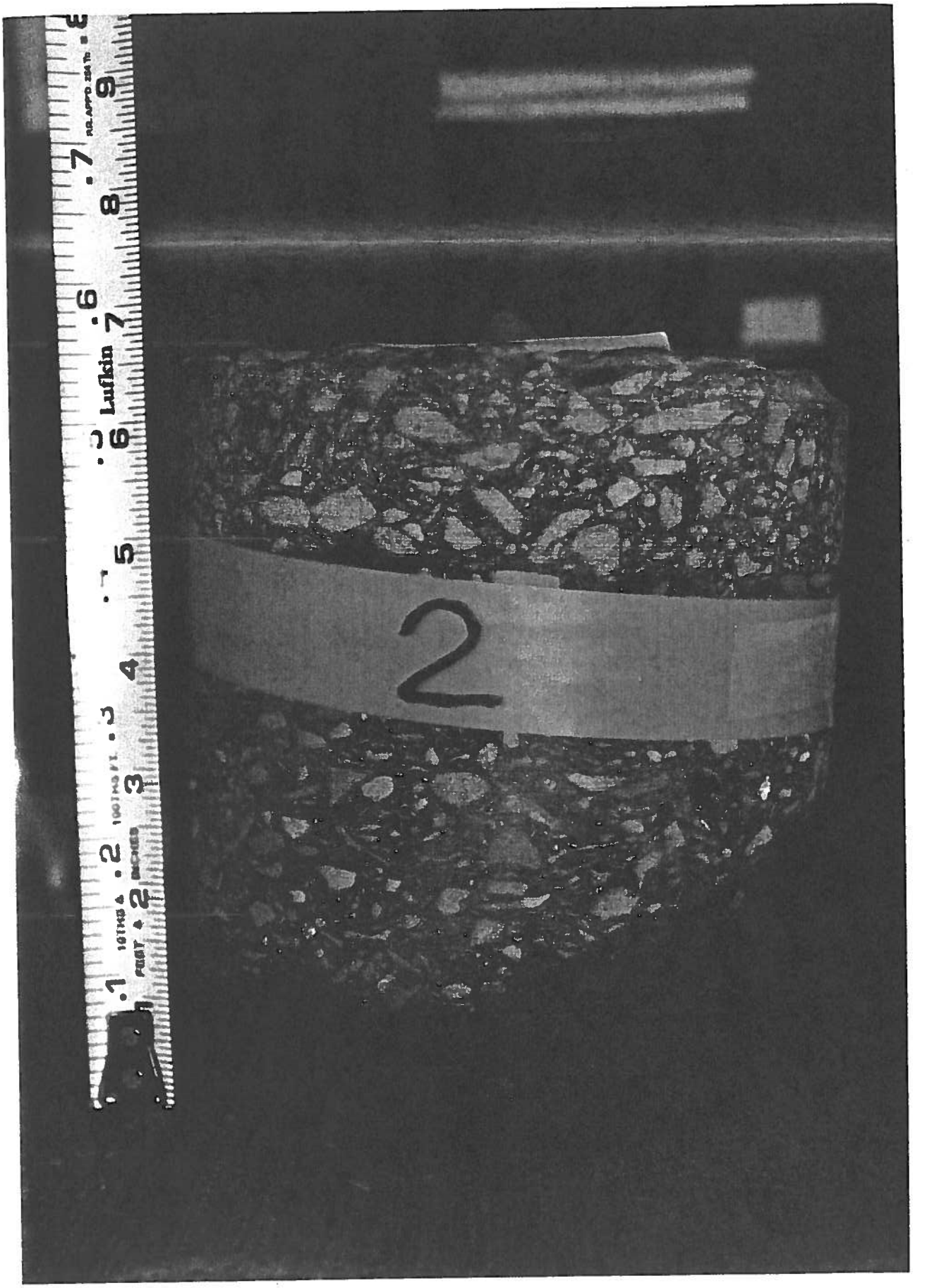


Exhibit 11 – Core 2 Treated Base Depth

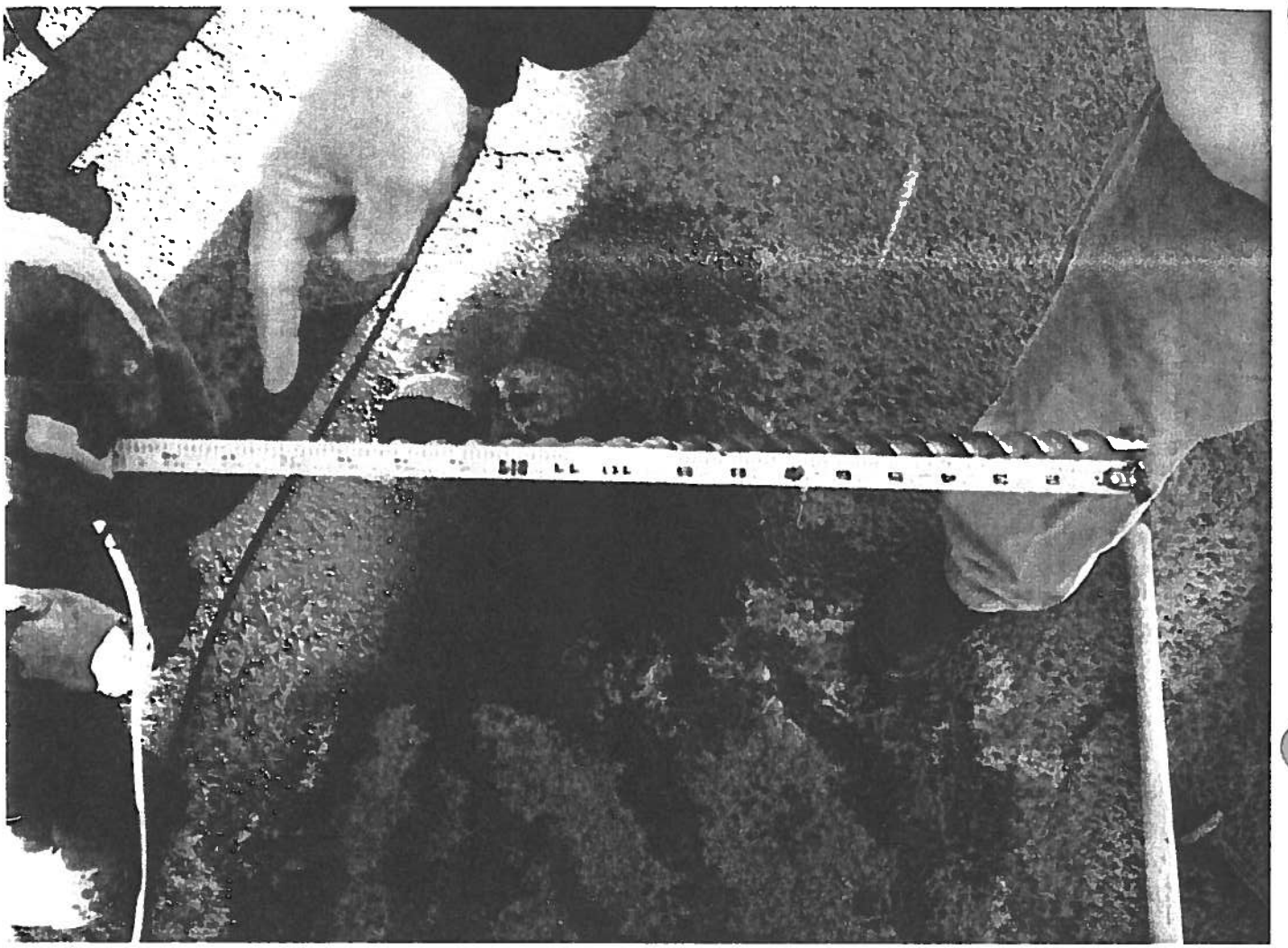


Exhibit 12 – Core 3

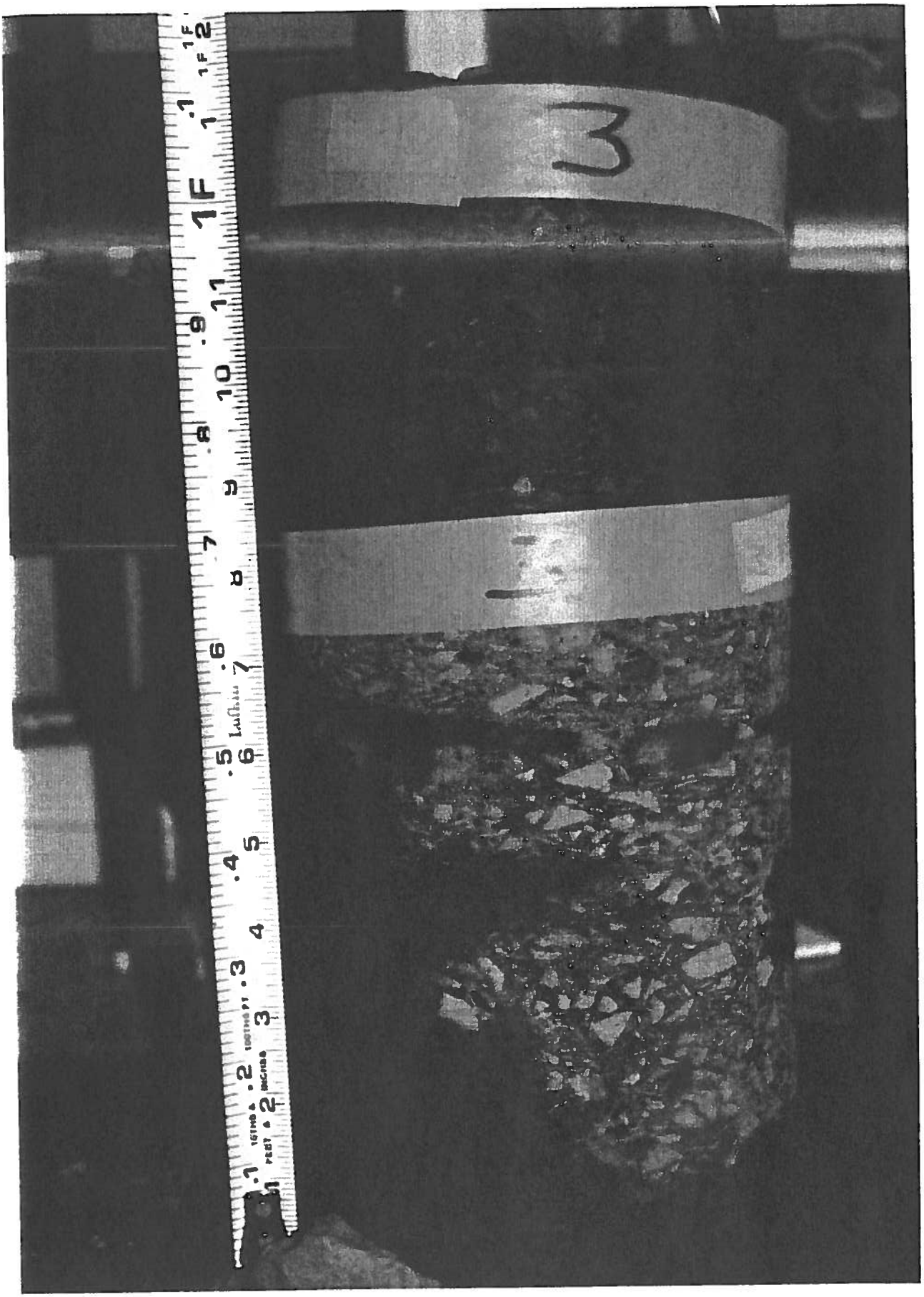


Exhibit 13 – Core 4

Exhibit 14 – Core 5

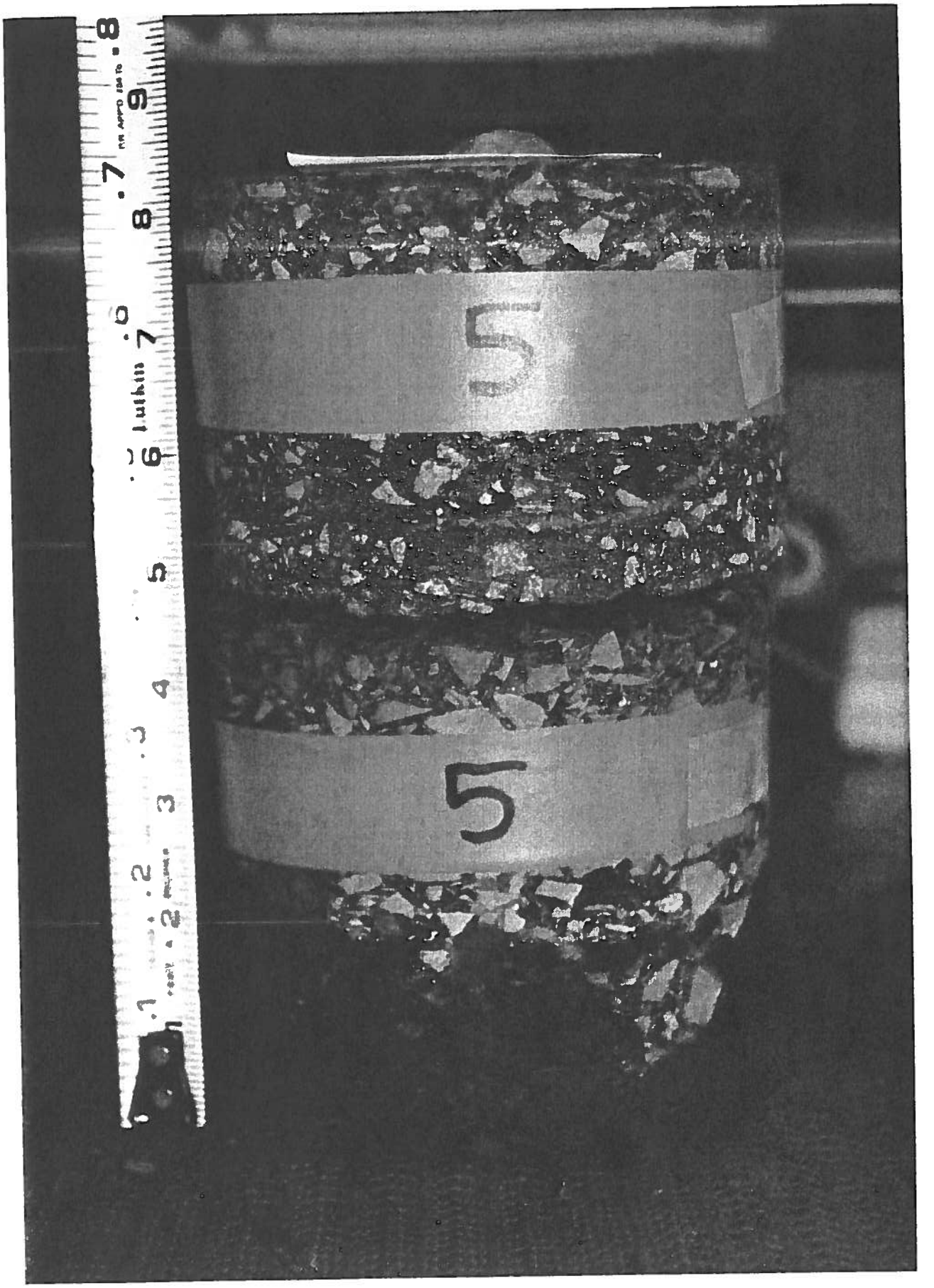


Exhibit 15 – Core 6

City of Newport
169 SW Coast Highway
Newport, OR 97365
P|541-574-3366 F|541-574-3301
http://www.thecityofnewport.net/

Memo

To: Derrick I. Tokos, AICP, Community Development Director

From: Timothy Gross, Director of Public Works/City Engineer

Date: 3/11/2013

RE: PROPOSED TEEVIN BROTHERS LOG PROCESSING YARD – NEWPORT, OR TRAFFIC IMPACT ANALYSIS

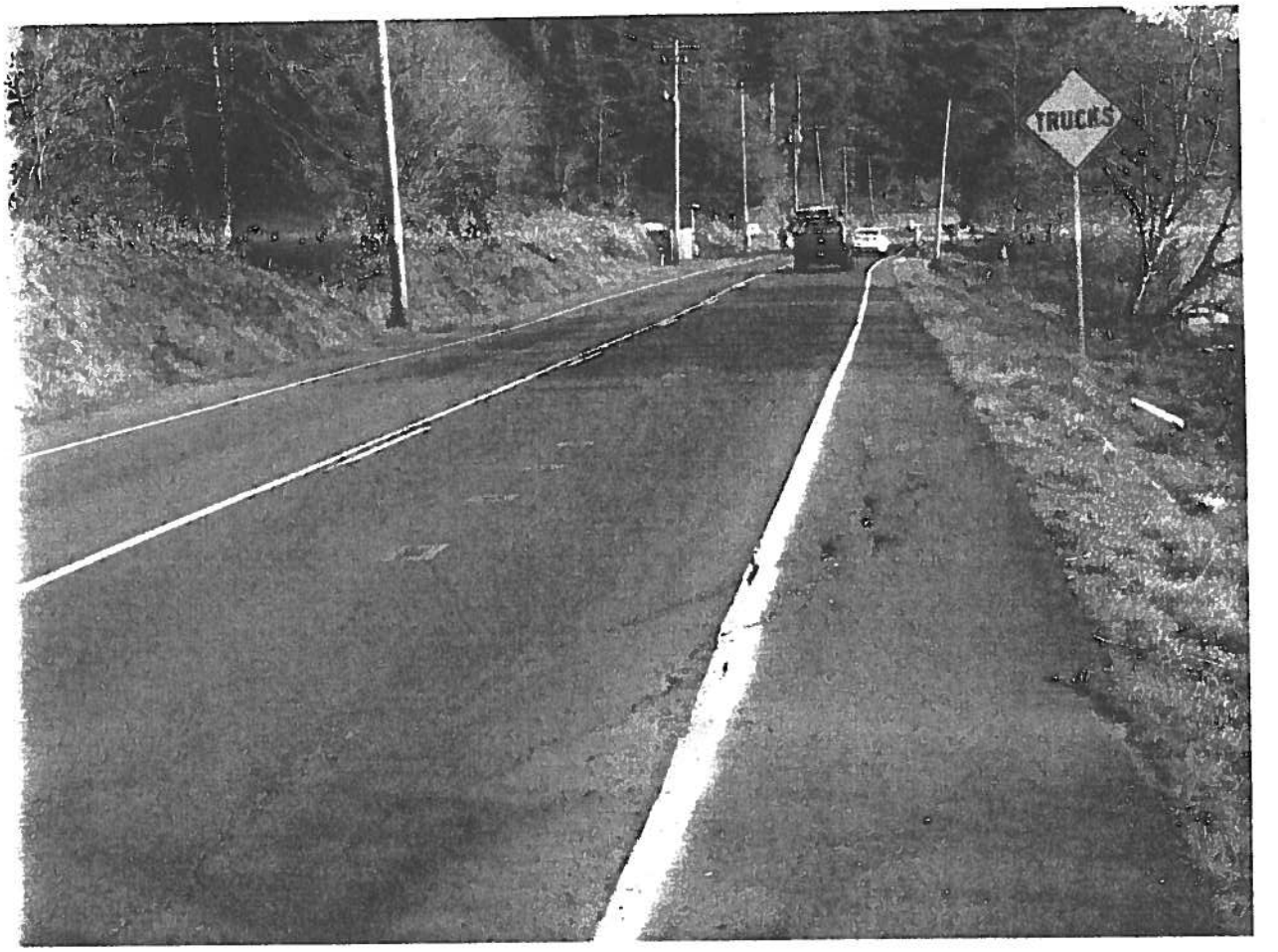
I have reviewed the Traffic Impact Analysis for the proposed Teevin Brothers Log Processing Yard dated February 12, 2013 by Kittleson & Associates, Inc. and the supplementary memo addressing pavement structure and condition dated February 27, 2013 submitted by Stuntzner Engineering & Forestry, LLC. It is my opinion that the information contained within these documents demonstrates that the transportation facilities used to access the proposed Teevin Brothers log yard are both geometrically and structurally adequate as currently constructed, with the following exception.

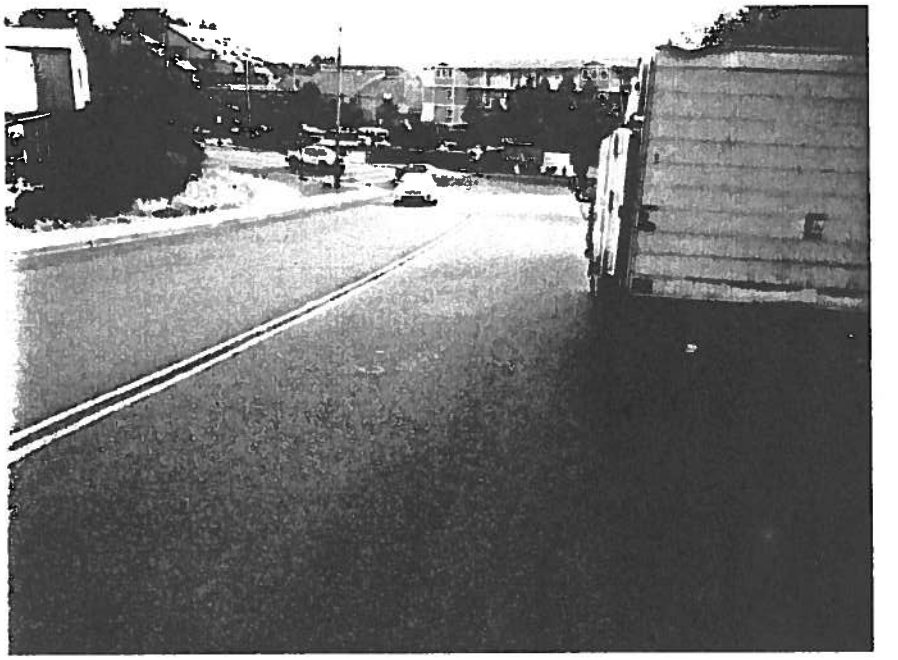
SE Bay Road east of SE Vista Drive, which falls within the jurisdiction of the Lincoln County Highway Department, is settling due to what appears to be an embankment issue. Teevin Brothers should coordinate with the Lincoln County Highway Department to ensure the repair of this section of roadway is complete before trucking operations commence.

In addition, after reviewing the capacity analysis contained within the submittal, the volumes of traffic attributed to the Teevin Bros. project will not cause excessive queuing or delays at affected intersections. Although the City of Newport has not adopted Level of Service standards for its non-highway facilities, the analysis as defined within the submittal indicates that the traffic attributed to the Teevin Bros. project will not cause excessive queuing or delays at affected intersections.

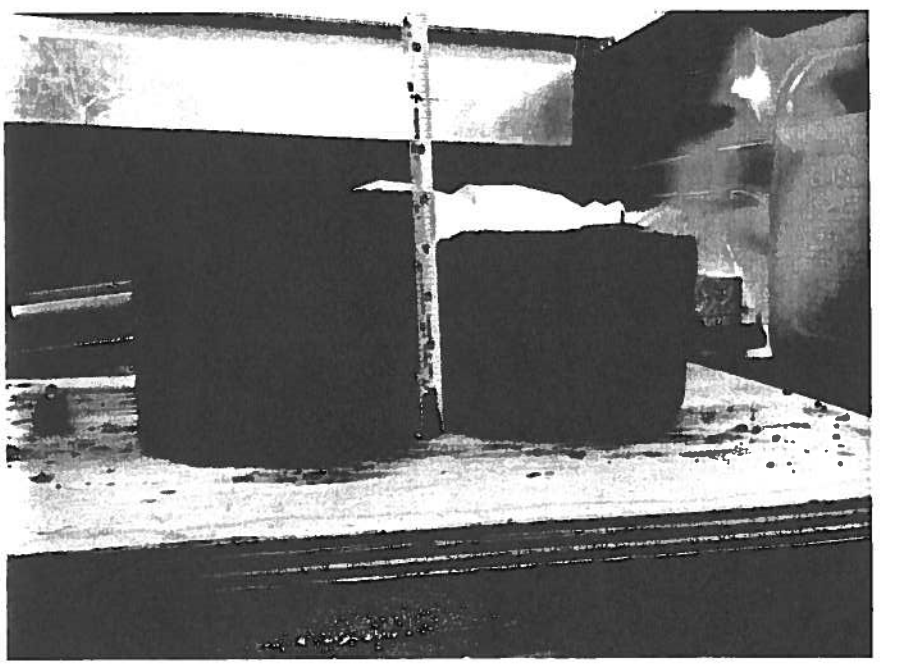
Attachment E
Yaquina Bay Road Settling Issue

Traffic Impact Analysis
File No. 1-TIA-13



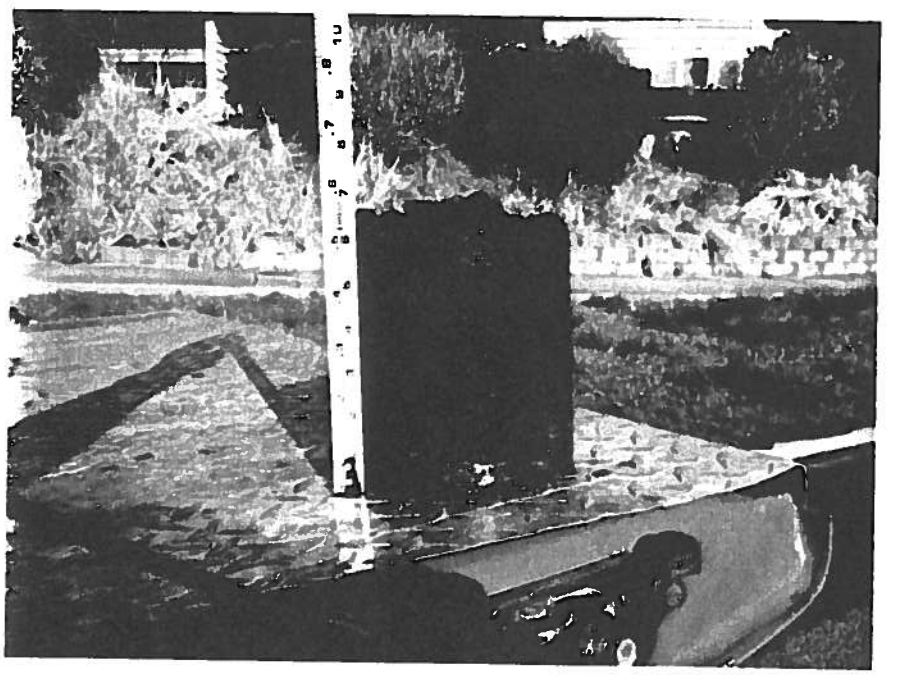


Asphalt Core 1 Location: SE John Moore Rd



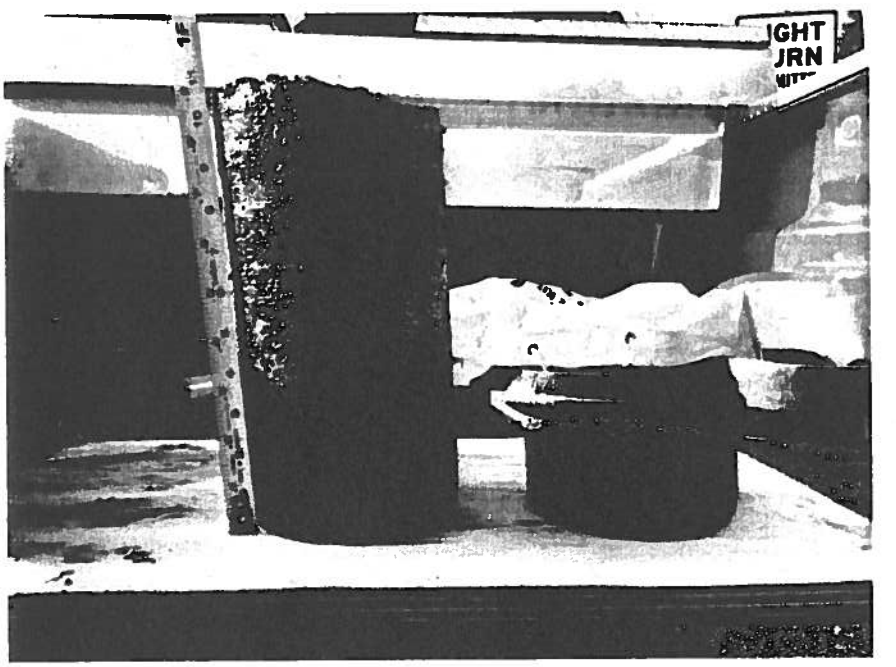
<u>Asphalt Core 1</u>: 9" Core Depth, 2" Chip & Seal non-recovered

Asphalt Core 2 Location: SE Bay Blvd (Eastbound)

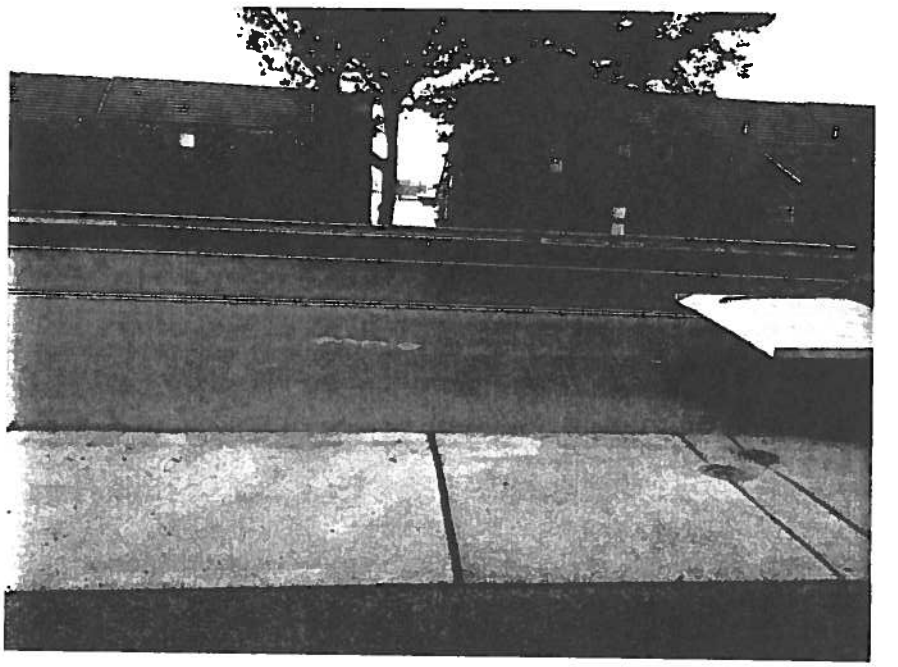


<u>Asphalt Core 2</u>: 6.5" Core Depth, 2" sub-base, 2" + of additional asphalt beneath sub-base non-recovered

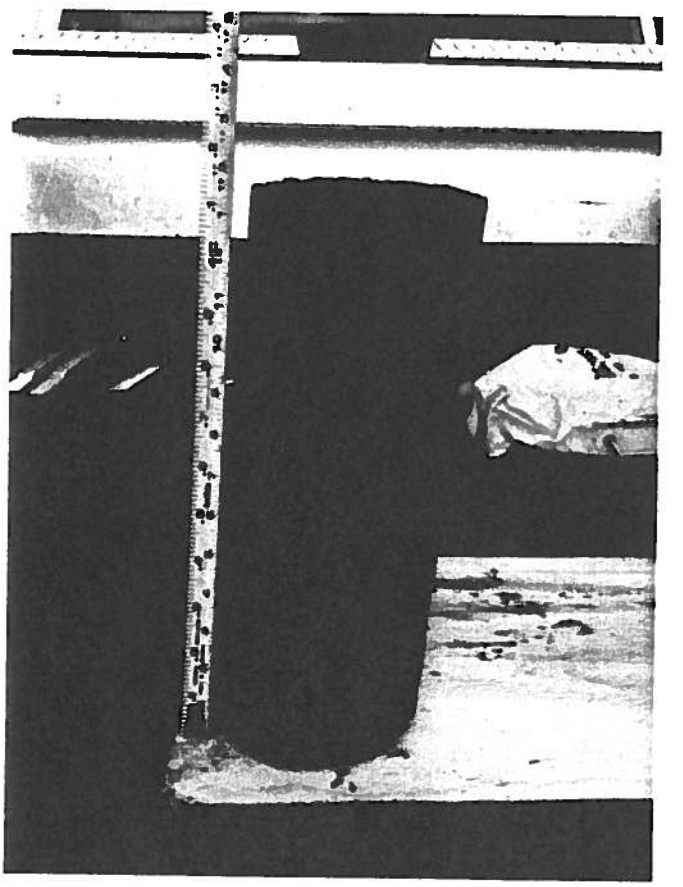
Asphalt Core 3 Location: SE Bay Blvd (Westbound)



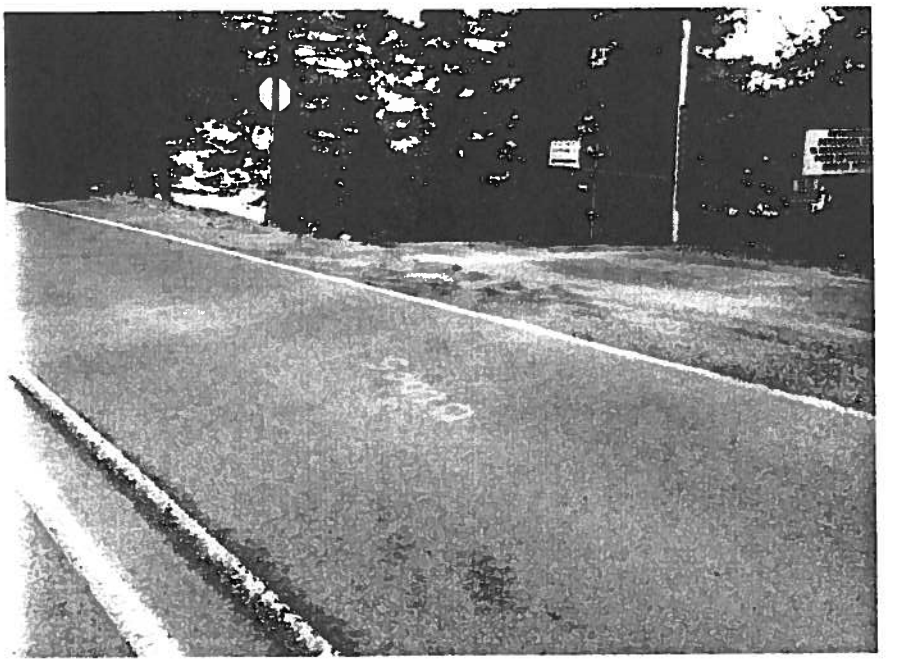
<u>Asphalt Core 3</u>: 12" Core Depth (total)



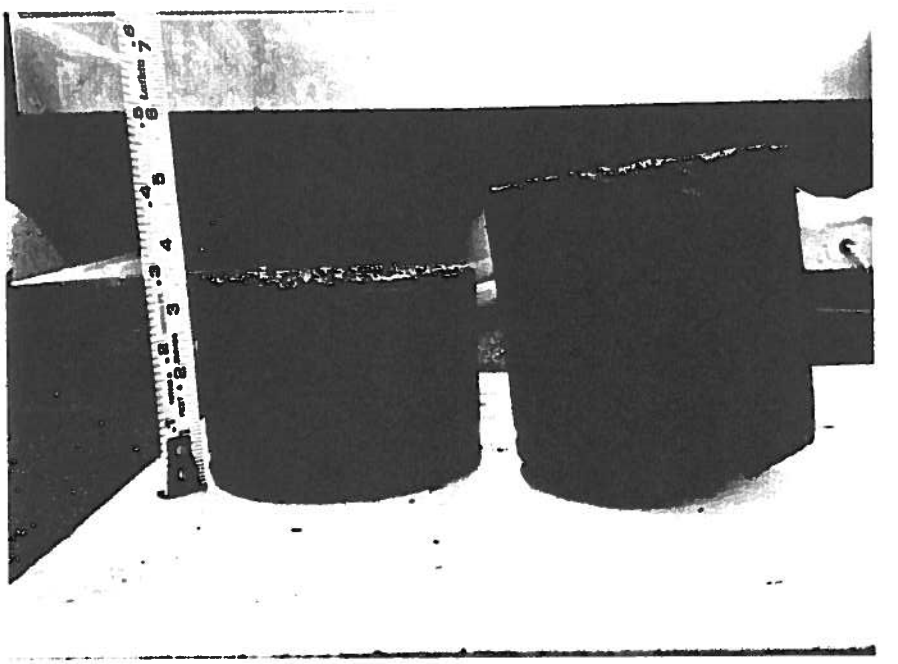
Asphalt Core 4 Location: SE Bay Blvd (Westbound)



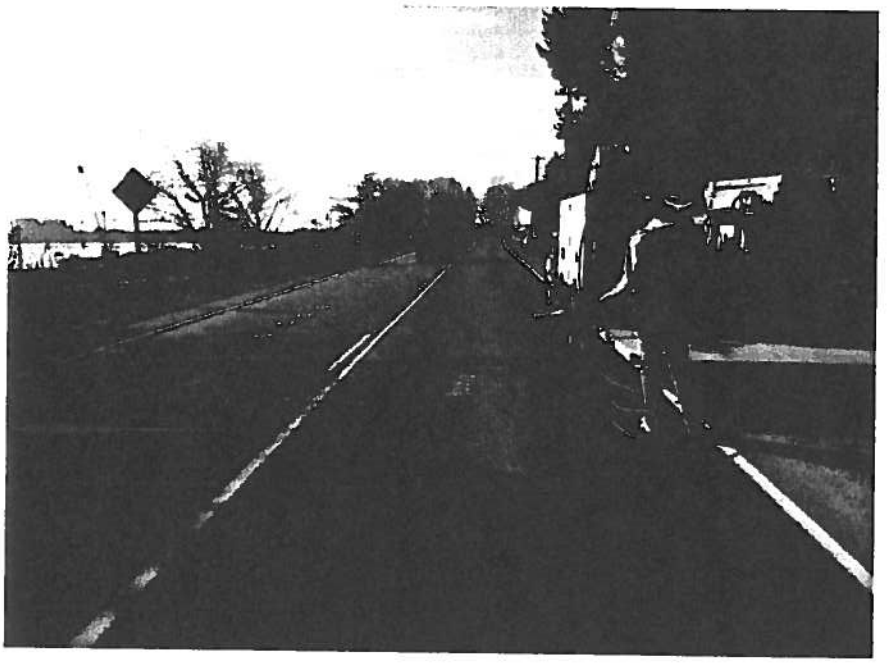
<u>Asphalt Core 4</u>: 13.5" Core Depth (total)



Asphalt Core 5 Location: Yaquina Bay Rd (Eastbound)

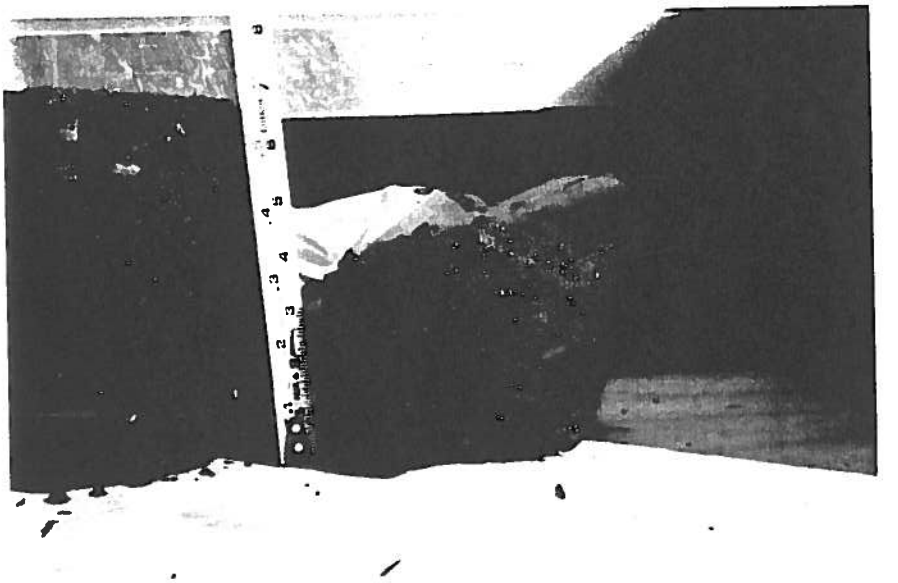


<u>Asphalt Core 5</u>: 8" Core Depth (total)



Asphalt Core 6 Location: Yaquina Bay Rd (Westbound)

<u>Asphalt Core 6A</u>: 11" Core Depth (total)



<u>Asphalt Core 6B</u>: 3.5" Additional Core Depth

City of Newport
Engineering Department
169 SW Coast Highway
Newport, OR 97365
Phone:1.541.574.3386
Fax:1.541.265.3301

BAY BLVD/SE JOHN MOORE
ASPHALT CORE LOCATIONS
February 14, 2013

N W E S

0 125 250 500 Feet

1" = 250'

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http://www.thecityofnewport.net/

Memo

To: Derrick I. Tokos, AICP, Community Development Director

From: Timothy Gross, Director of Public Works/City Engineer

Date: 3/7/2013

RE: PROPOSED TEEVIN BROTHERS LOG PROCESSING YARD – NEWPORT, OR TRAFFIC IMPACT ANALYSIS

I have reviewed the Traffic Impact Analysis for the proposed Teevin Brothers Log Processing Yard dated February 12, 2013 by Kittleson & Associates, Inc. and the supplementary memo addressing pavement structure and condition dated February 27, 2013 submitted by Stuntzner Engineering & Forestry, LLC. It is my opinion that the information contained within these documents demonstrates that the transportation facilities used to access the proposed Teevin Brothers log yard are both geometrically and structurally adequate as currently constructed.

In addition, after reviewing the capacity analysis contained within the submittal, the volumes of traffic attributed to the Teevin Bros. project will not cause excessive queuing or delays at affected intersections. Although the City of Newport has not adopted Level of Service standards for its non-highway facilities, the analysis as defined within the submittal indicates that the traffic attributed to the Teevin Bros. project will not cause excessive queuing or delays at affected intersections.

Sean T. Malone

Attorney at Law

259 E. Fifth Ave.,
Suite 200-G
Eugene, OR 97401

Tel. (303) 859-0403
Fax (541) 393-2744
seanmalone8@hotmail.com

March 7, 2013

Derrick I. Tokos
Community Development Director
City of Newport
169 SW Coast Highway
Newport, OR 97365
d.tokos@newportoregon.gov

re: ORCA Supplemental Comment on Traffic Impact Analysis for Teevin Bros. Log Yard, File No. 1-TIA -13.

On behalf of Oregon Coast Alliance (ORCA), please accept these supplemental comments on the Teevin Bros. Structural Analysis and Revised Traffic Impact Analysis.

First, the analyses fail to respond to ORCA's comments dated February 1, 2013. ORCA incorporates those comments and the letter prepared by Greenlight Engineering by reference. The minimal additions to the traffic impact analysis also fail to correct those deficiencies identified in ORCA's earlier comments. For example, sight distance is limited and fails to propose mitigation, intersection queuing remains flawed, and trip generation estimates are not based on the industry standard, nor do they satisfy Oregon Department of Transportation requirements.

Second, the analysis fails to account for the significant increase in traffic during crab season. Opening of the crab season in 2012 was postponed to December 31st, *see* Exhibit A, and the Teevin Bros. Traffic Impacts Analysis was performed in December. In fact, the analysis' baseline is premised entirely on December 2012 conditions:

> The proposed development site and surrounding study area was inventoried in December 2012. At that time, information was collected regarding site conditions, adjacent land uses, existing traffic operations, and transportation facilities in the study area.

TIA at 4. The analysis, therefore, is fundamentally flawed because it fails to consider traffic impacts to the crab season.

Third, the analysis fails to use queuing data; it relies instead only on traffic simulations. Local residents have testified that queuing occurs at the Hwy 20/Moore intersection throughout

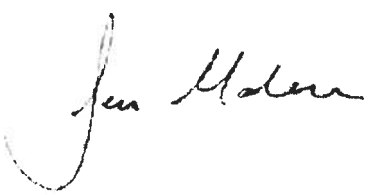
the day. The addition of 100 truck trips will only exacerbate queuing, and Teevin Bros. cannot demonstrate compliance with Newport Municipal Code 14.45.050(B) and (D) without utilizing actual data. Also, because the analysis fails to consider the additional queuing during the annual crab season, the analysis is flawed.

Fourth, the structural analysis fails to address current pavement conditions, and, therefore, the analysis fails to provide for the cumulative effect of the traffic impacts. The addition of approximately 100 log truck trips per day is a major change to existing traffic patterns, and will further deteriorate degraded pavement on the route. The structural analysis is also deficient because no aggregate depth information was provided.

Fifth, neither the Traffic Impact Analysis nor the Structural Analysis mention, much less discuss, the geohazard problems in the neighborhoods through which log trucks will be passing, though much of the route is identified by the City of Newport as landslide hazard area. *See* Exhibit B. Because a portion of the route to be used for the Teevin Bros. log yard is located within the geohazard zone, the applicant must submit a geologic hazard report. Newport Municipal Code Section 13.05.070(A)(10) (Section 5, Ordinance No. 2017). ORCA is concerned about the vibrations and deterioration of the road from up to 100 log trucks per day in a landslide hazard zone. These concerns should also be considered in the Teevin Bros. Traffic Impact Analysis and Structural Analysis. Furthermore, the applicant has not demonstrated that it will take erosion control measures in accordance with Section 2-4-7.045 of the Newport Zoning Ordinance when stripping vegetation, and the applicant has failed to comply with other hazard-related provisions. Finally, because only one of six cores in the structural analysis was taken from the geohazard zone, the analysis lacks sufficient information.

ORCA respectfully requests that the application for the proposed Teevin Bros. log yard be denied because it will result in unacceptable traffic volume increases through residential areas; fails to mitigate inadequate safety concerns along the roads, private driveways and arterial intersections; and increases impacts within a geologic hazard zone without a geologic hazard report.

Sincerely,



Sean T. Malone
Counsel for ORCA

Exhibit A

Commercial Dungeness crab season delayed

NEWPORT, Ore. – The Oregon Department of Fish and Wildlife announced today that the opening of the ocean commercial Dungeness crab season in Oregon will be delayed through Dec. 30.

The ocean commercial Dungeness crab season along the Oregon coast normally opens on Dec. 1, but can be delayed to ensure a high-quality product to consumers and avoid wastage of the resource. Coast-wide crab quality testing showed some test areas did not meet minimum preseason test criteria. Fishery managers met today and decided to further delay the opening through Dec. 30 to allow crab quality to improve.

In Oregon, crabbers will be allowed to begin setting their gear in the ocean for a gear pre-soaking period starting at 8:01 a.m. on Dec. 28 and start harvesting crab at 12:01 a.m. on Dec. 31.

Recreational harvest of crab in the ocean and in Oregon's bays will remain open.

###

City of Newport
Community Development Department
169 SW Coast Highway
Newport, OR 97365
Phone:1.541.574.0626
Fax: 1.541.574.0644

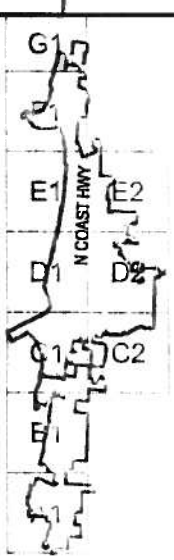
N
W E
S

GEOLOGIC HAZARDS
NEWPORT, OR

Geologic Hazard Information derived from:
DOGAMI Open File Report OFR O-04-09, Evaluation of Coastal Erosion Hazard Zones Along Dune and Bluff Backed Shorelines in Lincoln County, Oregon

- Newport City Boundary
- Active Erosion Hazard Zone
- Active Landslide Hazard Areas
- High Risk Bluff Hazard Zone
- High Risk Dune Hazard Zone
- Other Landslide Hazard Areas
- Geologic Hazards Map Index

0 400 800 1,600 2,400 Feet



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February 27, 2013

Derrick Tokos
Community Development Director
City Hall
169 SW Coast Hwy
Newport, OR 97365

Dear Mr. Tokos:

On the advice of David Allen at the last City Council meeting, and as per the Oregon Records act, please send me and my wife the pertinent documents in the municipal code and your rationale stating why the hundreds of Teevin trucks which you seek to permit through the east side Geohazard zone are exempt from a Geologic Permit, and also exempt from Systems Development Charges for city streets.

Please waive charges for the documents. These documents and the reasons for the city's preferential treatment for the Teevin company and for the trucks are very much in the public interest.

Sincerely
Mike Peterson

Mike Peterson
PO Box 1985
Newport, OR 97365

RECEIVED
FEB 27 2013
By

CHAPTER 14.45 TRAFFIC IMPACT ANALYSIS

14.45.010. Applicability. A Traffic Impact Analysis (TIA) shall be submitted to the city with a land use application under any one or more of the following circumstances:

A. To determine whether a significant affect on the transportation system would result from a proposed amendment to the Newport Comprehensive Plan or to a land use regulation, as specified in OAR 660-012-0060.

B. ODOT requires a TIA in conjunction with a requested approach road permit, as specified in OAR 734-051-3030(4).

C. The proposal may generate 100 PM peak-hour trips or more onto city streets or county roads.

D. The proposal may increase use of any adjacent street by 10 vehicles or more per day that exceeds 26,000 pound gross vehicle weight.

E. The proposal includes a request to use Trip Reserve Fund trips to meet the requirements of Chapter 14.43, South Beach Transportation Overlay Zone.

14.45.020. Traffic Impact Analysis Requirements.

A. Pre-application Conference. The applicant shall meet with the City Engineer prior to submitting an application that requires a Traffic Impact Analysis (TIA). This meeting will be coordinated with ODOT when an approach road to US-101 or US-20 serves the property so that the completed TIA meets both City and ODOT requirements.

B. Preparation. The submitted TIA shall be prepared by an Oregon Registered Professional Engineer that is qualified to perform traffic engineering analysis and will be paid for by the applicant.

C. Typical Average Daily Trips and Peak Hour Trips. The latest edition of the Trip Generation Manual, published by the Institute of Transportation Engineers (ITE) shall be used to gauge PM peak hour vehicle trips, unless a specific trip generation study that is approved by the City Engineer indicates an alternative trip generation rate is appropriate. An applicant may choose, but is not required, to use a trip generation study as a reference to determine trip generation for a specific land use which is not well represented in the ITE Trip Generation Manual and for which similar facilities are available to count.

D. Intersection-level Analysis. Intersection-level analysis shall occur at every intersection where 50 or more peak hour vehicle trips can be expected as a result of the proposal.

E. Transportation Planning Rule Compliance. The TIA shall comply with the requirements of OAR 660-012-0060.

F. Structural conditions. The TIA shall address the condition of the impacted roadways and identify structural deficiencies or reduction in the useful life of existing facilities related to the proposed development.

G. Heavy vehicle routes. If the proposal includes an increase in 10 or more of the vehicles described in Section 14.45.010.D, the TIA shall address the provisions of Section 14.45.020.F for the routes used to reach US-101 or US-20.

14.45.030. Study Area. The following facilities shall be included in the study area for all TIAs:

A. All site-access points and intersections (signalized and unsignalized) adjacent to the proposed site. If the proposed site fronts an arterial or collector street, the analysis shall address all intersections and driveways along the site frontage and within the access spacing distances extending out from the boundary of the site frontage.

B. Roads through and adjacent to the site.

C. All intersections needed for signal progression analysis.

D. In addition to these requirements, the City Engineer may require analysis of any additional intersections or roadway links that may be adversely affected as a result of the proposed development.

14.45.040. Approval Process. When a TIA is required, the applicable review process will be the same as that accorded to the underlying land use proposal. If a land use action is not otherwise required, then approval of the proposed development shall follow a Type II decision making process.

14.45.050. Approval Criteria. When a TIA is required, a development proposal is subject to the following criteria, in addition to all criteria otherwise applicable to the underlying proposal:

A. The analysis complies with the requirements of 14.45.020;

B. The TIA demonstrates that adequate transportation facilities exist to serve the proposed development or identifies mitigation measures that resolve the traffic

safety problems in a manner that is satisfactory to the City Engineer and, when state highway facilities are affected, to ODOT; and

C. Where a proposed amendment to the Newport Comprehensive Plan or land use regulation would significantly affect an existing or planned transportation facility, the TIA must demonstrate that solutions have been developed that are consistent with the provisions of OAR 660-012-0060; and

D. For affected non-highway facilities, the TIA establishes that any Level of Service standards adopted by the City have been met, and development will not cause excessive queuing or delays at affected intersections, as determined in the City Engineer's sole discretion; and

E. Proposed public improvements are designed and will be constructed to the standards specified in Chapter 14.44 Transportation Standards or Chapter 13.05, Subdivision and Partition, as applicable.

14.45.060. Conditions of Approval. The City may deny, approve, or approve a development proposal with conditions needed to meet operations, structural, and safety standards and provide the necessary right-of-way and improvements to ensure consistency with the City's Transportation System Plan

14.45.070. Fee in lieu Option. The City may require the applicant to pay a fee in lieu of constructing required frontage improvements.

A. A fee in lieu may be required by the City under the following circumstances:

(1) There is no existing road network in the area.

(2) There is a planned roadway in the vicinity of the site, or an existing roadway stubbing into the site, that would provide better access and local street connectivity.

(3) When required improvements are inconsistent with the phasing of transportation improvements in the vicinity and would be more efficiently or effectively built subsequent to or in conjunction with other needed improvements in area.

(4) For any other reason which would result in rendering construction of otherwise required improvements impractical at the time of development.

B. The fee shall be calculated as a fixed amount per linear foot of needed transportation facility improvements. The rate shall be set at the current rate of construction per square foot or square yard of roadway built to adopted City or ODOT standards at the time of application. Such rate shall be determined by the

City, based upon available and appropriate bid price information, including but not limited to surveys of local construction bid prices, and ODOT bid prices. This amount shall be established by resolution of the City Council upon the recommendation of the City Engineer and reviewed periodically. The fee shall be paid prior to final plat recording for land division applications or issuance of a building permit for land development applications.

C. All fees collected under the provisions of Section 14.45.070 shall be used for construction of like type roadway improvements within City of Newport's Urban Growth Boundary, consistent with the Transportation System Plan. Fees assessed to the proposed development shall be roughly proportional to the benefits the proposed development will obtain from improvements constructed with the paid fee.

Sidewalk [illegible] Bay to Vista
South to Embarcadero (Bike Path [illegible])

John Moore, east side.

> Pavement condition. Sluff west of
[illegible] (Between Port access)
1700? Fay [illegible]? Check

660-012-0060

Plan and Land Use Regulation Amendments

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

(b) Change standards implementing a functional classification system; or

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

(2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility measured at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in (a) through (e) below, unless the amendment meets the balancing test in subsection (2)(e) of this section or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (2)(e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.

(a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.

(b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.

(c) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.

(d) Providing other measures as a condition of development or through a development agreement or similar funding method, including, but not limited to, transportation system management measures or minor transportation improvements. Local governments shall, as part of the amendment, specify when measures or improvements provided pursuant to this subsection will be provided.

(e) Providing improvements that would benefit modes other than the significantly affected mode, improvements to facilities other than the significantly affected facility, or improvements at other locations, if the provider of the significantly affected facility provides a written statement that the system-wide benefits are sufficient to balance the significant effect, even though the improvements would not result in consistency for all performance standards.

(3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:

(a) In the absence of the amendment, planned transportation facilities, improvements and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the adopted TSP;

(b) Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures;

(c) The amendment does not involve property located in an interchange area as defined in paragraph (4)(d)(C); and

(d) For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then the local government may proceed with applying subsections (a) through (c) of this section.

(4) Determinations under sections (1)–(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.

(a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.

(b) Outside of interstate interchange areas, the following are considered planned facilities, improvements and services:

(A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.

(B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.

(C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.

(D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.

(E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.

(c) Within interstate interchange areas, the improvements included in (b)(A)–(C) are considered planned facilities, improvements and services, except where:

(A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or

(B) There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b)(D) and (E) of this section.

(d) As used in this section and section (3):

(A) Planned interchange means new interchanges and relocation of existing interchanges that are authorized in an adopted transportation system plan or comprehensive plan;

(B) Interstate highway means Interstates 5, 82, 84, 105, 205 and 405; and

(C) Interstate interchange area means:

(i) Property within one-quarter mile of the ramp terminal intersection of an existing or planned interchange on an Interstate Highway; or

(ii) The interchange area as defined in the Interchange Area Management Plan adopted as an amendment to the Oregon Highway Plan.

(e) For purposes of this section, a written statement provided pursuant to paragraphs (b)(D), (b)(E) or (c)(A) provided by ODOT, a local government or transportation facility provider, as appropriate, shall be conclusive in determining whether a transportation facility, improvement or service is a planned transportation facility, improvement or service. In the absence of a written statement, a local government can only rely upon planned transportation facilities, improvements and services identified in paragraphs (b)(A)-(C) to determine whether there is a significant effect that requires application of the remedies in section (2).

(5) The presence of a transportation facility or improvement shall not be a basis for an exception to allow residential, commercial, institutional or industrial development on rural lands under this division or OAR 660-004-0022 and 660-004-0028.

(6) In determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in sections (1) and (2), local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in subsections (a)–(d) below;

(a) Absent adopted local standards or detailed information about the vehicle trip reduction benefits of mixed-use, pedestrian-friendly development, local governments shall assume that uses located within a mixed-use, pedestrian-friendly center, or neighborhood, will generate 10% fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual that do not specifically account for the effects of mixed-use, pedestrian-friendly development. The 10% reduction allowed for by this section shall be available only if uses which rely solely on auto trips, such as gas stations, car washes, storage facilities, and motels are prohibited;

(b) Local governments shall use detailed or local information about the trip reduction benefits of mixed-use, pedestrian-friendly development where such information is available and presented to the local government. Local governments may, based on such information, allow reductions greater than the 10% reduction required in subsection (a) above;

(c) Where a local government assumes or estimates lower vehicle trip generation as provided in subsection (a) or (b) above, it shall assure through conditions of approval, site plans, or approval standards that subsequent development approvals support the development of a mixed-use, pedestrian-friendly center or neighborhood and provide for on-site bike and pedestrian connectivity and access to transit as provided for in OAR 660-012-0045(3) and (4). The provision of on-site bike and pedestrian connectivity and access to transit may be accomplished through application of acknowledged ordinance provisions which comply with 660-012-0045(3) and (4) or through conditions of approval or findings adopted with the plan amendment that assure compliance with these rule requirements at the time of development approval; and

(d) The purpose of this section is to provide an incentive for the designation and implementation of pedestrian-friendly, mixed-use centers and neighborhoods by lowering the regulatory barriers to plan amendments which accomplish this type of development. The actual trip reduction benefits of mixed-use, pedestrian-friendly development will vary from case to case and may be somewhat higher or lower than presumed pursuant to subsection (a) above. The Commission concludes that this assumption is warranted given general information about the expected effects of mixed-use, pedestrian-friendly development and its intent to encourage changes to plans and development patterns. Nothing in this section is intended to affect the application of provisions in local plans or ordinances which provide for the calculation or assessment of systems development charges or in preparing conformity determinations required under the federal Clean Air Act.

(7) Amendments to acknowledged comprehensive plans and land use regulations which meet all of the criteria listed in subsections (a)–(c) below shall include an amendment to the comprehensive plan, transportation system plan the adoption of a local street plan, access management plan, future street plan or other binding local transportation plan to provide for on-site alignment of streets or accessways with existing and planned arterial, collector, and local streets surrounding the site as necessary to implement the requirements in OAR 660-012-0020(2)(b) and 660-012-0045(3):

(a) The plan or land use regulation amendment results in designation of two or more acres of land for commercial use;

(b) The local government has not adopted a TSP or local street plan which complies with OAR 660-012-0020(2)(b) or, in the Portland Metropolitan Area, has not complied with Metro's requirement for street connectivity as contained in Title 6, Section 3 of the Urban Growth Management Functional Plan; and

(c) The proposed amendment would significantly affect a transportation facility as provided in section (1).

(8) A "mixed-use, pedestrian-friendly center or neighborhood" for the purposes of this rule, means:

(a) Any one of the following:

(A) An existing central business district or downtown;

(B) An area designated as a central city, regional center, town center or main street in the Portland Metro 2040 Regional Growth Concept;

(C) An area designated in an acknowledged comprehensive plan as a transit oriented development or a pedestrian district; or

(D) An area designated as a special transportation area as provided for in the Oregon Highway Plan.

(b) An area other than those listed in subsection (a) above which includes or is planned to include the following characteristics:

(A) A concentration of a variety of land uses in a well-defined area, including the following:

(i) Medium to high density residential development (12 or more units per acre);

(ii) Offices or office buildings;

(iii) Retail stores and services;

(iv) Restaurants; and

(v) Public open space or private open space which is available for public use, such as a park or plaza.

(B) Generally include civic or cultural uses;

(C) A core commercial area where multi-story buildings are permitted;

(D) Buildings and building entrances oriented to streets;

(E) Street connections and crossings that make the center safe and conveniently accessible from adjacent areas;

(F) A network of streets and, where appropriate, accessways and major driveways that make it attractive and highly convenient for people to walk between uses within the center or neighborhood, including streets and major driveways within the center with wide sidewalks and other features, including pedestrian-oriented street crossings, street trees, pedestrian-scale lighting and on-street parking;

(G) One or more transit stops (in urban areas with fixed route transit service); and

(H) Limit or do not allow low-intensity or land extensive uses, such as most industrial uses, automobile sales and services, and drive-through services.

(9) Notwithstanding section (1) of this rule, a local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility if all of the following requirements are met.

(a) The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;

(b) The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP; and

(c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660-024-0020(1)(d), or the area was exempted from this rule but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.

(10) Notwithstanding sections (1) and (2) of this rule, a local government may amend a functional plan, a comprehensive plan or a land use regulation without applying performance standards related to motor vehicle traffic congestion (e.g. volume to capacity ratio or V/C), delay or travel time if the amendment meets the requirements of subsection (a) of this section. This section does not exempt a proposed amendment from other transportation performance standards or policies that may apply including, but not limited to, safety for all modes, network connectivity for all modes (e.g. sidewalks, bicycle lanes) and accessibility for freight vehicles of a size and frequency required by the development.

(a) A proposed amendment qualifies for this section if it:

(A) Is a map or text amendment affecting only land entirely within a multimodal mixed-use area (MMA); and

(B) Is consistent with the definition of an MMA and consistent with the function of the MMA as described in the findings designating the MMA.

(b) For the purpose of this rule, "multimodal mixed-use area" or "MMA" means an area:

(A) With a boundary adopted by a local government as provided in subsection (d) or (e) of this section and that has been acknowledged;

(B) Entirely within an urban growth boundary;

(C) With adopted plans and development regulations that allow the uses listed in paragraphs (8)(b)(A) through (C) of this rule and that require new development to be consistent with the characteristics listed in paragraphs (8)(b)(D) through (H) of this rule;

(D) With land use regulations that do not require the provision of off-street parking, or regulations that require lower levels of off-street parking than required in other areas and allow flexibility to meet the parking requirements (e.g. count on-street parking, allow long-term leases, allow shared parking); and

(E) Located in one or more of the categories below:

(i) At least one-quarter mile from any ramp terminal intersection of existing or planned interchanges;

(ii) Within the area of an adopted Interchange Area Management Plan (IAMP) and consistent with the IAMP; or

(iii) Within one-quarter mile of a ramp terminal intersection of an existing or planned interchange if the mainline facility provider has provided written concurrence with the MMA designation as provided in subsection (c) of this section.

(c) When a mainline facility provider reviews an MMA designation as provided in subparagraph (b)(E)(iii) of this section, the provider must consider the factors listed in paragraph (A) of this subsection.

(A) The potential for operational or safety effects to the interchange area and the mainline highway, specifically considering:

(i) Whether the interchange area has a crash rate that is higher than the statewide crash rate for similar facilities;

(ii) Whether the interchange area is in the top ten percent of locations identified by the safety priority index system (SPIS) developed by ODOT; and

(iii) Whether existing or potential future traffic queues on the interchange exit ramps extend onto the mainline highway or the portion of the ramp needed to safely accommodate deceleration.

(B) If there are operational or safety effects as described in paragraph (A) of this subsection, the effects may be addressed by an agreement between the local government and the facility provider regarding traffic management plans favoring traffic movements away from the interchange, particularly those facilitating clearing traffic queues on the interchange exit ramps.

(d) A local government may designate an MMA by adopting an amendment to the comprehensive plan or land use regulations to delineate the boundary following an existing zone, multiple existing zones, an urban renewal area, other existing boundary, or establishing a new boundary. The designation must be accompanied by findings showing how the area meets the definition of an MMA. Designation of an MMA is not subject to the requirements in sections (1) and (2) of this rule.

(e) A local government may designate an MMA on an area where comprehensive plan map designations or land use regulations do not meet the definition, if all of the other elements meet the definition, by concurrently adopting comprehensive plan or land use regulation amendments necessary to meet the definition. Such amendments are not subject to performance standards related to motor vehicle traffic congestion, delay or travel time.

(11) A local government may approve an amendment with partial mitigation as provided in section (2) of this rule if the amendment complies with subsection (a) of this section, the amendment meets the balancing test in subsection (b) of this section, and the local government coordinates as provided in subsection (c) of this section.

(a) The amendment must meet paragraphs (A) and (B) of this subsection or meet paragraph (D) of this subsection.

(A) Create direct benefits in terms of industrial or traded-sector jobs created or retained by limiting uses to industrial or traded-sector industries.

(B) Not allow retail uses, except limited retail incidental to industrial or traded sector development, not to exceed five percent of the net developable area.

(C) For the purpose of this section:

(i) "Industrial" means employment activities generating income from the production, handling or distribution of goods including, but not limited to, manufacturing, assembly, fabrication, processing, storage, logistics, warehousing, importation, distribution and transshipment and research and development.

(ii) "Traded-sector" means industries in which member firms sell their goods or services into markets for which national or international competition exists.

(D) Notwithstanding paragraphs (A) and (B) of this subsection, an amendment complies with subsection (a) if all of the following conditions are met:

(i) The amendment is within a city with a population less than 10,000 and outside of a Metropolitan Planning Organization.

(ii) The amendment would provide land for "Other Employment Use" or "Prime Industrial Land" as those terms are defined in OAR 660-009-0005.

(iii) The amendment is located outside of the Willamette Valley as defined in ORS 215.010.

(E) The provisions of paragraph (D) of this subsection are repealed on January 1, 2017.

(b) A local government may accept partial mitigation only if the local government determines that the benefits outweigh the negative effects on local transportation facilities and the local government receives from the provider of any transportation facility that would be significantly affected written concurrence that the benefits outweigh the negative effects on their transportation facilities. If the amendment significantly affects a state highway, then ODOT must coordinate with the Oregon Business Development Department regarding the economic and job creation benefits of the proposed amendment as defined in subsection (a) of this section. The requirement to obtain concurrence from a provider is satisfied if the local government provides notice as required by subsection (c) of this section and the provider does not respond in writing (either concurring or non-concurring) within forty-five days.

(c) A local government that proposes to use this section must coordinate with Oregon Business Development Department, Department of Land Conservation and Development, area commission on transportation, metropolitan planning organization, and transportation providers and local governments directly impacted by the proposal to allow opportunities for comments on whether the proposed amendment meets the definition of economic development, how it would affect transportation facilities and the adequacy of proposed mitigation. Informal consultation is encouraged throughout the process starting with pre-application meetings. Coordination has the meaning given in ORS 197.015 and Goal 2 and must include notice at least 45 days before the first evidentiary hearing. Notice must include the following:

(A) Proposed amendment.

(B) Proposed mitigating actions from section (2) of this rule.

(C) Analysis and projections of the extent to which the proposed amendment in combination with proposed mitigating actions would fall short of being consistent with the function, capacity, and performance standards of transportation facilities.

(D) Findings showing how the proposed amendment meets the requirements of subsection (a) of this section.

(E) Findings showing that the benefits of the proposed amendment outweigh the negative effects on transportation facilities.

Stat. Auth.: ORS 183 & 197.040
Stats. Implemented: ORS 195.025, 197.040, 197.230, 197.245, 197.610 - 197.625, 197.628 - 197.646, 197.712, 197.717 & 197.732
Hist.: LCDC 1-1991, f. & cert. ef. 5-8-91; LCDD 6-1998, f. & cert. ef. 10-30-98; LCDD 6-1999, f. & cert. ef. 8-6-99; LCDD 3-2005, f. & cert. ef. 4-11-05; LCDD 11-2011, f. 12-30-11, cert. ef. 1-1-12

Lincoln
Exhibit draws visitors to Lincoln City museum
See E&A, Page B1

Top 10
Coast Hills Classic among nation's best races
See Sports, Page C1

Friday
March 22, 2013
28 Pages
75¢

NEWS TIMES

131 Years
Number 24
Newport
Oregon

Your information source for the Central Oregon Coast

CALM SEAS

Friday
A chance of showers, high near 49, NW wind 15 to 20 knots. Friday night, mostly cloudy, low near 36, NW wind 10 to 15 knots.

Saturday-Sunday
Saturday, chance of rain, high near 49, NE wind to 5 knots. Saturday night, mostly cloudy, low near 36, W wind 5 to 10 knots. Sunday, mostly cloudy, high near 49, NE wind to 10 knots. Sunday night, mostly cloudy, low around 43, N wind 5 to 10 knots.

(knots x 1.15 = mph)

SUNRISE/SUNSET

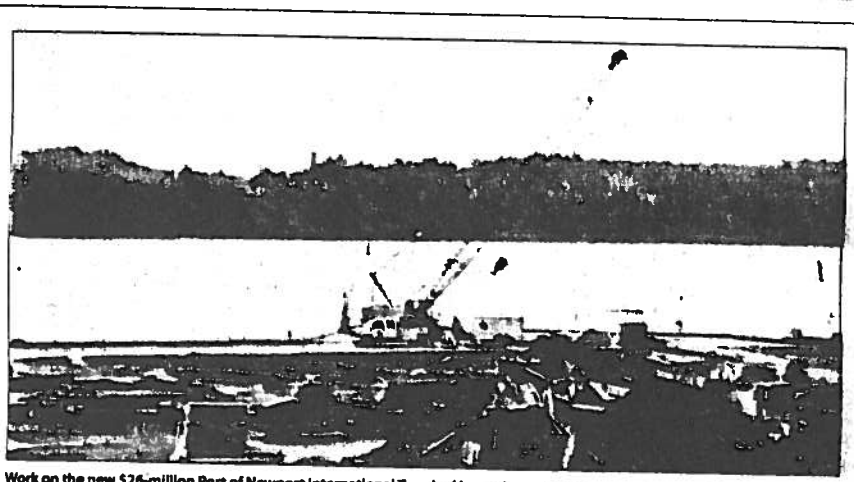
	Sunrise	Sunset
March 21	7:18am	7:29pm
March 22	7:16am	7:30pm
March 23	7:14am	7:32pm
March 24	7:12am	7:33pm
March 25	7:11am	7:34pm
March 26	7:09am	7:35pm
March 27	7:07am	7:37pm
Full Moon		2:28am

TIDES

Hatfield Marine Science Center Dock

	High Water	Low Water
March 21	8:03am / 7.0ft	2:04am / 4.1ft
	9:56pm / 6.2ft	3:07pm / 1.5ft
March 22	9:14am / 7.1ft	3:14am / 3.7ft
	10:39pm / 6.6ft	3:59pm / 1.2ft
March 23	10:19am / 7.3ft	4:11am / 3.1ft
	11:14pm / 7.1ft	4:43pm / 0.9ft
March 24	11:01am / 7.7ft	4:58am / 2.4ft
	11:49pm / 7.7ft	5:22pm / 0.7ft
March 25	11:49am / 7.9ft	5:41am / 1.6ft
		5:59pm / 0.6ft
March 26	12:21am / 8.2ft	6:22am / 0.8ft
	12:34pm / 8.1ft	6:35pm / 0.6ft
March 27	12:54am / 8.6ft	7:03am / 0.1ft
	1:19pm / 8.2ft	7:12pm / 0.7ft

WEATHER



Work on the new $26-million Port of Newport International Terminal is nearing completion. The port is negotiating with Teevin Bros. to operate a log exporting operation at the terminal. Backers of the project say it will create much needed family wage jobs, while opponents fear increased truck traffic will cause accidents.(Photos by Larry Coonrod)

Log exporting backers and opponents pack public forum

By Larry Coonrod
Of the News-Times

About 150 local residents turned out for a log exporting forum Tuesday night to hear from industry experts, ask questions and state their opinions, but few left with a different view.

Speakers included representatives from the port, City of Newport, Hancock Timber, Oregon Department of Transportation, Oregon Department of Environmental Quality, the Oregon Small Woodlands Association and Teevin Bros.

The opportunity

The Port of Newport plans to contract with Rainer, Ore. based Teevin

Log Exporting on Page A4

Backers and supporters of log exporting packed a room at Oregon Coast Community College Tuesday night to hear from industry experts, ask questions and state their opinions.

Newport councilor dismisses city charter concerns

By Larry Coonrod
Of the News-Times

NEWPORT — A Newport city councilor this week shrugged off a warning that a plan to change how lawsuits are settled would violate the city's charter.

The charter outlines the powers given to the council and city officials by Newport citizens — in effect it is the city's constitution.

During a Monday work session, City Attorney Christy Monson advised the council that making the city manager seek formal approval for legal settlements violates Chapter 7 of the charter, which lays out the duties of the city's top executive.

"If we did, in fact, do it, the only recourse would be the city manager suing the city council, which probably wouldn't happen," said Councilor Ralph Busby.

Elected last November, Busby began serving his first term on the council in January. Informed by the city attorney that the any Newport resident could challenge the action, Busby replied, "So in this case, I'd think we'd probably get away with it."

City Charter on Page A5

Curriculum standards set to take effect

By Rockne Roll
Of the News-Times

LINCOLN COUNTY –Starting next year, public schools in Lincoln County and the rest of Oregon will be adopting a whole new set of academic standards for primary and secondary education. The new standards, called the Common Core, represent some big changes in education curriculum and teaching practice.

Common Core standards have already been adopted by 46 states and were developed in collaboration with college professors and business executives to address, from start to finish, what they feel high school graduates need to succeed.

"They said when kids are graduating from high school, they're not prepared for where we need them to be at freshman college level, they're taking a lot of zero-level classes," said Newport Intermediate School Principal Majalise Tolan.

The new standards are significantly more rigorous than previous curriculums. Tolan estimated that English language arts students would be addressing material that was two grade levels above what was expected of them previously. Because the new standards involve more content specific reading in math, science and social science, English language arts classes should feature more analysis of literature. This grade level shift in content will take some work, Tolan explained, because traditionally higher-level content, such as Shakespeare, frequently contains themes that might not be appropriate for younger students.

"Concepts that are being taught are just as much a part of text complexity as readability," she said.

Math classes will be experiencing a similar bump in difficulty, about two grade levels up. Students will be expected to memorize basic math facts, including adding, subtracting, multiplying and dividing single digit numbers starting in third grade, according to a parents' guide published by the National PTA.

Curriculum on Page A7

Toledo OKs additional funds for highway repair study

By Rockne Roll
Of the News-Times

TOLEDO – Repairs to a section of Business Highway 20 damaged by heavy rainfall last year will have to wait a bit longer while further engineering studies are conducted.

The Toledo City Council approved an amendment to the intergovernmental agreement between the city and the Oregon Department of Transportation for the use of additional Federal Highway Administration funds for further engineering studies on the damaged section of highway and surrounding land. The approved highway fund expenditures are now set

Depoe Bay discovers tsunami sign shortage

Log Exporting

Continued from page A1

Bros. to operate a log exporting operation from the port's International Terminal. When fully operational, Teevin would load up to one cargo ship per month.

Eric Oien, Teevin Bros. general manager, said Hancock Timber has about 200,000 acres of private forestland within 50 miles of Newport. Hancock presently ships harvested trees to Rainer at considerable fuel costs. A log yard in Newport would take trucks off the highway, put more money in timber owner's pockets and create local jobs, Oien said.

Teevin Bros. plans to hire 20 people for its Newport log yard at an average yearly salary of $50,000 plus benefits, Oien said.

Members of the International Longshore and Warehouse Union Local 53 say the union is planning to create an additional 25 casual worker positions for loading log ships.

Jim James with the Oregon Small Woodlands Association said shipping logs out of Newport would put more money in the pockets of its members.

"Landowners in Lincoln County could save $100 a load if they had a local market here in Newport," James said. "On an average size harvest, that can run into thousands of dollars, which they then have available to invest in the community."

Port of Newport Board of Commissioners President JoAnn Barton welcomes the public to the log export forum Tuesday night. "We hope to provide accurate information that dispels rumors and corrects inaccuracies," Barton told the crowd. (Photo by Larry Coonrod)

Invasive species risk

Cargo ships take on ballast water for stability when empty and discharge the water when taking on cargo. Oregon, like other western states, requires ships to exchange their ballast water 200 miles offshore. The purpose of the ballast exchange is to take on water free of potentially invasive species before entering port.

Rian vanden Hooff administers the ballast water program for the Oregon DEQ. Since 2002, Oregon and other western states tightened ballast water exchange standards.

"There have been no catastrophic invasive species incidents since states implanted the rules," vanden Hooff said.

vanden Hooff admitted that with only himself and a part-time employee assigned to the ballast water program, the state relies on voluntarily compliance from the more than 1,500 freighters that enter state waters annually. In 2012, ships discharged 11 million cubic feet of ballast water in Oregon ports. That's the equivalent of 91,200 rail tanker cars — enough to stretch from Portland to Los Angeles.

In the past several months, DEQ inspected about 16 percent of the cargo ships entering the Columbia River and Coos Bay. Four percent of the inspected vessels were noncompliant with ballast water exchange regulations.

"The program is not as robust as we would like it to be," vanden Hooff admitted.

Traffic issues

Trucks entering the port facility will travel down SE Moore Drive before turning east on Bay Boulevard. A spate of residential development has sprung up along the route since the port ceased international shipping a dozen years ago.

The plan to resume log exporting when the $26-million International Terminal rebuilding project finishes has split locals into two camps: those who see it as a source of family wage jobs and those who say log trucks driving through a residential neighborhood present a serious safety and quality of life issue.

Mike and Christy Peterson live on SE Moore Drive and have spearheaded an effort to derail the log exporting operation.

"There's a reason you don't mix log trucks with residential areas; it's unsafe," Christy Peterson told Tuesday's forum audience.

The Petersons pointed to an accident involving Teevin Bros. log truck driver Kelly Edica, who the company featured in a recent full-page News-Times ad. Christy Peterson read a news account of the Kalama, Wash. incident describing how Edica's truck lost its brakes, careening down a hill and striking parked vehicles, a shop and an unoccupied trailer. No one was seriously injured in the accident.

"If she is a highly expert driver, be leery of the average drivers that are going to be pointed down Moore Road," Mike Peterson said, eliciting boos from many in the room.

The Petersons read off a litany of other accidents involving log trucks including a fatal one involving a Teevin truck.

Oien, Teevin Bros. general manager, said the fatal accident was caused by the driver of a passenger vehicle who crossed three lanes of traffic and collided with the log truck after having a heart attack. Oien also took exception to the unflattering portrayal of Edica, an Afghanistan war veteran.

"Kelly is such a good driver that she was able to maneuver down a steep hill where residents were in their yards and put that truck where she ended up," Oien said. "It was skill she ended up where she did and didn't hurt anybody. To discredit her skill and judgment as a driver is completely wrong. She drove trucks under fire in Afghanistan, so needless to say, she can handle herself under pressure."

Road improvements

A joint city and port task force last month made several recommendations to improve traffic safety on Moore Drive and Highway 20. Newport Public Works Director Tim Gross said the city plans a major overhaul of the Moore Drive and Bay Boulevard intersection this winter. The new intersection will incorporate a banked turn that will significantly increase safety of log trucks headed to the terminal, Gross said.

Alternate route sought

Both sides agree an alternate truck route from Highway 20 to Yaquina Bay Road further east of Newport is the ideal solution. The joint task force is looking for alternate routes, but Newport Community Development Director Derrick Tokos estimated the cost of a feasibility study at $200,000. Building an alternate route will cost at least several million dollars, and where that funding might come from is unclear.

Several in the forum audience suggested that the port and Teevin Bros. pay a small surcharge for every thousand board feet of timber exported to help pay for an alternate route. Oien, of Teevin Bros., and Port Manager Don Mann both disagreed with the idea.

Not convinced

After more than three hours of talk, Nancy Smock left the forum no more convinced that the current plan for log exporting is a good idea than when she arrived. Smock, who lives in the Harbor Village RV Park on Bay Boulevard, worries about seniors like herself crossing paths with the 50 to 55 log trucks expected to head in and out of the port terminal each day.

"It's going to happen. We can see that, but they do need an alternate route," Smock said.

Windermere Realtor John Williams perhaps best summed up the feelings of many in the room torn between the family wage jobs log exporting represents and concerns about truck traffic.

"I'd like to sell some houses to people who can buy them. I really would," Williams said. "But it's got to be safe, so I urge you to at least develop a plan so that we can have some type of alternative route."

Contact Assistant Editor Larry Coonrod at 541-265-8571 ext. 211 or email larry@newportnewstimes.com.

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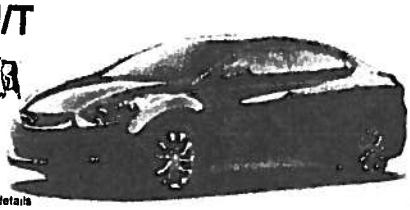

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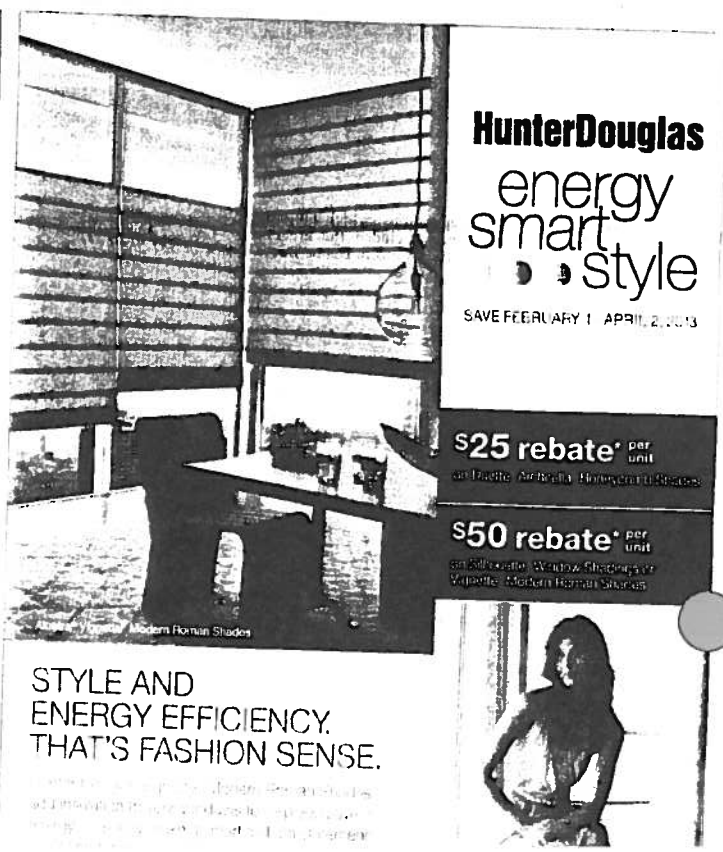

NEWS TIMES

Rick Beasley
Reporter

If you work at the coast, there's a 75-percent chance that your sole mission at this edge of the known world is to attract tourists and send them home with just enough money in their pockets to make it across the county line.

I know that sounds crass and jaded to the other 25 percent who, shrewdly recruited, are employed strictly in support roles but otherwise have no clue why they're here. Unless you work on the floor of the tourist factory, as I do, you can't possibly understand how every motion of the complex machine is designed to squeeze the fruit of all juice without breaking the skin. For example, I work part time in the PR Department, where I churn-out alluring press releases such as "Why Tipping Can Save Your Life," "How Wetsuits Make You Look Skinny" and "Coast Game Animals that Can Catch and Eat YOU!"

But whether we sell tickets or trinkets, pump gas, drive a boat or cook and clean until the aromas of Lysol and fish 'n chips become indistinct, there is a visceral joy in bagging a visitor, then seeing him off with little more than a moth in his wallet and a smile on his face. That steely professionalism and insider knowledge is what makes us such great tourists, ourselves, and why I was fully prepared last weekend to travel deep into the state's biggest tourist trap, downtown Portland, knowing that I would emerge sated but fully flush.

My wife, a runner, made the arrangements to coincide with the Shamrock Run. She booked us into a room at the pet-friendly Monaco Hotel, which I assumed to be a genetic variant of the old Flamingo and other dog-eared places that end with an 'o.' But I knew I was in trouble when my boss heard where we were staying, then raised his eyebrows and said, 'Well done!'

Disappointed, I nevertheless determined to make the best of the four-star digs, which served as a great cover while I spied on their methods.

It had been 30 years since I worked in downtown Portland at a neat little newspaper called Willamette Week during a time when the Rose City was as starched as a drill instructor's uniform by day, but seedy and dangerous at night. I wasn't prepared for the transformation I encountered, a tourist apparatus cleverly disguised with clean streets, flowery urban landscaping, thriving stores, restaurants, doormen and dog-sitters. Even the panhandlers, showered and dressed in clean, shelter-issued threads, were polite and articulate. Before long, I was spending money like an identity thief with somebody else's platinum. My goal had been to eat cheaply at the carts and then take my Lebanese-Irish wife to Nicholas, the Middle East restaurant, without attracting a domestic drone strike. Instead, I stood out like a bag of cash that fell off an armored truck. My carefully budgeted research mission had collapsed, and rather than being a spy in the machine, I was the bug in a Venusian flytrap. The receipts and monogrammed shopping bags that littered our room at check-out

News-Times 3/20/13

LETTERS TO THE EDITOR

Letters Policy

The News-Times welcomes letters to the editor concerning issues affecting Lincoln County.

All letters must be signed with the full name of the writer, and must be accompanied by a telephone number and address.

We request that letters be limited to 300 words, and that writers limit their letters and viewpoints to one every four weeks. Letters may be edited for length and clarity. Letters sent via email should clearly state that they are for publication.

WRITE:
editor@newportnewstimes.com

Public comment invited on Serenity House

Serenity House is holding a public meeting April 6 at 11 a.m. at the Waldport Public Library. We have invited the district representatives from the Salvation Army to meet with us.

Here in Waldport, we are experiencing the loss of many businesses in the heart of our town, and several workers have lost their jobs. We appeal to the wealthy persons in our community to join with us and help us address the pressing needs of low-income persons who struggle to find work and affordable housing. We are appealing for a donated house, so that we can assist people to stabilize their lives. Here on the central coast, our difficult weather can bring harm to those who lack shelter. Some folks have lost their lives from hypothermia and other factors.

Our goal is to create a small, community-based transitional housing facility that encourages residents to secure employment and housing. We have a tremendous need for a facility to assist families and veterans. Our community suffers endlessly from the economic depression that our nation is immersed in.

Serenity House will be a success with the help of our local churches. Historically, our nonprofit sector has benefited immensely from the wisdom and experience of pastors and members of churches. We are actively inviting pastors to our April 6 meeting. Our service work is to shelter vulnerable persons, to feed the hungry, to rekindle hope in those who face formidable economic challenges. We need a house in the Waldport-Yachats area to accomplish this task. If someone wants to donate a house, we will endeavor to make their donation tax deductible through the assistance of a nonprofit fiscal sponsor. We want to be accountable to our community and make every dollar count toward helping our people. After four years of considerable effort, we now are making good progress towards creating Serenity House.

Please join us on April 6 and share your vision of a prosperous society, where no one is without this fundamental human need.

David Peltier
Waldport

Life, liberty and justice for all

The first amendment states, "Congress shall make no law respecting an establishment of religion or prohibiting the free practice thereof, or abridging the freedom of speech or of the press or of the right of the people peaceably to assemble and to petition the government for a redress of grievances."

I believe that the beauty and heart of the First Amendment has nothing to do with establishing a secular humanist government. I believe it has, however, everything to do with the right of all Americans to openly and without fear of reprisal express their religious beliefs or opposition to religious beliefs, whatsoever those beliefs might be. It was not Christianity that brought about the religious wars and inquisitions of the Middle Ages. It was rather the censorship of the true beliefs and teachings of Christianity. In the European Middle Ages, the reading of the Bible was repressed to all. No commoner was allowed to openly read it. Therefore, religion was manipulated to control the masses by the means of ignorance and fear.

Our founding fathers, through direct experience, understood that tyranny is rooted in suppression and so established the First Amendment to assure our right to a constitutional freedom that allows all Americans to worship openly and express themselves freely.

George Bernard Shaw said, "I may not agree with what you have to say, but I will defend to the death your right to say it." Our Constitution established a democracy and not a totalitarian government secular or religious. Instead of using the First Amendment as a tool to challenge each others religious beliefs, let us rather cherish and honor that for which our Constitution was written – life, liberty and justice for all.

Geoffrey Austin
Seal Rock

Can we afford 'free' shopping bags?

We question if we can afford to ban free shopping bags. Are they really free?

Plastic bags are made from ethylene, whose source is fossil fuels. The fossil fuel industry is one of the most heavily taxpayer subsidized industries in the U.S. Ethylene is transported either by pipeline or by truck to the factory where the bags are manufactured, then delivered by truck to our stores. Our purchases are bagged, and we transport them home and either toss the bag in the trash or recycle bin. They must then be transported to the dump for disposal or to the factory where the bags are made into new products, including lawn furniture and other items. The new plastic product must be trucked to stores for sale.

Every stage of the bag cycle burns diesel or gas for transportation and electricity from coal or natural gas to run the factories that produce them. All these steps increase CO_2 emissions into the atmosphere and add to climate change. By contrast cloth or plastic reusable bags last for years and are easy to clean. The question we should ask is, can we afford "free" shopping bags?

Vicki Osis
Seal Rock

The good and bad news, which is which?

Yale Fogarty (viewpoint, March 15 edition) brings us some good and bad news, but it's not clear which is which. The citizen's "investment" of $15 million in the port has evidently been scheduled for a 30-year payback, and so is now something over $30 million till it's paid off. It hardly seems relevant, since the port has not committed to repay a single penny.

But, does Mr. Fogarty care? My maps tell me he lives outside the city limits.

Yes, millions of dollars will change hands and end up out of town with Hancock Forest Products, and Teevin Bros., and the 20 or so out-of-town longshoremen who will work here. The port should make some money (we hope). We also hope that some Newport residents will get jobs, hopefully at decent wages. But the City of Newport? They get nothing – oh, except for road maintenance bills.

'The project is well thought out...' all except for the 215 homes, 223 condos, 150 manufactured home and RV sites, and 30 apartments that will be in the truck route and landslide hazard area.

'...real issue is the small group of opponents, most of whom are retired.. and have no interest in the well-being of the people who live here." Now I'm really confused. Who lives here? Does Mr. Fogarty? The senior citizens in Newport mostly have their life savings in their homes. They moved here because the air is fresh, and they enjoy walking and working in their gardens. We pay city taxes. We bring in transfer money and spend it here. We turn back to the city some of the massive federal tax confiscation. We keep the aquarium afloat. We volunteer at the hospital. We (mostly) stay out of jail.

Many of us came after there was virtually no activity at the port (after 1993). We thought that a residential area excludes heavy truck traffic, and nothing, and nobody told us this was a truck route, and the city maintains that fiction to this day. We were deceived. I think we should leave town, just like Yale Fogarty.

Mike Peterson
Newport

It's time for people to get prepared

May I share our efforts to get our family prepared for disaster here on the Oregon coast with your readers? Perhaps others will be helped by

food supply arrives – than we are now for the big quake or tsunami the authorities are predicting anytime for the west coast. We bought six cases of

We have been checking out survival food for a couple of days and found the Mountain House foods at both Fred Meyer and Walmart. I signed onto

quality first aid kit, which my wife wants to put together herself, and maybe some small tools, radio, flashlight, compass, whistle, gloves, and etc.

ıt by the Newport
:nce community to educate coastal res
ɔut tsunami preparation. After browsing thı
exhibit, I felt confident that Newport was well
its way to being as prepared as possible for the
vitability of a coastal disaster.

Vith a feeling of relative ease and peace of mind,
week proceeded as usual, and I did not give a
:ond thought to the possibility of a tsunami or the
'ects of Japanese tsunami debris until yesterday,
ıen I stumbled across an interesting article in the
;A TODAY, titled "Tsunami debris causing con-
ɪversy in Hawaii" (the full article can be found on
: News-Times Facebook page).

The article tells the story of a family from Oahu
ho discovered a small boat washed ashore near
eir home. The family, with the help of neighbors,
ghted the boat and claimed it as their own. They
ıd always wanted a boat but could never afford
ıe, so naturally they were overjoyed with their
ɔod fortune.

However, three days later, the Department of
and and Natural Resources (DLNR), along with
ɔcal police, seized the boat, moved it to a dry-dock
ıcility, and reported it to the Japanese consulate.
he family was appalled about the government's
ıtervention in the matter and said that they had al-
:ady attempted to contact the owner of the vessel
ıa the Japanese Coast Guard website. Because they
ıd attempted to contact the owner and were taking
ɔod care for the boat, the family felt that the gov-
rnment had no right to confiscate the vessel.

If this story from Oahu, Hawaii is a peek into
:vents likely to occur in our coastal communities, do
ve have a plan on how these cases will be handled?

The simple answer is yes. According to oregon.gov, a task force being led by Mike Caldwell, director of Oregon's Office of Emergency Management, was assembled in June 2012 to handle issues such as the one in Hawaii. In fact, oregon.gov has an entire page dedicated to answering questions about what people should do when encountering tsunami debris on the Oregon coast, including what to do when coming across a small vessel.

The state of Oregon's clearly communicated guidelines about tsunami debris will hopefully eliminate issues like the one in Oahu, Hawaii; however, I have my doubts.

When I first moved to Newport, my wife and I lived on Nye Beach, and on a nice day, dozens of hopeful beachcombers could be found scouring the beaches for small treasures. I have a feeling that should these treasure hunters come across a rare find, they won't likely want to give it up.

3/15/13

How to contact government officials

- **Governor John Kitzhaber**
  citizens' message line:
  503-378-4582
  www.governor.oregon.gov
- **Oregon State Legislature**
  general information line:
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  www.leg.state.or.us
- **U.S. Sen. Jeff Merkley**
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  Oregon: (503) 326-3386
  Washington D.C.:
  202-224-3753
  www.merkley.senate.gov
- **U.S. Rep. Kurt Schrader**
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  Washington D.C.:
  202-225-5711
  www.schrader.house.gov
- **U.S. Sen. Ron Wyden**
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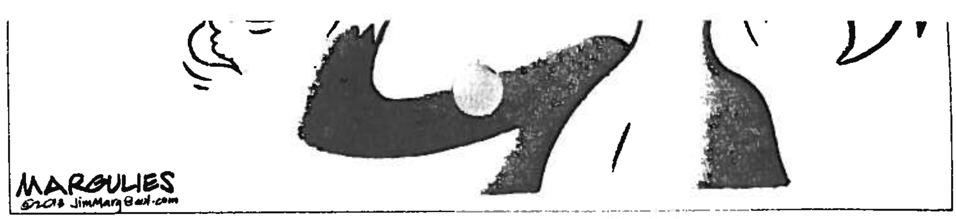
  Oregon: 503-326-7525
  Washington D.C.:
  202-224-5244
  www.wyden.senate.gov
- **State Rep. David Gomberg**
  D-10th district
  Neotsu: 541-921-2038
  Salem: 503-986-1410
  rep.davidgomberg@state.or.us
  www.leg.state.or.us/gomberg
- **State Senator Arnie Roblan**
  D-5th district
  Salem: 503-986-1705
  sen.arnieroblan@state.or.us
  www.leg.state.or.us/roblan



LETTERS TO THE EDITOR

Letters Policy

The News-Times welcomes letters to the editor concerning issues affecting Lincoln County.

All letters must be signed with the full name of the writer, and must be accompanied by a telephone number and address.

We request that letters be limited to 300 words, and that writers limit their letters and viewpoints to one every four weeks. Letters may be edited for length and clarity. Letters sent via email should clearly state that they are for publication.

WRITE:
editor@newportnewstimes.com

Magical music missed by many

We enjoyed a remarkable musical experience at the Newport Performing Arts Center on Tuesday evening that pretty much everybody else in the community missed.

It was a concert performed by the University of Utah (Salt Lake City-based) Wind Ensemble, a 49-student orchestra on a road trip that next stops in San Francisco.

It was a marvelous musical excursion undertaken before an appreciative, energetic but small, audience.

The music, which featured a tuba solo by grad student Adam Snider, was fresh, complicated and creative. Conductor Scott Hagen periodically offered comments on some of the compositions, like Concerto for Tuba, Blue Shades, and Percy Grainger's Lincolnshire Posy and Molly on the Shore.

The ensemble, which is part of the university's School of Music, won a standing ovation from the small audience, which clearly thrilled the students.

Of particular delight were two young percussionists, who moved deftly among their varied instruments, never missing a beat.

It is a shame the PAC wasn't packed.

It was a delightful way to spend a misty Tuesday evening.

Susan Elizabeth Painter
Newport

OCCC Foundation appreciates support

Thank you Sylvia Beach Hotel for hosting the Oregon Coast Community College Foundation's annual dinner for the Volunteer Tutoring Center and student GED testing fees. Because of your benevolence, we raised over $2,000 for the foundation. Thank you also to Chef Nancy Courtney and her kitchen elves, as well as the waitresses who served us so efficiently. And of course, thank you to managers Dick Claery and Charlotte Dinolt for making the event possible.

We also thank David Bigelow for generously donating the wine for the dinner, and to our student musicians, Erin Driscoll and Joshua Legeman, who entertained our guests for the entire evening. Thank you also to Dust Devil Mining for donating the pearl and Oregon Sunstone bookmarks and to all of our attendees for purchasing tickets.

Please plan to join us for next year's fundraiser at the Tables of Content Restaurant for a four-course delicious meal on March 6, 2013.

A.T. Ronan
Executive Director
OCCC Foundation

Say no to the scare tactics, yes to good local jobs

Viewpoint

There's good news and bad news when it comes to cargo at the Port of Newport.

The good news is that our local citizens' investment in 2006 of $15 million to rebuild Newport's cargo dock, and years of public planning, have been successful. We are poised, right now, to reopen our public dock and bring dozens of good jobs to our town. The millions of dollars that cargo will bring to Newport will support our local businesses, schools, and public services. That's good for everyone.

The bad news is that a small group of "not in my backyard" property owners is using scare tactics to protect their own narrow interests. They would rather live next to a historic port and shut it down than to allow the rest of the community enjoy the benefits of a thriving and productive public port.

Here are a few of the falsehoods opponents are spreading about the cargo project, and the truth that shows why a thriving port is good for our community.

The project's opponents want you to believe that log trucks will be running up and down all residential streets throughout the city. This is simply not true. The only routes to be used by cargo trucks to the port's International Terminal are Highways 101 and 20, down SE John Moore Drive to Bay Boulevard, then east approximately one mile to the proposed export yard. No other streets will be used for cargo movement, period. This same route has been used for decades by trucks to bring cargo in and out of our port, with safe and productive results.

The project's opponents are falsely claiming that the port and city have conducted their work to bring back shipping in total secrecy. Where have they been? I have personally attended nearly every port meeting since 2006. The public has had every opportunity to attend the meetings and make comments, and it has been covered extensively in the local news. The project is well thought out with the public benefits in mind.

The fact is that citizens spoke loudly in 2006 when they voted to invest in rebuilding our cargo dock. The voters' message was this: "Make our public dock productive so it will bring cargo and jobs to Newport." Pretty simple.

I think the real issue is the small group of opponents, most of whom are retired and live along the long established route to the terminal, who either built or purchased their homes because of the view, not taking into account the reality that they were moving in next to a historically thriving public port. Now they want to shut down the terminal at the taxpayers' expense. This is much the same as people who move or build next to an airport then complain the planes are noisy and the airport should be moved or shut down.

Most of this opposition group has no long term connection to the community and have no interest in the wellbeing of the people who live here. We old timers are saddened by the record homelessness of children in our schools, very high unemployment, high cost of living, and dearth of family wage jobs. Sadly, it seems as if those opposed to cargo are more concerned with making Newport their own private retirement home.

The International Terminal cannot be relocated. The deep water required to ship cargo is only available in a very small industrial area that has been used and zoned for heavy industry use and shipping for decades.

Don't fall for their scare tactic trap. Seek out the real facts and see the positive, multi-million dollar economic benefits the successful return to shipping will provide to our community. Check out our website at www.PortJobsHelpEveryone.com

Our priority should not be protecting the small handful of high-dollar retirement homes that were knowingly built next to our public port. We need to take advantage of the opportunity the port offers to help our entire community thrive.

[illegible] Fogarty is a life-long resident of Newport and the president of ILWU Local 53 Newport.

Exporting raw timber is a missed opportunity

Viewpoint

Plans to export Oregon timber to China from the Port of Newport terminal have received much attention pro and con recently. No comments have mentioned two important points. One is a missed opportunity for a more widespread beneficial boost to western Oregon's economy. The second point is the likely further degradation of an already environmentally stressed Yaquina Bay.

Lower value raw logs will be shipped to China. Any millwork will be done in China. Thus, the Chinese will benefit twofold. They will buy a lower value product and sell a higher value milled product, with Chinese mills and mill workers benefiting.

If the Port of Newport project sent milled wood to China, the above benefits would accrue to both the port and to Oregon wood mills and mill workers; a more widespread boost to Oregon's economy than the planned project.

The second point is the adverse environmental effects on Yaquina Bay from many invasive (alien) species brought here from east Asia, primarily China, in ship ballast water and on ship hulls.

One invasive species in particular is causing a steady, severe loss of blue mud shrimp in Yaquina Bay and other Pacific coast bays.

The blue mud shrimp is important to bay environmental health for several reasons. It is a key invertebrate species in the bay food chain, providing food for crabs and fish, including salmon larvae and juveniles, among others. Living in burrows within tidal mud flats, the mud shrimp aerates the mud, reduces bottom erosion, filters phytoplankton at the base of the aquatic food chain, and enhances carbon and nutrient cycling.

In short, the mud shrimp is a vital element of Yaquina Bay's biological-ecological health.

The problem is a parasite isopod brought here in the 1980s from east Asia in ship ballast water. The most likely source is China. It was found in Chinese estuaries in the 1970s and in Washington [illegible] appearance of this parasite [illegible] coincided with 1980s [illegible] trade with China.

This invasive species invades the female mud shrimp's body, feasts on its blood and so weakens the shrimp that it cannot reproduce. The mud shrimp survives, but the population steadily decreases, as well as the shrimp's ecological benefits.

In 2002, blue mud shrimp beds in Yaquina Bay tidal mud flats comprised the bay's largest biomass species abundance of any other invertebrate, but by 2008 the mud shrimp population had decreased [illegible] and counties to decrease.

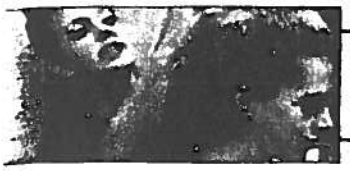
Unfortunately, there is no native species predator to eliminate or at least reduce and control the parasite isopod population.

Log exports from Yaquina Bay will bring ships here from China, likely carrying invasive species in their ballast water or on the ship hulls. Ships entering U.S. waters are required to purge their ballast water tanks at least 200 miles offshore, but the law is very difficult to enforce, often violated, and the purging is insufficiently effective unless repeated several times.

So, what measures will the shipping companies or Port of Newport take to prevent introduction of more invasive species into an already environmentally stressed Yaquina Bay?

The Hatfield Marine Science Visitor Center has excellent exhibits on invasive aquatic species and on ship ballast water.

[illegible] Sherman is a resident of Newport



Fashion benefit
Phagans' show benefits My Sisters' Place
See Community, Page B8

Winning start
Irish break two-year drought
See Sports, Page C1

Friday
larch 15, 2013
52 Pages
75¢

NEWS TIMES

131 Years
Number 22
Newport
Oregon

Your information source for the Central Oregon Coast

CALM SEAS

Friday
A 50 percent chance of showers, high near 50, SW wind 5 to 0 knots. Friday night, oudy, low near 43, SW wind 10 to 15 knots.

Saturday-Sunday
aturday, showers, high near 49, W wind 10 to 15 knots. Saturday night, showers likely, / wind 20 to 25 knots, low near 39. Sunday, a 40 percent chance of showers, high near 8, NW wind 10 to 15 knots. Sunday night, low near 38.

(knots x 1.15 = mph)

UNRISE/SUNSET

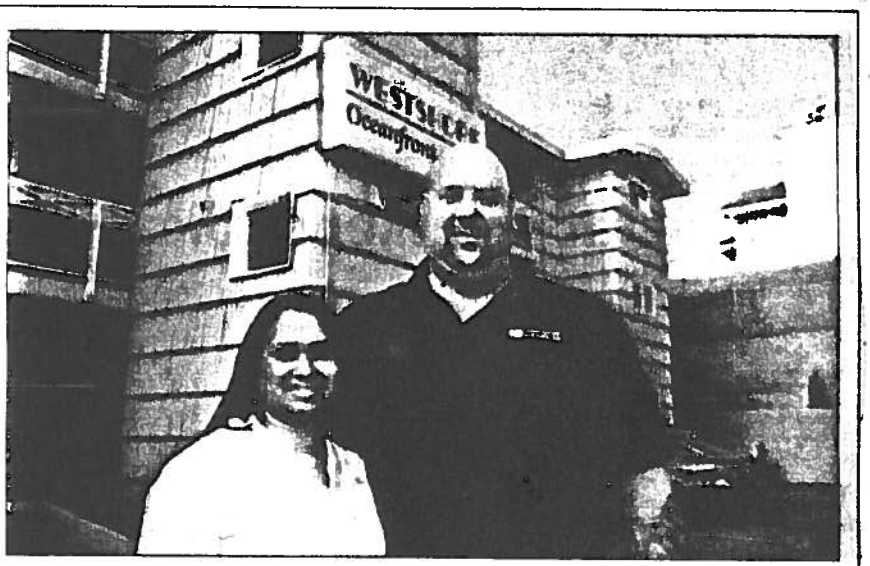
	Sunrise	Sunset
rch 14	7:31am	7:20pm
rch 15	7:29am	7:21pm
rch 16	7:27am	7:23pm
rch 17	7:25am	7:24pm
rch 18	7:24am	7:25pm
rch 19	7:22am	7:27pm
	First Quarter	10:28am
rch 20	7:20am	7:28pm

DES

Hatfield Marine Science Center Dock

	High Water	Low Water
ch 14	2:33am / 9.0ft	8:48am / 0.3ft
	3:05pm / 7.9ft	8:50pm / 1.6ft
ch 15	3:06am / 8.8ft	9:29am / 0.5ft
	3:46pm / 7.4ft	9:25pm / 2.3ft
h 16	3:40am / 8.5ft	10:11am / 0.8ft
	4:34pm / 6.8ft	10:02pm / 2.9ft
h 17	4:17am / 8.2ft	10:58am / 1.1ft
	5:26pm / 6.3ft	10:44pm / 3.5ft
h 18	4:58am / 7.8ft	11:52am / 1.5ft
	6:27pm / 5.9ft	11:35pm / 4.0ft
h 19	5:49am / 7.4ft	
	7:41pm / 5.8ft	12:55pm / 1.7ft
h 20	6:52am / 7.1ft	12:45am / 4.2ft
	8:57pm / 5.9ft	2:04pm / 1.7ft

/EATHER



The police commander in charge of a 10-hour siege at the Westshore Oceanfront Suites in Lincoln City on Tuesday credited managers Leah and Adrian Kallimanis as the key players in a bold plan to safely evacuate motel guests under the nose of a suspected killer. (Photos by Rick Beasley)

Couple hailed as heroes in Lincoln City motel siege

By Rick Beasley
Of the News-Times

The operators of a Lincoln City motel that was besieged Tuesday by an army of law enforcement agencies are being hailed as heroes for alerting police and spearheading a dangerous plan to evacuate dozens of guests under the nose of a suspected killer.

"We're getting emails and phone calls from all over the country congratulating us," said Leah Kallimanis, who manages the Westshore Oceanfront Suites with her husband, Adrian. "We didn't feel like we were doing anything heroic at the time. Things happened so fast that it just felt like part of the job."

But the routine challenges of running a 16-room motel where visitors are keen to the solitude of a sleepy neighborhood and easy beach access became

Motel Siege on Page A4

Lincoln City Police Lt. Jerry Palmer huddles with Oregon State Police Trooper Carrie Boyd, who pushed crowds back from the motel perimeter. Police feared that curious onlookers, many armed with cell phone cameras, would unwittingly reveal the SWAT team's plan by posting the photos and videos on the Internet.

Newport engineer signs off on log truck traffic

By Larry Coonrod
Of the News-Times

NEWPORT — Yaquina Bay log exporting moved closer to a reality this week after the City of Newport signed off on a traffic impact study.

Rainer, Ore.-based Teevin Bros. is in the final stages of drafting a contract with the Port of Newport to operate a log export yard at the recently renovated International Terminal. Teevin Bros. expects between 50 and 55 log truck deliveries a day at the facility.

The proposed route to the terminal takes trucks from Highway 20 down SE Moore Drive and then east on SE Bay Boulevard past the Embarcadero Resort to the International Terminal. As part of the approval process, Newport required Teevin Bros. to fund a traffic impact study looking at effects on traffic and roadways.

After reviewing the analysis, Newport City Engineer Tim Gross wrote in a March 11 memo that "...the volumes of traffic attributed to the Teevin Bros. project will not cause excessive queuing or delays at affected intersections."

Gross said the traffic impact analysis documents showed, with one exception, the roads could withstand the added heavy truck traffic.

"SE Bay Boulevard east of SE Vista Drive, which falls within the jurisdiction of the Lincoln County Highway Department, is settling due to what appears to be an embankment issue," Gross wrote.

Log Exports on Page A9

Annual Blessing of the Fleet is Saturday

By Steve Card
Of the News-Times

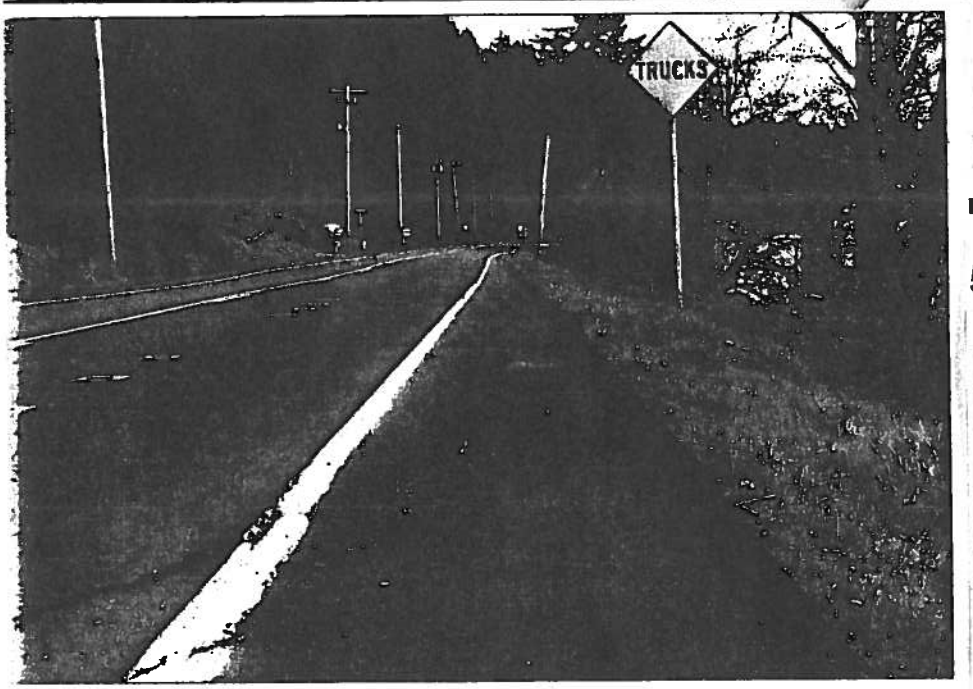
NEWPORT – The Blessing of the Fleet, an annual tradition on Newport's Yaquina Bay sponsored by the Newport Fishermen's Wives, takes place Saturday, beginning at 12:45 p.m.

Since the 1950s, Newport's Blessing of the Fleet has continued the custom of asking for prayers for protection at sea, bountiful catches, and peace of mind for the families at home. Local clergy will be po-

State budget talks place schools back on roller coaster

By Rockne Roll
Of the News-Times

LINCOLN COUNTY – Lincoln County School Board Chairman Ron Beck summarized the district's reaction to the state's education budgeting process at this week's school board meeting



The City of Newport wants this stretch of road on Bay Road near the Port of Newport International Terminal repaired before a log exporting operation begins later this year. Newport City Engineer Tim Gross has signed off on a traffic impact study showing that the project "will not cause excessive queuing or delays at affected intersections." A public forum on the Teevin Bros. log exporting operation is scheduled for Tuesday, March 19, at 6 p.m. in Room 140 of Oregon Coast Community College's South Beach campus. (Photo by Larry Coonrod)

Log Exports

Continued from page A1

"Teevin Brothers should coordinate with the Lincoln County Highway Department to ensure the repair of this section of roadway is complete before trucking operations commence."

The city's final decision order also requires Teevin Bros. to clear vegetation along the truck route to improve sight distance.

Eric Oien, Teevin Bros. general manager, said the company has contacted Lincoln County Public Works about resolving the embankment issue on Bay Boulevard.

Newport Community Development Director Derrick Tokos said the city's acceptance of the traffic impact analysis could be challenged in front of the planning commission by any person who previously submitted written comments or has other standing in the issue. Eighty-nine citizens submitted comments, Tokos said.

A number of residents in the SE Moore Drive and SE Bay Boulevard area formed their own group to challenge the log-exporting plan. Opponents say the increased truck traffic presents unacceptable safety risks and could damage the value of their property.

A joint port and city traffic and pedestrian task force last month made its own recommendations, which included:

- Extending the 30 mph speed limit on Highway 20 further east;
- Increasing visibility of traffic control signs;
- Eliminating on street parking from SE Moore Drive;
- Creating center turn lanes on SE Moore Drive;
- Delayed light signal change at the Highway 20 and SE Moore Drive intersection.

The joint task force is currently considering an alternate route from Highway 20 east of Newport to the log yard. Identifying, funding and building a new truck route will take at least several years.

Port and city officials plan a joint public forum on Tuesday, March 19, at 6 p.m. in Room 140 at Oregon Coast Community College's South Beach campus to discuss log export activities.

In addition to local officials, a panel of representatives from the marine science industry, Oregon Department of Public Transportation, Department of Environmental Quality, Oregon Forest Resource Institute, Teevin Bros. and Hancock Forest Products will provide information.

Contact Assistant Editor Larry Coonrod at 541-265-8571 ext. 211 or email larry@newportnewstimes.com.

Death Notices

Shelley Dorene Aue

Shelley Dorene Aue, 59, of Toledo, Ore., died March 12, 2013.

She was born Sept. 17, 1953 to John and Phyllis Long in Coos Bay, Ore.

No services are planned at this time.

Bateman Funeral home is handling arrangements.

June Marie O'Connor-Wilson

June Marie O'Connor-Wilson, 68, of Siletz, Ore., died Feb. 4, 2013 of cancer at her home.

A memorial will be at 1 p.m. Saturday, March 16, at the Toledo Elks Lodge, located at 123 SE Alder St. in Toledo.

Affordable Burial and Cremation handled arrangements.

Obituary Policy

There is a cost associated with placing an obituary in the News-Times, and the obituary page is handled through the advertising department. contact Kristina Borton by phone at 541-265-8571 or by email at obits@newportnewstimes.com for a quote.

Obituaries publishing in the Wednesday edition must be approved by 10 a.m. Tuesday, and obituaries publishing in the Friday edition must be approved by 10 a.m. Thursday.

Brief death notices and service announcement will be run free of charge.

With our family owned on-site crematories at two convenient locations, we can assure no third party involvement, no out-of-county transport costs and unrivaled professional service and facilities with very reasonable prices.

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915 NE Yaquina Heights Drive
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Lincoln City
2164 NE East Devil's Lake Rd.
541-994-4662

ad tise
541-265-8571

Jessica Mae Goreham

Jessica Mae Goreham, 61, of Siletz, Oregon passed away on March 3, 2013

She was born April 4, 1951 and was raised primarily in Iowa then moving to Oregon in 1979. She was an LPN.

She enjoyed sewing, cooking, knitting, embroidery, gardening and reading.

Jessica is survived by daughters, Rebecca (Braulio) Gorehum of Siletz, OR and Randi Davenport of Newport, OR., grandsons, Caleb Galicia of Siletz, OR. and Bryce Gorehum of Salem, OR., granddaughters, Chesney Huerta of Siletz, OR., Angel and Courtney Breeding of Salem, OR., Akisha Morganstern of Salem, OR and grandpet Hector Huerta.

A potluck style celebration of life will be held at 1:00pm on March 23, 2013 at the Siletz Illahee Park

Study [illegible] ug
The Bible
with Les Feldi
Call 541-265-594
or go to
1157 on the corner
Government & Ma
Streets in Newpor
for more informat
contact
Loyal Brooks

Martha Ann Tru

Martha Ann Tru
Waldport, Oregon, pass
on March 6th, 2013 in C
as a result of respiratory
and a heart attack. She
years old.

Martha was b
November 16th, 1920 i
Colorado to Victor and
(Freyta) Lop

She atte ool
the ninth and
homemaker e re
life

Martha enjoyed ga
heading and decorating

Martha was preceded
by her husband of 6
David Aaron Trujillo.

She is survived
children, Gayle (Rod)
of Waldport, Oregon,
(Rex) Newby of C
Oregon and David
Trujillo of Bridge, Oreg
grandsons, Douglas N
Corvallis, Oregon and
Newby of Portland and
Vera Gilum and Felix
both of Colorado

Memorial Services
held March 15, 2013
at St. Mary's Catholic
Corvallis, Oregon.

Services entrusted into
Affordable Burial & Cre

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Attorney at Law
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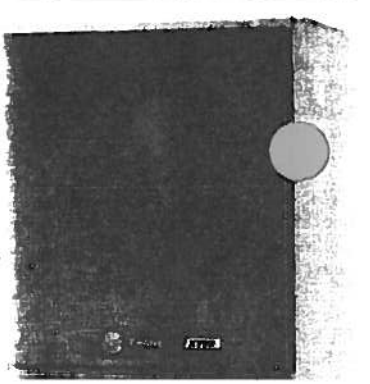

graders single-handedly convinced legislators to designate the Dungeness crab as the offi ate crustacean in 2009?

And while even casual history buffs might know that lawmakers bestowed early pioneer and Hudson Bay Company representative Dr. John McLoughlin with the honorary title of Father of Oregon in 1957, few realize another 30 years would pass before they would feel moved to honor a woman as Mother of Oregon: Tabitha Moffatt Brown who, at age 66, crossed the Oregon Trail from Missouri and started a boarding school we know today as Pacific University in Cottage Grove.

Interested in knowing more about the state's 23 symbols? Then go no further than the online 2013-14 Oregon Blue Book.

The book has been released every other year by the state since 1911. It includes an almanac, maps and facts about Oregon history and elections, as well as information about the arts, media and other cultural institutions in Oregon. It also provides a concise analysis of Oregon's economy, government finance and education strategy.

Without the work of former governors Tom McCall and Bob Straub, many of Oregon's beaches today might be in private hands and off limits to the public. This year's online Blue Book features an extensive photo exhibit highlighting how Oregonians have used their ocean beaches over the decades.

For example, much of the credited for Oregon's public beaches has to go to Gov. Oswald West. Alarmed at the State Land Board's selling of tidelands to landowners, West in 1913 pushed through a bill declaring Oregon shores from low to high tide to be a public highway. Granted, West's motives may have been more fiscally motivated than altruistic. He later recalled that he had wanted to remind legislators that by following his lead "...we would come into miles and miles of highway without cost to the taxpayer."

Thomas Jefferson is credit with saying, "Enlighten the people, generally, and tyranny and oppressions of body and mind will vanish like spirits at the dawn of day."

The people need only peer into the Blue Book for enlightenment on the inner workings of state government. More than 130 state departments, commissions and boards have a say in everything from body art to horse racing to workers' safety. The online Blue Book provides a detailed description of each agency's function, director and staff directory, along with a link to its website.

Legislators right now are wrestling with Oregon's next biennial budget. Anyone wondering how state revenue is portioned out can find a complete fiscal blueprint in the Blue Book.

And those who believe state government exists solely to collect money from its citizens might want to check out the Blue Book's link to the Department of State Lands unclaimed property page. Unclaimed property held by DSL amounts to more than $40 million, much of it from abandoned savings and checking accounts, uncashed payroll and dividend checks, rent deposits and safe deposit boxes. A check of DSL's online database just might net a nice check in the mail.

Explore the complete Oregon Blue Book online at bluebook.state.or.us

"Reporter's Notebook" appears in this space each Wednesday, featuring a different member of the News-Times news staff. Next week's column will be by reporter Rick Beasley.

Good morning!
You know it's a good morning when you wake up with everything you need. Call 265-8571 for doorstep delivery.

LETTERS TO THE EDITOR

Letters Policy

The News-Times welcomes letters to the editor concerning issues affecting Lincoln County.

All letters must be signed with the full name of the writer, and must be accompanied by a telephone number and address.

We request that letters be limited to 300 words, and that writers limit their letters and viewpoints to one every four weeks. Letters may be edited for length and clarity. Letters sent via email should clearly state that they are for publication.

WRITE:
editor@newportnewstimes.com.

Ban the bag

I, for one, am getting a bit tired of being told we need to ban plastic bags by people who apparently either don't want us to know the whole truth, or even worse, don't know it themselves. After reading the opinion letter by Rheychol Paris ("Pay attention to what is needed," March 8 edition) I finally decided to do a little research on this issue. What I discovered after about 30 minutes of searching on the Internet indicates that paper bags may, in fact, be as polluting, if not more so, than plastic bags.

There is a reason groups like this proclaim the superiority of their position but offer nothing to back it up. Usually it is because they have their own agenda and the facts might get in the way of accomplishing it. There is plenty of misinformation being put out by both sides.

People, don't take their word for it, or even mine for that matter. Do your own research, and when you decide which side to support, at least make an informed decision, not one based on some knee-jerk reaction. Always remember that an informed voter is the worst nightmare any group can have. Seems to me that what really matters here is to educate people on the value of recycling, not banning something.

I am including two links to well written articles to get you started, one in How Stuff Works and the other in the Wall Street Journal – http://online.wsj.com/article/SB12447352298806581.html and http://science.howstuffworks.com/environmental/green-science/paper-plastic.htm

Both of these articles seem to indicate the jury is still out on this matter. But please do your own research, and don't mindlessly accept what is proffered by either side here.

Bill Leeper
Newport

Log trucks in Newport is dangerous proposal

I bought a manufactured home in Harbor Village, as it is a quiet place to live and close to the Newport Bayfront so I can walk the grandchildren down to look at the boats. In the summertime, you sometimes wait up to five minutes to get across Bay Boulevard due to heavy traffic. Cars coming down John Moore sometimes drive so fast that they almost hit the sidewalk. Other cars run the stop sign at the Bay Boulevard intersection. I also have to watch for cars on Bay Boulevard due to the curves that make it hard for the drivers and pedestrians to see each other. Finally, there are cars driving in and out of the Embarcadero that pose additional danger to pedestrians.

Because of our current traffic conditions, I feel that adding 50 log trucks coming and 50 going back up the hill will prevent me from safely crossing the street by foot. It will also make driving onto Bay Boulevard from my home very difficult. Children crossing these streets and walking to and from school next to log trucks will not be safe.

I remember when the ship Magpie smashed into the North Jetty in 1983, spilling an estimated 70,000 gallons of bunker crude oil. This caused the death of over 250 birds with a cleanup cost of at least $140,000. This could happen with log ships. Imagine what the cost would be today.

Everyone was so concerned last summer about invasive species on the tsunami dock that washed ashore. That was 72 feet long. The log ships will be at least 600 feet long, and many will be from third world countries, not just China. What do you think will be on the bottom of those ships? They won't be scraping or burning off foreign organisms like they did with the dock. Our bay is at great risk.

I think that Newport citizens deserve better treatment and should vote on this dangerous proposal.

Nancy Smock
Newport

Enough about the plastic bags

Let's stop this banter on "to ban or not to ban" plastic bags. It is distracting creative minds from very real and serious issues facing the city of Newport and the state of Oregon. To name only a few: our faltering infrastructure (streets, sewage drainage systems); an aging Yaquina Bay Bridge; lack of funding for programs for at risk children; lack of funding for arts within LCSD; the demise of Newport's swimming pool.

Let's begin to entertain the thought of a sales tax as a funding source. Isn't it time to lighten the burden of property owners and stop using them as a major source of revenue? A sales tax would bring everyone into the realm of responsibility for sharing the cost of funding programs that benefit everyone.

Granted, plastic bags do pollute the ocean. However, in the whole global perspective of things, industrial pollution is a much graver threat than plastic bags. Chemical pollutants still flow freely in the Columbia and Willamette Rivers. Environmental activists would benefit all by uniting and concentrating their energies in this area.

We must tell our legislators to stop robbing funds from programs that help the most vulnerable: the elderly, single mothers with children, the mentally ill, the blind. There are plans in our Oregon Legislature to cut funding for the support staff persor at the Talking Books and Braille Services for the Blind at the State Library. The National Federatior of the Blind Newsline (an audio newspaper service for the blind and print impaired individuals may be discontinued if HB 327 is not approved. The Oregon Commission for the Blind i In danger of losing over a million dollars in federal matching funds if Oregon does not restor $445,000 in general funds to thi invaluable agency. OCB canno subsist on donations alone. You may not be in need of their services now, but we are all aging and macular degeneration is reality for many retired Newpor citizens.

Entertain the thought, at least of an Oregon sales tax to alleviate the tax burden on Oregon property owners. Think abou how much revenue a sales ta would bring into our financiall floundering communities.

Karen C. Manternach
Newpo

The Hagel flap, and the meaning of representing the U.S.

Viewpoint

The recent struggle over the nomination of Chuck Hagel for defense secretary demands our attention. Hagel is a Republican, but his own party, believing that they must oppose everything Obama does, savaged Hagel. Their excuse was primarily that Hagel has been "soft on supporting Israel." Apparently, Hagel's main sin was saying that he was elected to serve U.S. interests, rather than Israeli interests. It is a distinction that is apparently lost on his colleagues. Hagel might be a good Secretary of Defense precisely because he does make that distinction. But he also called American Israel Political Action Committee, AIPAC, a "Jewish Lobby." That really got him in trouble.

At this point, John McCain made a noteworthy distinction – he said that AIPAC wasn't a "Jewish lobby" but an "Israeli Lobby." This is a rare grain of truth from him, yet as a lobby for a foreign country, AIPAC would normally have to follow the strict rules that restrict lobbyists from foreign countries from gaining undue influence in the U.S. By posing for years as a from that requirement. The result is something every American should worry about.

For there is another, even more important distinction that must be made. Just as AIPAC doesn't represent all American Jews, the state of Israel also doesn't represent all of the world's Jews. Further, the current government of Israel doesn't even represent all Israelis. The current Likud Coalition in Israel actually speaks only for a minority of Jews – even of those Jews living in Israel. In other words, AIPAC doesn't really represent World Jews, American Jews, or even Israeli Jews, they really represent those Jews who support the Likud Party and some other small ultra right or religious parties. So how do AIPAC and Likud get their way?

Simply put, they trick American politicians into believing that AIPAC speaks for all Jews. That is why Hagel unthinkingly called them a "Jewish lobby." Of course, Hagel was also criticized for violating other AIPAC posi- questioned whether we should refuse to talk to either Hamas or Hezbollah. He is right on all three counts. The truth is, if there were a comprehensive peace in Israel/Palestine (a development that AIPAC shuns and militates against above all others), Hamas would quickly abandon its militancy, Hezbollah would become irrelevant outside of Lebanon, and Iran would rapidly lose influence in the area. Three birds with one simple stone.

To avoid any such development, AIPAC has launched an initiative that could lock the U.S. into war whenever Israel decides to start it. It is called S. RES 65, and it is based on a series of irrelevant, misleading, or false premises. Today, after the death of Venezuela's Hugo Chavez, we might pause to consider whether we shouldn't simply wait a few months until Iranian President Ahmedinejad's term expires. The Iranian supreme leader (Ayatollah Khamanei) could (like Chavez) drop dead any minute. Why not wait?

tion. They include the usual GO suspects, but also such leadin Democrats as Schumer, Boxe Menendez, Lautenberg and eve our own Ron Wyden. Apparent ly, these folks believe they wer elected to represent Israel. N wonder they gave Hagel a har time. We currently face defens sequester cuts and can't eve seem to find a way to pay for ou last round of Middle East Wars These senators seem determine to start a new one. Therefore, i the future, I will work activel against all of them. Yes, I kno just how much that will hu some very valuable Democrati agendas, but enough is enough.

In conclusion, I applau Chuck Hagel's position that h was elected as a U.S. Senato not as a representative for Israe Until more senators realize th Israel is a foreign country wit interests different from our ow Americans will apparently re main at the mercy of a small, f natical, foreign, religious mino ity who can plunge us into w at any time. Gee. I thought that exactly what we were all trym to prevent.

Gilbert Schramm is a resider

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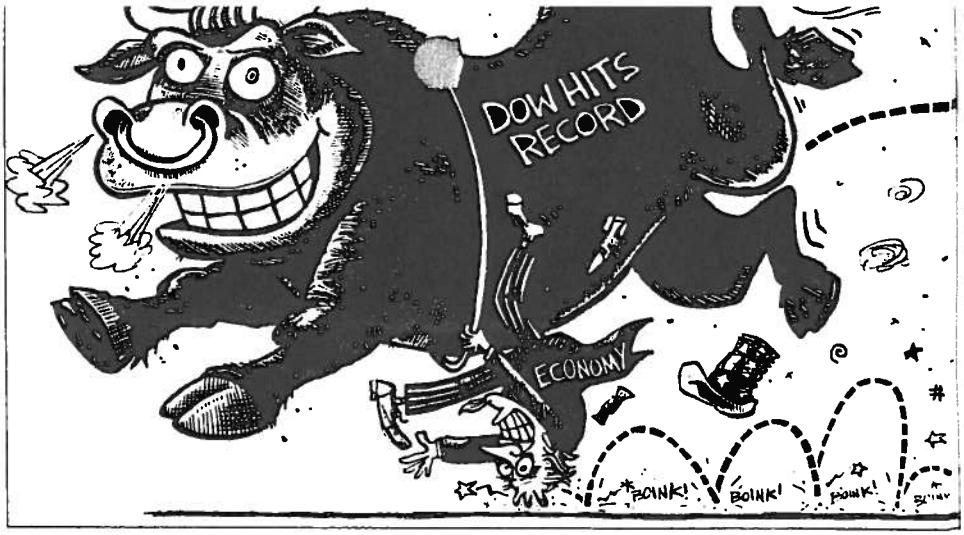

LETTERS TO THE EDITOR

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The News-Times welcomes letters to the editor concerning issues affecting Lincoln County. All letters must be signed with the full name of the writer and must be accompanied by a telephone number and address. We request that letters be limited to 300 words, and that writers limit their letters and views to one every four weeks. Letters may be edited for length and clarity. Letters sent via email should clearly state that they are for publication.

WRITE:
editor@newportnewstimes.com

A jazzy treat at the PAC

A heads up to anyone who n't aware that next Friday, larch 15, at the Newport erforming Arts Center, a roup of world-class musiians are coming to Newport delight us with music and ong. Not only that, but it's lso a benefit to raise money enhance the sound system the PAC, making it the tops sound in the Northwest.

I feel so lucky to be living a community that encourges jazz musicians like Gene iamond from California on ocals, Mel Brown from Portnd on drums and Jof Lee on iano, bassist Jim Hughart nd vocalist Yevette Stewart om Los Angeles and our wn gifted and beloved John Bringetto on trumpet, sax, and flute to perform for us here. I've heard some of these musicians before, and it's an event not to be missed – music that will touch your soul and leave you tapping your toes.

Meredith Maislen
Newport

Keep safety of residents and property in mind

My husband and I were owners of a trucking firm for 27 years. I hauled anything and everything except explosives and livestock. Our loads ranged from 27,000 to 70,000 pounds. As an experienced trucker, the thought of fully loaded log trucks weighing up to and in excess of 100,000 pounds travelling through residential areas with children coming to and going from school is scary.

I was in an accident with a log truck. It only had one cable, and the logs came flying loose. I ended up going up the embankment. The logs flew behind me, in front of me and right to the passenger window. I ducked down and if it had come through, I would be dead. Accidents can happen anywhere. Not necessarily driver error, but equipment failure, forgetfulness of strapping logs down properly, brakes that are not checked regularly, to name a few. Companies hire sub haulers that don't necessarily keep their equipment up.

The idea of having a child walk down that street when a log comes loose, a truck loses its brakes or even a chip flies off, maiming a child, is horrible. Endangering that child or any person walking along John Moore of Bay Blvd is unacceptable. I was saved by my cab. Nobody will be safe walking or driving on these streets.

How many of you have gotten your cars dinged by rocks flying up following a log truck or cracked windshields? Even a chip flying off can damage your vehicle. The city has spent thousands promoting tourism. Nobody will want to come here following behind log trucks across Highway 20.

I can't understand how the city has given building permits to allow homes to be built on unstable land and now allow log trucks to possibly liquefy the land through vibrations with the loads. These homes will not be safe to live in.

My granddaughter is afraid of the prospect of walking to school alongside log trucks. She has already been subjected to several near misses when people run through the John Moore/Bay Blvd. intersection. The city does not appear interested in protecting property and all the people that live here. Twenty five percent of us are retired. Many of us moved here to be able to enjoy the bay and walk along these streets. If this happens, retirees will leave. This is a steady income for Newport.

Stella White
Newport

Pay attention to what is needed

Lincoln County should be ashamed of itself for not passing a ban on single use plastic bags.

The statistics are everywhere.

The "Washed Ashore Project" out of Bandon is making art out of plastic bags and other found plastic objects off our beaches. Hawaii has banned them, and they usually lag behind in everything west coast.

I see it is on the May ballot and up for vote by the public. What a waste of time and money, but there it is.

Come on folks, pay attention to what is needed. Gather you're re-usable, preferably cloth bags, and use them, now. Some of us have been using them for over a dozen years. It is easy and environmentally necessary.

Rheychol Paris
Yachats

Tribe supports Violence Against Women Act

We praise the efforts of both the House and the Senate to reauthorize the Violence Against Women Act (VAWA), including the tribal provisions broadly supported by Indian tribes across the country. The bipartisan support of S.47 has restored local tribal jurisdiction over non-Indians for certain crimes of domestic violence and dating violence committed in Indian country that will promote the reporting and overall prosecution of these violent personal crimes.

The Siletz Tribe supports VAWA even though through Public Law 280, the state of Oregon has the authority to prosecute non-Native individuals who commit crimes on Siletz tribal land and the state recognizes protective orders issued by Oregon tribes. Congress passed PL 280, which transferred law enforcement authority over certain Tribal nations from the federal government to the states, in 1953.

The passage of VAWA does not end our efforts to combat domestic violence issues in Indian country. We remain dedicated, as always, to addressing this issue locally and nationally to help all Indian women to be safe from intimate violence. Our tribal CARE Program provides services to American Indian victims of domestic violence, sexual assault, dating violence and stalking throughout Lincoln County. This program provides advocacy for victims of violence and continually provides education and training for both our tribal and non-tribal communities, as well as local agencies that provide services to victims.

Findings show that 34 percent of American Indian and Alaska Native women will be raped in their lifetimes, and 39 percent of American Indian and Alaska Native women will be subjected to violence by an intimate partner in their lifetimes.

According to the U.S. Census Bureau, 46 percent of people living on reservations in 2010 were non-Natives (single race) and 59 percent of American Indian women in 2010 were married to non-Native men (Tjaden, P., & Thoennes, N., 2000. Findings from the National Violence against Women Survey).

Delores Pigsley
Tribal Chairman
Alfred "Bud" Lane III
Vice Chairman
Confederated Tribes of Siletz Indians

THANK YOU LETTERS

Thankful for hospital staff

I am so proud to be living ere. Last week I became very ll and had to be hospitalized ere in Newport. I was treated ike a princess. The staff – all urses and doctors – was absoutely a caring, wonderful staff.

thank you all for getting me n my feet after one week in he hospital.

We are so lucky to have a reat hospital here, and all the orkers there. I thank you from ny heart.

Lisa Lesiak
Newport

Groups brighten the smiles of students

Altrusa International of aquina Bay, Newport Rotary Club and the Confederated Tribes of the Siletz Indians recently partnered to brighten the smiles of Sam Case Primary students.

The mission of all three involves strengthening their communities. Working together, they sponsored dental education for children in the form of dental kits for 500-plus students, as well as classroom visits by a registered dental hygienist who instructed students in proper oral hygiene. The students and staff at Sam Case would like to thank these three community-minded organizations for their support in helping us celebrate National Dental Month. Our smiles are brighter because of you.

Rose Davies
Health Assistant/Records Clerk
Sam Case Primary

Public forum set to discuss log exporting proposal

Viewpoint

The City of Newport and Port of Newport will be sponsoring a public forum on March 19 to hear comments from concerned individuals about the log exporting proposal by Teevin Brothers. The public forum will be held at the Oregon Coast Community College starting at 6 p.m. in room 140. This will be the first opportunity since the last port public forum held on April 16, 2012, for the public to formally engage (questions and answers) with city/port officials and other participants about re-establishing log exporting in Newport.

The log exporting proposal has generated comments both pro and con at city and port meetings, in the local newspaper, and other media. Unfortunately, there has been misinformation, exaggerated numbers, and erroneous facts over the log exporting proposal and its perceived effects. The city and port now have an opportunity to bring needed clarity and understanding to this issue with the upcoming public forum on March 19.

The draft agenda for the public forum indicates that it will be set up in a two-part format – panel discussion and public comment. The panel discussion should include all of the game players of the log exporting process so they can explain how log exporting works and how they individually fit into the overall process, from tree harvestings to log delivery at the foreign dock. Members should include the forest landowners, in particular Hancock Forest Management the largest supplier of logs to the proposed Teevin facility; the log exporting companies, such as TPT US Limited, which represents Hancock Forest Management; and Merrill and Ring, a marketing company associated with Teevin Brothers. The panel should also include Teevin Brothers with their log yard operations; the longshoremen in ship loading activities; DEQ (or U.S. Coast Guard) on cargo ship compliance to ballast water exchange; Hatfield Marine Science Center on possible invasive species impact; and the port with its terminal management.

The advantage of a panel discussion is twofold – initially to match a face to an organization, and secondly to gain direct feedback from participants to help bring clarity and understanding to the overall log exporting process. The public forum will be directed by a professional facilitator, and questions to panel members must be submitted on comment cards so the facilitator can consolidate similar questions and select a representative one that will be provided to the panel for a response. I hope this process does not discourage public participation in seeking answers to their questions.

The public comment section should provide adequate time to hear comments from individuals and businesses that view themselves as stakeholders in the log exporting process. Not all stakeholders have a vested interest in the success of a proposed project, some may perceive that they will be affected by a project in a negative manner. Good leaders try to identify all of the stakeholders, gain an understanding of their concerns, and get them involved from the very beginning of a project to find solutions to potentially negative impacts.

Hopefully, the public comment section will not require individuals to submit their concerns on comment cards for consolidation like the panel discussion portion, but allow for the traditional three minutes per commenter. It is critical to allow adequate time for individuals to express their opinions and concerns, and where possible, to have city and port officials provide answers and explanation to those concerns. It has been over 10 months since the public has had an opportunity to engage the city and port in a two-way conversation on log exporting. This public forum may be the last opportunity before agreements are signed and log trucks start rolling. Please attend.

Lloyd "Oly" Olson is a resident of Newport.

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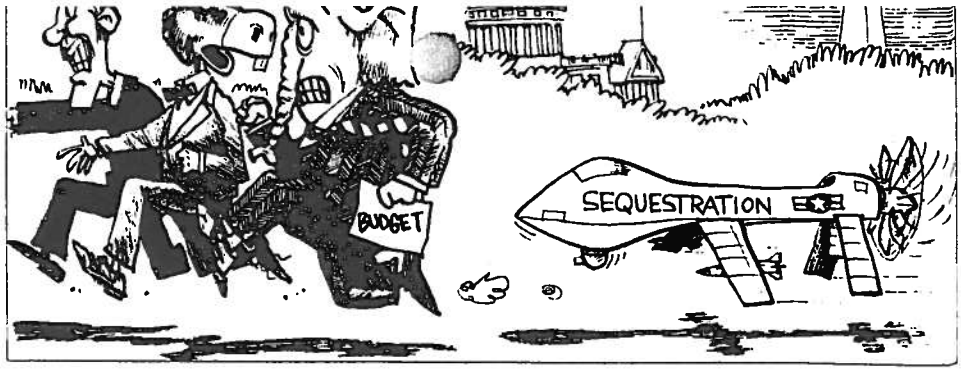

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WRITE:
editor@newportnewstimes.com

Disappointed by change at Yaquina Head

I was very disappointed to discover that the Yaquina Head Outstanding Natural Area is cutting back its hours of operation. No longer is the BLM property opened until sunset; it now closes at 5 p.m.

As a Newport resident, surfer, and outdoor enthusiast, I, along with many others, enjoy frequent use of the park. This restriction in park hours is a great loss. It prohibits people from sunset viewing at the park, as well as presenting a safety concern.

My husband and I often drive to the park to watch the sunset, and we are never alone in doing so. Many people stay to watch from the headland or drive in specifically to watch the sunset from the rocky point. During a recent walk up to the park gate, at 5:20 p.m., just after closing on Feb. 22, I was passed by eight cars and three separate pedestrians. All of these people were turned around at the closed gate, denied access. Five of these cars had out-of-state plates. Had the park been open, the park would have benefited from their entry fees, and the users would have had a pleasant sunset experience. Granted, this is just one documented occasion, however, from my experience, I firmly believe that many people want to use the park specifically to see the sunset.

Agate Beach is also a well known and popular surfing destination. During a summer weekend, you will see upwards of 30 or 40 people in the water. Surfers use the rip current along the rocky headland to access the surf, and the viewing area near the Yaquina Head tide pools is a common location from which to view the surf and the surfers. When surfers have been in distress, it has been people from this viewing area that have had the proper vantage point to identify the situation and alert rescuers. Without those eyes on the ocean and on the surfers during the last hours of daylight, the surf becomes needlessly perilous to everyone in the water.

I hope that if enough of us express our desire to see the closing time of sunset (or 15 minutes thereafter) restored at the Yaquina Head Lighthouse, the management at the natural area and public resource will be persuaded to reconsider the new closing policy. Feedback forms are available at the park's entry kiosk.

Serina Adams
Newport

'Same sex marriages' defined

The term "same sex marriage" has no definition. In order not to distort the meaning of the word "marriage," one must not put "same sex" in front of it. Just the simple word "pairage" would be more defined, and fitting, meaning two of the same sex pair off. Marriage pertains to a man and a woman who marry. Those of the same sex get "pairied." It should be a "pairage" license, and not a marriage license. Please no confusion.

Matthew Beutler
Newport

Guns and log trucks

Why is peace always at the cost of a fight?

I recently had my views about the insanity of anyone owning assault-type weapons of war published in this paper. Then, when our sheriff's stance was published about his taking the law into his own hands and refusing to abide by any possible government orders to ban these murderous weapons, I was appalled. What gives him the right to ignore government orders while he would arrest any of us on a much less charge?

And now, regarding the peace of the Newport community as opposed to the very controversial logging operation, there have been many, many excellent arguments against allowing the logging business to use our port.

When the taxpayers voted for paying higher taxes to improve our port, I'm sure the logging intrusion was never a thought in most of our minds that it might become the detriment of our port.

I thankfully would not have to endure the noise, pollution and danger that those taxpayers living in the Moore Road area are facing, however I just realized how all of us who drive Highway 20 will be dealing with the danger of a constant stream of huge log trucks, all along a very dangerous road that is many years from becoming a safe route.

It will be almost impossible to not drive in front or behind one of those monstrous trucks that look like their chains around the logs could burst apart at any time. What about all those 30 mph curves where those trucks often go over the line? And they don't like to slow down if you are not going their speed, and that road has very few places to pull over where the worst curves are.

Then I understand many of the trucks will also be coming from the north all through town. I vote that the logs go to a port closer to Rainier and our facility be saved for a use that complements our beautiful, peaceful area. Shouldn't we taxpayers who support this town have the right to vote on this very important issue?

Trish Odell
Newport

Potential lessons from Afghanistan?

Viewpoint

I hope we shall finally have learned something useful from our calamitous involvement in Afghanistan: countries that practice Sharia law stand in such fundamental antithesis to our own basic principles of justice and humanity that we can never trust having them as reliable allies. Our hysterical hatred of communism made us overlook the fact that the Russians are much, much closer to us as rational human beings than people of an alien culture fueled by medieval superstitions, prejudices, hatreds, and passions.

We actually were delusionally proud of having managed to drag the Russians into a major war in Afghanistan, "their Vietnam" as Carter's national security advisor Zbigniew Brzezinski joyously called it, that we overlooked the much greater danger from our own stupid arming of the mujahideen warriors from whom was eventually spawned Al Qaeda and the Taliban and who, in turn, caused us no end of misery and grief.

Nonetheless, even now we seem to have learned almost nothing at all from the experiences of the Russians in Afghanistan – experiences we ourselves later have suffered in our own Afghan venture. Like us, they had encountered many blue-on-green insider killings (in one episode, 50 of their own officers were shot dead in cold blood by their "friendly" Afghani allies). And now that our soldiers are on their way out of the country, they are not being sent away by the Afghans with grateful, friendly farewells but, rather, with hails of bullets.

On top of that, our so-called allies, the puppet Karzai government, want to charge us export fees for taking our own massive amounts of equipment out of their country – equipment which we schlepped in at great expense to us in order to help them out.

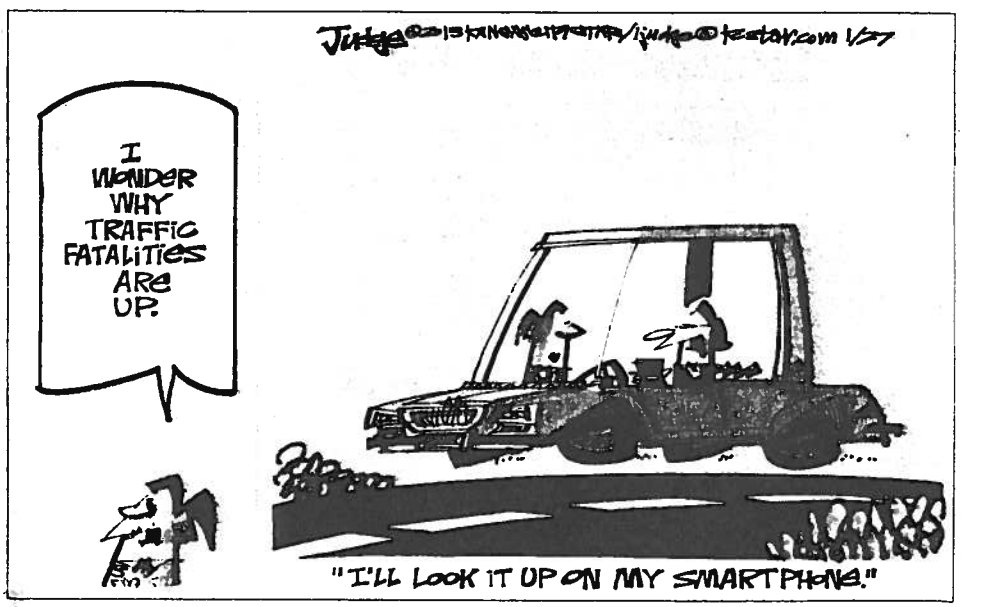
Our belief that we laid a bear trap for the Russians and inflicted a "Vietnam" on them also turned out to be a hollow illusion. To be sure, the Russians suffered enormous losses in their Afghan adventure, in part due to our mischievous support of the mujahideens. But, this was of no particular benefit to us nor did it change the geopolitical balance of power there in our favor.

Under Gorbachev, the Russians had the good sense to withdraw their troops abruptly from Afghanistan (no waiting for a "responsible exodus"), when, after nine years of war, the final, tired remnants of their 40th Soviet Army marched across the steel Friendship Bridge back into their own country on Feb. 15, 1989.

By the time the Russians left, more than half of the 80,000 strong Afghan Army had either deserted or joined the insurgents – a problem we are also encountering.

Now we are in the ironic situation where we are forced to negotiate, with the Russians as well as their former satellite republics, transit rights for transporting our equipment through their territories, with destination to Baltic sea ports, since the transit routes through the territories of our so called "friends," i.e. Afghanistan and Pakistan, are much too risky, dangerous and costly.

Eberhard van der Vlugt is a resident of Toledo.



NEWS TIMES

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Pottery to the people
Toledo Clayworks caters to masters, beginners
SEE E&A, PAGE B1

To the next level
Irish wrestling send four to state
SEE SPORTS, PAGE C1

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SMALL CRAFT ADVISORY

Friday
Rain, heavy at time, high near 49, S wind 25 to 30 knots. Friday night, showers, low around 40, W wind 30 to 35 knots.

Saturday-Sunday
Saturday, showers, high near 46, NW wind 25 to 30 knots with gusts to 35 knots. Saturday night, a 40 percent chance of rain, low near 40, W wind 10 to 15 knots. Sunday, chance of rain, high near 49.

(knots x 1.15 = mph)

SUNRISE/SUNSET

	Sunrise	Sunset
eb. 21	7:07am	5:52pm
eb. 22	7:06am	5:54pm
eb. 23	7:04am	5:55pm
eb. 24	7:03am	5:56pm
eb. 25	7:01am	5:58pm
	Full Moon	12:02pm
Feb. 26	6:59am	5:59pm
eb. 27	6:58am	6:00pm

TIDES

OU Hatfield Marine Science Center Dock

	High Water	Low Water
Feb. 21	8:46am / 7.9ft 10:32pm / 6.7ft	2:43am / 4.2ft 3:40pm / 1.0ft
Feb. 22	9:38am / 8.2ft 11:05pm / 7.1ft	3:37am / 3.8ft 4:28pm / 0.6ft
Feb. 23	10:25am / 8.4ft 11:36pm / 7.6ft	4:24am / 3.3ft 5:03pm / 0.3ft
Feb. 24	11:08am / 8.6ft	5:05am / 2.7ft 5:37pm / 0.1ft
Feb. 25	12:06am / 8.0ft 11:49am / 8.7ft	5:45am / 2.1ft 6:10pm / 0.0ft
Feb. 26	12:37am / 8.3ft 12:31pm / 8.6ft	6:24am / 1.6ft 6:43pm / 0.1ft
Feb. 27	1:08am / 8.7ft 1:13pm / 8.4ft	7:05am / 1.1ft 7:16pm / 0.4ft

WEATHER

It's festival time in Newport

Kellen Tardaewether, above, of Newport helps open bottles as Ray Walsh of Capitaile Vineyards in Eugene finishes arranging his display prior to the opening of the annual Newport Seafood and Wine Festival on Thursday. Pictured at right is Zach Kuper of The Garlic Gourmay in Ariel, Wash. lining up a product display on his booth at the festival. "I've been doing nothing but running for hours," Kuper said, "and I'm not even done." The festival will be open today (Friday) from noon to 9 p.m., Saturday from 10 a.m. to 6 p.m. and Sunday from 10 a.m. to 4 p.m. Complete information is available online at www.seafoodandwine.com (Photos by Rockne Roll)

Report shows few accidents along log truck route

By Larry Coonrod
Of the News-Times

NEWPORT — An analysis of traffic accidents along SE Moore Drive shows a total of 16 crashes in the past decade.

Moore Drive is the access route to the Port of Newport's International Terminal, and nearby residents say increased truck traffic to the terminal when a log exporting ramps up this fall is a safety hazard.

Teevin Bros. is negotiating an agreement to build a 15-acre log yard at the terminal to store logs destined for export to Asia. Eric Olen, Teevin Bros. general manager, said the company expects to receive an average of between 50 and 55 log trucks at the site on weekdays when fully operational.

The accident report, prepared by Newport Police Chief Mark Miranda, shows 14 of the 16 accidents occurred at the intersection of Moore Drive and Highway 20. Eight of the crashes occurred when drivers failed to obey the traffic light. An improper or dangerous left turn caused five accidents. The report listed the cause of another accident as unknown.

Four of the drivers responsible for the crashes were eastbound on Highway 20, and three were westbound. Miranda's report lists three drivers northbound and one southbound on SE Moore Drive as the cause of the other accidents. A vehicle turning eastbound across Highway 20 from NE Harney Street caused one crash.

Accident Stats on Page A7

Toledo's 'perfect world' beset by challenges

By Rick Beasley
Of the News-Times

TOLEDO – Top city leaders met recently to establish their goals for 2013, creating an ambitious list of objectives on a shoestring budget.

But after a group discussion led by Mayor Ralph Grutzmacher on "what the community would look like in a perfect world," City Councilor Jill Lyon put the future in perspective.

"Toledo is on the razor's edge," warned Lyons. "What has been successful in maintaining our city has come at the cost of city staff and hours of operation. If not for very careful management, the city would be in a world of hurt."

Economic development will do little to help local government "unless it brings more people and businesses paying property taxes," Lyons added. Hard-pressed by aging facilities that need upgrades and repairs, as well as mounting payroll costs — increased retirement rates for public employees could empty the city's Stabilization Fund in three- to five years, reported the town treasurer — city officials nonetheless came up with a set of targets following a Jan. 16 meeting. Among the goals is an effort to gain status as an Oregon Heritage All-Star Community.

"It's a program through the state designed to celebrate a community's history," explained Michelle Amberg, city manager. "We have to meet 15 of 20 requirements, and we currently meet 12. The other four could be easily accomplished."

Amberg said Toledo would benefit from the designation with signage and the gravitas of a community that works to preserve its heritage.

Toledo Goals on Page A5

Police to go after overdue library books

By Larry Coonrod
Of the News-Times

NEWPORT — The long arm of the law in Newport is about to turn its attention toward library patrons who don't return overdue material.

...certed effort to recover overdue materials a couple of months ago ahead of turning the accounts over to the police, 300 people had $32,000 worth of books, CDs, DVDs, magazines and other items 90 days or more overdue. At an average cost of $25, that's nearly ...

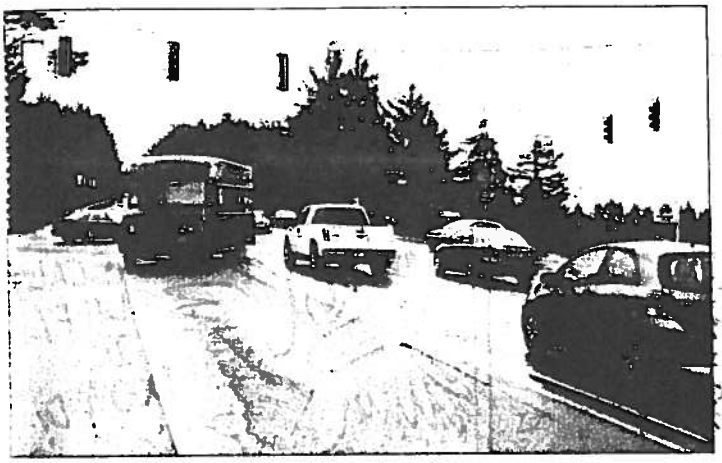
Currently, the library emails or phones a cardholder when an item is two weeks overdue. A second notice goes out two weeks later, and then two weeks after that, the library sends a bill for the material.

"We say, 'Your books are now six weeks overdue and we're assuming

Rinearson receives sparkling review from school board

By Rockne Roll
Of the News-Times

LINCOLN COUNTY – Lincoln County School District Superintendent Tom Rinearson's report card is in, and it



A total of 14 accidents have occurred in the last 10 years at this intersection of Highway 20 and SE Moore Drive, according to a report prepared by Newport Police Chief Mark Miranda. Most were caused by drivers failing to obey the traffic signal or making a dangerous left turn. (Photo by Larry Coonrod)

Accident Stats

Continued from Page A1

Two drivers on Bay Boulevard caused accidents when they failed to yield for the stop sign at the intersection of SE Moore Drive. One driver was eastbound and the other was westbound, according to Miranda. Most of the incidents cited in the report involved personal vehicles, the chief said.

Miranda said traffic safety analyses are usually done with data from the past three years, but because only one crash occurred during that period (at Highway 20 and SE Moore Drive in 2010) the chief went back to 2003, the oldest date in the city's record management system.

Miranda submitted his report to the city council on Tuesday with the caveat that, "Ten years of data can only illustrate past problems."

"The data of the past three years shows the problem is minimal," he wrote.

Log shipments to and from the terminal petered out in the late 1990s, and the terminal itself closed in 2002. Today, large trucks from the Bayfront fish plants use SE Moore Drive, but not in the numbers expected with the log exporting operation.

The City of Newport and Port of Newport last fall formed a joint vehicle and pedestrian safety task force to look at safety issues related to the log exporting operation.

Last month, the task force recommended several short-term safety fixes, including lowering the speed limit on Highway 20 entering Newport, eliminating on-street parking on Moore Drive to make room for protected turning lanes and more visible traffic signs at intersections.

The task force met last week to begin looking for an alternate route to the terminal from Highway 20 east of Newport. Finding, funding and building a new bypass route will take several years.

Contact Assistant Editor Larry Coonrod at 541-265-8571 ext. 211 or email larry@newportnewstimes.com.

Library

Continued from Page A1

Before now, the library hasn't had any way to enforce the law. Smith says he's working out the details with the police department on reporting overdue material and plans to implement the program in mid-March.

Smith said once the new procedure begins, if a book isn't returned, the borrower gets two automated overdue notices, a letter from Smith, and, at eight weeks overdue, a citation to appear in municipal court from the police department's community service officer.

Smith emphasized that more than 95 percent of patrons return material promptly, but the remaining few create headaches for staff and deprive other library users of the chance to check out items.

"I want taxpayers to know we're working diligently to recover these materials," he said.

The library does not levy fines for overdue books. Smith said he thinks fines make it harder to recover overdue material.

"We found that fines actually keep people from bringing things back because they don't want to pay a three or four dollar fine," Smith said.

The library replaces overdue items, which results in less funding available for new material. Depending on how popular a book or piece of digital media is, a new one might be ordered after a few weeks if it isn't returned.

"If there's a lot of requests for a book, like a best seller, we don't wait very long at all to go out and purchase the book again, which is maddening to have to do," Smith said.

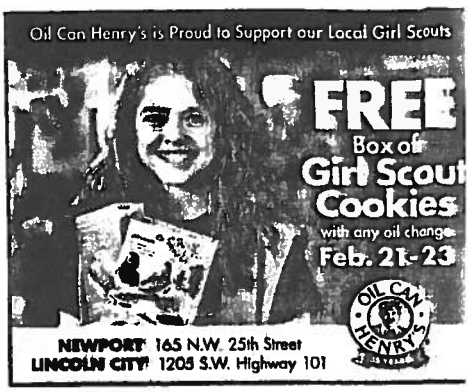
Democrats host Health Care For All discussion in Newport Feb. 27

At 7 p.m. on Wednesday, Feb. 27, Lincoln County Democrats will host both the chair and vice chair of the Newport Chapter of Health Care for All, Oregon. Jerry Robbins is a physician who has worked with Doctors Without Borders. Gary Lahman is also in the medical field as a laboratory technician.

The organization's mission is to create a comprehensive, equitable, publicly funded, high quality, universal health care system serving everyone in Oregon and U.S. In contrast to the Affordable Care Act, Universal Health Care excludes no one.

Others interested in the grassroots work of the Democratic Party are encouraged to attend. Coffee and a light snack will be provided. The meeting takes place at Central Lincoln PUD, located at 2129 North Coast Highway, Newport. Meetings of the Lincoln County Democratic Central Committee are free and open to the public.

For more information, call Chair BillieJo Smith at 541-336-9578, or see the group website, www.lcdcc.org



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Dr. McCauley comes to us from Springfield, Missouri where she was in private practice for the past seven years caring for many multi-generational families. She studied at Palmer College of Chiropractic and her focus is on fertility awareness, pregnancy and infant care.

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In partnership with our communities

James Rand

Since being promoted to publisher of the News-Times last summer, I have attempted to write an editorial to introduce myself to our readers, and to be honest, I have started writing this very editorial at least four times and never have had time to finish it. For some reason, I thought that becoming the publisher would suddenly free up all kinds of time in my schedule; I have no idea why.

The reality, however, is that writing this editorial is just one of many items that have never been checked off my new publisher to-do list. But if I have learned anything from my position, it is that the News-Times comes first and my list is a distant second.

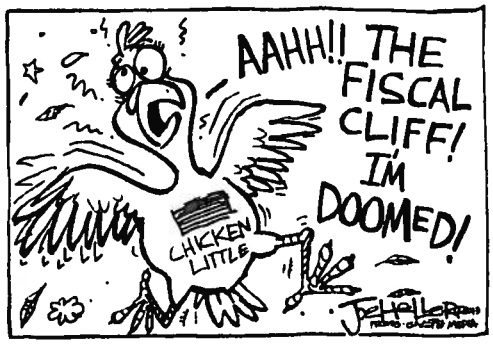
I have been reminded of this natural order on several occasions during my short time as publisher. The first came in my first month at around 12:15 a.m. on a Thursday night when my skilled press foreman called on my cell phone to tell me that the press had stopped, and he was unsure how to fix it. As I catapulted myself out of bed to rush to the paper, I had no idea that this was the first of many experiences that would clearly define where the News-Times fit on my list of priorities.

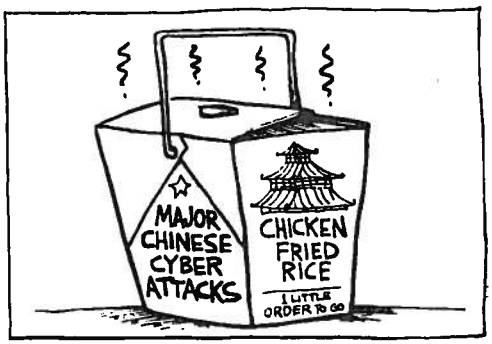
After nine months of learning and growing, I can now clearly see that the News-Times means a lot to a lot of people – not just me. I can see it in the people who I work with everyday who continually go above and beyond what is asked of them in order to make the News-Times successful. I can see it in the business community when I am told how much the News-Times has helped grow their business. I can see it in the schools when they request our e-edition to use in their classrooms. The importance of a quality newspaper in this community is obvious, and the News-Times is proud to be that newspaper.

Despite the challenging economy and an ever-changing media landscape, the News-Times continues to provide a quality newspaper because we are in a quality community – one that values the hard work and commitment that goes into gathering, editing and publishing community news.

I am proud to be the publisher of the News-Times and would like to encourage advertisers and readers to contact me at publisher@newportnewstimes.com I want to better understand the needs of local businesses, so we can become a community partner with your business to help make it successful, and I want to know the comments and concerns of our readers in order to provide a news product that meets the needs of our readers.

And if you were wondering, we did get the press up and running that night, but it was nothing short of a miracle and could not have been done without the help of one of our local businesses. Thanks again.





Letters to the Editor

Letters policy

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WRITE:
editor@newportnewstimes.com

Stimulus again?

Politicians like to talk (and talk, and talk) but very seldom say something of substance. Recently, people like House Minority Leader Nancy Pelosi (D-CA) and Senator Dick Durbin (D-IL) (www.breibart.com) have been saying that "...we don't have a spending problem..." ($16.7 trillion national debt is not a spending problem?). So, there is now a proposal for American Recovery and Reinvestment Act II (Stimulus II). As Yogi Berra once said "...it's déjà vu all over again..."

Stimulus I included "shovel-ready infrastructure" projects. With the exception of some valid construction projects, such as the $7.97 billion DOD new construction and renovation, $84.5 million Eagle Butte Health Center (http://abcnews.go.com) etc., most of the construction funds were frittered away on projects such as $3.4 million for a turtle tunnel in Florida; $2.2 million for skylights in a state-run liquor warehouse in Montana; $1.15 million to build a guardrail around Optima Lake in Oklahoma, which barely has any water; etc.

In view of the failure of many Stimulus I efforts, the taxpayers have a right to know what, why, where, when, how, how much, and consequences for any new stimulus projects. For example: what – repair of Hwy 101; why – the highway has potholes and is pockmarked; where – near Seal Rock; when – summer of 2013; how – run competitive procurement; how much – estimated $150,000; consequences – some new construction jobs, slow-down on 101 during tourist season; increase in vehicle registration fees and gas taxes, etc.

I doubt if any politician has the guts to commit to actual numbers, but it does not hurt to try.

Genie Papas
Waldport

Proposed bag ban is about control

Regarding the upcoming ballot measure to ban plastic bags, I would like to remind my fellow citizens what the measure is really about: control. Controlling your behavior. There is a small group of people who think that you should use reusable cloth or hemp bags because they know best – hence the tax on paper bags. The whole thing is designed to force people to change their behavior. Never mind that plastic bags are cheap, reusable in a variety of ways, and, oh, yeah, they can be recycled. But that doesn't matter, say the pro-bag-ban folks, because, you know, shut up! What a compelling argument.

So I must ask my fellow citizens what is the next behavior these do-gooders will try to control? Do we all need to change to driving hybrids? Mandatory composting? Forced drum circle participation?

Not for me, comrades. You enjoy the freedom to put your groceries in whatever you want, and I'll do the same. This is America, and we're not supposed to be full of People's Committees of Busybodies. Some of us like our guns, our log trucks, and our plastic bags, and we aim to keep it that way.

Christopher Rampley
Newport

Kids Zone program is moving forward

Neighbors For Kids (NFK) Kids Zone after school program is launching forward into 2013 and now serving between 40-50 students per day with an array of activities, such as tutoring, homework, science, health and cooking classes, sports, games, art and music lessons. Every child also receives a healthy supper prepared on site by NFK's cook, as part of the USDA Food Program. Students from across Lincoln County attend this unique program, and NFK's Kids Zone continues to welcome new students into the program each month.

One of NFK's primary goals is to support each child's healthy physical development, therefore they take part in My Health, My Life Project. This ongoing project is designed to prevent childhood obesity, improve the physical health of participants, teach and encourage healthy lifestyle choices and engage children in daily fitness and sports activities.

The United Way of Lincoln County is one of the community partners who stand behind NFK's effort to support the health and well-being of children in the region. United Way funding has helped to pay for the staffing costs and supplies needed to deliver weekly nutrition lessons, cooking classes, sports and fitness games, garden activities and other elements of the project. By contributing to the United Way, residents of Lincoln County can make a positive impact on the lives of students during the out-of-school-time hours.

Toby Winn
Depoe Bay

Money versus human beings

Basic human decency and common sense would perceive the complete unacceptability of 30 to 50 log trucks per day, rumbling through the John Moore Road neighborhood, en route to the international dock.

Basic human decency and common sense would also perceive the only acceptable way forward with the port log exports is creating an alternate route, to avoid any ecological devastation to the John Moore Road neighborhood and all other residential habitats along U.S. 20 to the international dock route.

If the City of Newport officials continue to allow U.S. 20 to the international dock route via John Moore Road, we the citizens of Newport will know that our city officials value money more than they value the basic human dignity of human beings.

This is why we the people of Newport must make certain that the critical decision to allow the log export industry to develop here, in Newport, must be decided by a democratic majority, in the form of a public vote, not by a few city officials.

Tom Vincent
Newport

More thoughts on separation of church and state

I read with interest and pleasure the reply to my letter on the separation of church of religion..." means it will make no law that "respects" any establishment of any religion's God entitle them." In other words, there is a separate and equal station of both ... religions that use government power to...force their views on persons of other ...

2/22/13 Pg. A-8

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ght shining
es, turning
look upon
flag that hung at the front of
classroom, the emblem of
s great nation, and remember
se who had loved so much
t they gave their last measure
us whom they would never
w. That we might be able to
nd and recite these words: "I
dge allegiance to the flag of
: United States of America
d to the republic for which it
nds, one nation under God,
livisible, with liberty and jus-
e for all." Then we would all
w our heads for a moment in
ent prayer. Our school doors
re not locked, and there were
armed guards or police offi-
rs roaming the halls or
ounds. Our homes were not
cked and bared fortresses. We
d no fear that some crazed
rson might enter and bring
th them violence to destroy
r peace.

How, you might ask, could
is be? Because, gentle reader,
e knew that we had a higher
sponsibility than only to serve
ir own interests. We let our
ighbors know that we would
tch over them as they
atched over us. We understood
at each of us was accountable
the other. If someone was
ting or doing something inap-
opriate, we understood it was
ir responsibility to tell that in-
vidual to stop. We took a class
school called civics. This
ass taught us about our duties
d responsibilities to each oth-
and ourselves as citizens.

We have done a great disserv-
e to our children, grandchil-
en and to our nation. Again,
w, you ask? This class and

Viewpoint

tities that
may be a part-
with the
rights and privile
mentioned.

Mistakenly, we believe that morality and sanity can be legislated into effect. They, I assure you gentle reader, cannot. Laws are but a framework upon which we build the rich fabric of our nation. We must, once more, willingly shoulder these same values, responsibilities and morals that made our communities, states and this nation the envy of the entire world.

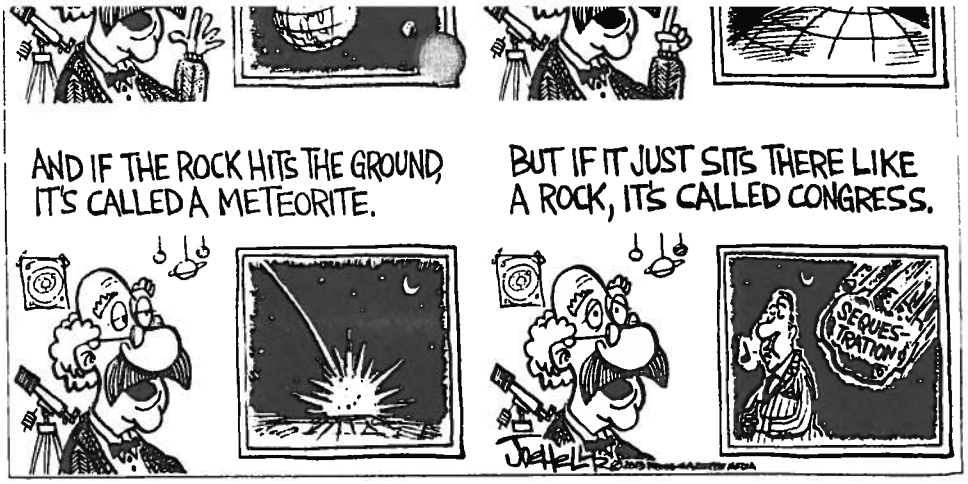
We must stand together and reclaim our great national identity. Simply being born does not grant one the mistaken sense of entitlement that permeates our culture today. To enjoy the rights, privileges and blessings granted by citizenship, we must do the work of being good citizens.

Let us once again resolve to be accountable to each other, to willingly carry our own load, to joyfully shoulder our joint burdens and not leave for another that which we are able to do for ourselves. We need to return to a true sense of social and moral accountability. This is not only for ourselves, but also for each other.

The 84th Congress of the United States of America, established our national motto: "One nation under God." Let us look to each other and remember this.

Thank you for your time in reflection.

Morrison H. Groff III is a resident of Gleneden Beach.



LETTERS TO THE EDITOR

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WRITE:
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Customers make job enjoyable

I love the work I do. I a
graveyard clerk at Toledo Foo
Fair, and I see a lot of face
every night and morning. Mo
of the people I remember by
now, and we have our regulars
such as the G-P crew, Western
Cascades crew, all of the log-
ging companies/people, fisher-
men/women, and so many
more.

Thanks to you all for making me laugh. I rarely leave work without a smile on my face. I just wanted to let all of you ladies and gentlemen know that your business is appreciated. Thanks for making my job a great place to be.

Rehecca Reisch
Toledo

Supports log exports in Newport

I fully support the proposed Teevin Bros. log processing facility in Newport and want everyone in Lincoln County to know why.

It should be obvious to anyone that the Teevin Bros. specific business (logging) is the epitome of a thriving, responsible, Oregon-based enterprise. Moreover, I haven't even been following this story closely – my opinion is purely based on the half-page ad Teevin Bros. purchased on the back page of the News-Times a few days ago, and the two articles in the Feb. 6 edition.

There are two types of people that don't want this facility to exist. The first are those who reside or work in the proposed area. I understand the concern of wanting to preserve a quiet, peaceful, beautiful home (I live in South Beach, with a bayfront view, and I wouldn't give it up for anything). But at this point, you sound just like people in West Linn complaining in the '70s when the Blue Heron Paper Company mill was put up in Oregon City. For some reason, you don't like the Teevin Bros.' business and are using "preserving your environment" as an excuse to keep them out. You don't own Yaquina Bay. We all do, as citizens of Newport.

The second type of person opposing this facility is the person who does not understand the type of logging that Teevin Bros. participates in. It is not the type of logging you think of when lumberjacks and chainsaws are mentioned. They farm trees, just like farmers of fruit and vegetables. Do you hate the guy who grows your spinach? The germination of a tree is longer, so there is more planning, space, and time needed for the crop to finish. That is why society's impression of logging is that of the destruction left in the Appalachian area during the Great Depression.

So, please everyone, come together as citizens with common sense. Realize that this is not a bad thing. The bayfront area will still be beautiful and quiet. Oregon will stay beautiful and green. And there will be a few more much-needed jobs in Newport. Its a win-win situation for everyone involved.

Vanessa DeRusha
South Beach

Put the log export issue to a public vote

We, the people of Newport, re faced with a contentious decision on the log export industry eturning to our beloved 'aquina Bay.

Viewpoint

Disappointed s I am with he divisive dilogue in these olumns, I believe there is a higher ground. I ave parted with the "NIMBYs" not in my backyard) because I hink their focus is too narrow. We have a much bigger issue to leal with here – which way ve're headed. This decision is going to affect Newport for the next 20-plus years.

Our dynamic tourist economy has given us a restored Nye Beach with quaint little shops and restaurants; a showcase Bayfront with a top notch commercial and sport fishing fleet; a new maritime museum underway; monies for the development of South Beach and our beautiful aquarium. All of this has come in a post-industrial Newport. In turn, our town has become a magnet for those who want respite from the urban and industrial world beyond. These folks build or buy homes, pay taxes, and help to keep our city humming. They are a growing and potent segment of our population. Studies have shown that a return to heavy industry within the city environment will seriously jeopardize what we have worked so hard to create these last 20 years. Is this really what we want?

We should be clear: Teevin Bros. are but a bit player in this game. Hancock Timber (part of an international mega-corporation) is the real power. Once the city and the port open the door, there's a good chance they'll lose complete control. I know that they are promising jobs, and it's a difficult carrot to reject. But in truth, it will amount to a net loss in machined lumber jobs across the area. The price is too high, folks.

Many of our working people have not been involved in this discussion. They keep our hotels clean; they toil in our restaurants; they maintain our yards. They are a population highly dependent on a growing tourist economy. And yet, they remain unrecognized within our council chambers. They are our Hispanic population (latest survey says more than 15 percent of our residents). They also have the highest percentage of unemployment. But, these proposed jobs with Teevin Bros. will not be offered to them – and they live in Newport.

I strongly suggest that the city put this issue to a vote. It is that important. The impact of this decision far surpasses any "bag ban" or other issues on the table. To play the old game of pitting one faction against another is not acceptable. We need to come together as a community and decide on our joint future. It is the right and democratic thing to do. Place it on the May ballot – and let's get to it.

Paul Quinn is a resident of Newport.

NEWS TIMES

e & Rescue practices transporting a victim (portrayed by Larry Robeson of the Toledo Fire Depart-
a training exercise for the Lincoln County Technical Rope Rescue team on Sunday, Feb. 10, in Newport.
provide medical treatment to an injured person while dangling in midair. (Photos by Rockne Roll)

arning the ropes

team fills niche in emergency response

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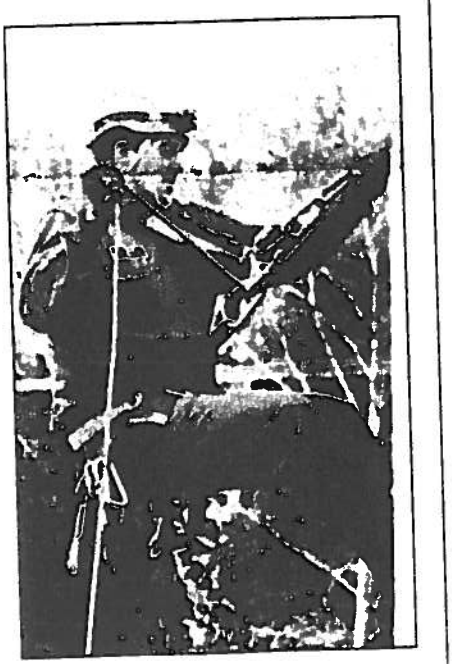
a rescuer to someone who is clinging to a rock. They then secured the victim to a rope and safely transported that person down the "cliff," or in this case, the 40-foot high tower at the Newport Fire Department's training facility.

This wasn't always the case, notes team founder Dennis Cannon, a captain with Central Oregon Coast Fire and Rescue in Waldport. Less than two years ago, this team did not exist. "Yachats used to have a rope team, but a lot of those guys moved off or retired," Cannon said.

This led to an unfortunate situation on a rescue that Cannon participated in where a person who had gone down a

Rope Rescue on Page A4



Andy Parker of the Newport Fire Department practices his rappelling technique during the rope rescue team training.

Task force looks for alternate log truck routes

By Larry Coonrod
Of the News-Times

NEWPORT – A joint Port of Newport-City of Newport vehicle and pedestrian safety task force on Wednesday concluded that finding an alternate to SE Moore Drive for log trucks headed to the International Terminal won't be quick, easy or cheap.

Up to 50 log trucks could start rolling down SE Moore Drive — commonly referred to as John Moore Road — this fall.

The port is negotiating with Rainer, Ore-based Teevin Bros. to run a log yard and exporting operation at the International Terminal.

Some residents along Moore Drive and the Walker Heights neighborhood fear the increased truck traffic will create a safety hazard and decrease the value of their homes. At several public meetings, they have demanded the port and city find an alternate truck route.

The task force earlier this month presented a list of short-term traffic safety solutions to the Newport City Council. Its recommendations included lowering the speed limit on Highway 20 entering Newport, eliminating on-street parking on Moore Drive to make room for protected turning lanes and improved signage.

With about 60 percent of the trucks expected to enter Newport from the east on Highway 20, the task force wants to find a cutoff route from Highway 20 further east of its intersection with Moore Drive.

Alternate Route on Page A7

'Deadliest Catch' star

Tsunami inundation maps available for entire Lincoln County coastline

Free evacuation brochures are due out later this spring

The Oregon Department of Geology and Mineral Industries has completed tsunami inundation maps for all of Lincoln County. These maps show modeled extents for local-source (Cascadia Subduction Zone) and distant-source (Alaska) tsunami inundation scenarios.

These maps incorporate all the best tsunami science available today, according to DOGAMI officials, including recent publications by colleagues studying the Cascadia Subduction Zone, updated computer simulation models using high-resolution lidar topographic data, and knowledge gained from the 2004 Sumatra, 2010 Chile, and 2011 Tohoku earthquakes and tsunamis.

To see current tsunami inundation map (TIM series) coverage for the entire Oregon coast, go online at http://www.OregonTsunami.org

The maps, which provide the basis for the evacuation brochures, contain a variety of information, including estimated tsunami wave height time series charts and a measurement of the exposure each community has to the various tsunami scenarios.

To see current tsunami inundation map (TIM series) coverage for the entire Oregon coast, go online at DOGAMI TIM publications can be purchased on CD-ROM for $10 each from the Nature of the Northwest Information Center (NNW), 800 NE Oregon Street, Suite 965, Portland, OR 97232. People may also call NNW at 971-673-2331 or order online at http://www.NatureNW.org There is a $4.95 shipping and handling charge for all mailed items.

More information about Oregon's geology is available online at http://www.OregonGeology.org

ALTERNATE ROUTE

Continued from Page A1

Oly Olson, task force vice chair, presented four alternative routes that would tie into Yaquina Bay Road east of the log yard, starting at SE Benson Road and moving east to a proposed site near King Place. Joe Squire, with the Oregon Department of Transportation, said the short distance and steep drop in elevation between Highway 20 and Yaquina Bay Boulevard would present challenges to finding a suitable truck route.

While city and ODOT staff plan to do an evaluation of the four routes before the task force meets again in March, the King Place site appeared the most favorable alternative at Wednesday's task force meeting. In fact, a 1989 Newport comprehensive planning document identified it as an additional route to the terminal. However, it was considered a low priority project and no further study of it occurred.

The proposed King Place route traverses private property, much of it owned by Hancock Timber, which is expected to ship logs to the terminal. In order to spend public money on a bypass road, Hancock and other property owners would need to give or sell the right of way to the county.

"We have to have a bypass road: that's a no brainer," said Doug Wills, task force chair. "My gut feeling is we want the shortest distance between Highway 20 and the port. So we're going to recommend a bypass road that comes off of Highway 20 and with as few curves as possible right straight into the port."

Newport Community Development Director Derrick Tokos said any feasibility study would need to consider Moore Drive, the current bypass route.

"John Moore Road could be decided to be the most appropriate, given funding and everything else," Tokos said.

Tokos said a feasibility study could cost up to $100,000, depending on the number of routes considered.

Identifying and building an alternative road to Moore Drive is expected to take several years at the minimum.

Contact Assistant Editor Larry Coonrod at 541-265-8571 ext. 211 or email larry@newportnewstimes.com.

Teevin Bros. SDC hearing delayed

A Newport City Council public hearing on waiving stormwater system development charges (SDCs) for Teevin Bros.' international Terminal log yard project scheduled for Feb. 19 has been rescheduled to March 18 at the company's request.

Teevin is asking the council to waive $90,000 of the $180,000 SDC fee because it plans to capture and treat storm runoff itself and will not connect to the city's stormwater system.

A complete agenda of the Feb. 19 Newport City Council meeting is available online at www.newportoregon.gov.

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News-Times 2/10/13

The Oregon Small Woodlands Association Lincoln County Chapter supports the creation of a log export facility at the Port of Newport as being proposed by the Teevin Brothers.

A facility like that will help your local growers be able to market their harvest of logs not on roads but by the ocean, a much cleaner and efficient way to ship.

Our forest owners need additional outlets to market their harvest which they can only do every 50 years and through proper forest practices to create and maintain a healthy forest.

The Teevin Brothers have other locations that have contributed much to the stability of the local economy. The Port needs a clean and environmental friendly facility that will properly process our natural and renewable resources.

The timber industry contributes much to the growth and economy of this county. Providing benefits that should not be ignored: 90 % of our land is designated to forest land use.

Providing benefits for all Oregonians including rural scenery, quality of wild life habitat, clean water, fresh air, and carbon storage. These wood and forest products provide the income to sustain that practice.

OREGON SMALL WOODLANDS ASSOCIATION

Your Lincoln County Chapter

The forest sector in this county provides an income to 5% of our workforce, at an average of about $27 per hour including their benefits, creating other employment opportunities to supporting businesses

The forest industry is a major contributor to the county tax base and need the support of marketing opportunities to market their goods. Not having such opportunity would force forest owners to look for other ways to survive by dividing and having to sell some of their land. That would harm the environment. Instead, we should encourage the growing of renewable sources of forest and wood products, proving clean air and a healthy environment.

The forest community needs you to support this effort, not only will the county gain but together we will preserve the forest and their owners who have been severely hurt by rising shipping, processing and regulatory cost. This port addition will be good for all, including you, as a property owner.

Let the Port Commission know that there are more positive sides then negatives ones.

Your county forest owners ask for your support to make this project a reality.

This ad is sponsored by your Local OSWA Members

News-Times pg. B-6 2/13

FINISTERRE SPA

Continued from page B5

re, splitting time between southest Portland and Nye Beach, hich became her home in July.

"I still have clients in Portland I'm still not here full time," said avidson, a licensed skin specialt who has been affiliated with Aronne International and its unique roducts for 26 years and operates inisterre Spa in Nye Beach.

"During the last 16 years I've rimarily worked out of my home r at healing centers," she said. "I till have Susan's Tiki Hut in Portnd, but I'm now fully committed Newport."

Davidson's training accentuates ealing through skin care, nutrition, aromatherap[illegible] foot care. "My specialty is to help people feel better by offering a spa day. It can be quite an experience."

She specializes in a variety of facials, aromatherapy massages, salt scrubs, mud treatments, waxing, and usually finishes with soaking feet and toes. Her services are offered to men and women of all ages and stages, as Davidson like to put it.

"And it's a treatment that leads to a lot of guys buying gift certificates for their ladies," she said.

She has a home occupancy business permit, a city business license and is a Greater Newport Chamber of Commerce member through the Nye Beach Association.

"I'm committed to being involved in the community," she said, including involvement in a variety of fundraising projects such as Food Share of Lincoln County. "Also, through my business I will donate a number of products and services to community members."

She also offers business consultations and mentors people on how to operate a small, independent business that focuses on catering to people and their health.

Davidson can be reached at 503-351-3433.

HUSKE'S

Continued from page B5

Coast Airlines in North Bend, Ore. doing everything from ticketing, to teletype and taking the weather report.

In 1969, Huske quit the airline and went to work for Hopes Globe Travel Service in North Bend. After the Hopes opened an office in Coos Bay, they asked him to manage it. In 1972, the Hopes opened another office in Newport. This time Huske had the opportunity to manage it and later purchased it in 1975.

Huske started in the travel industry in a time before computers.

United Airlines took notice of his high production level and came to him in the late 1970s with an offer of a computer to book reservations.

"I'd make the reservations and then I'd call a couple hours later to the airlines to make sure they got it," he said with a laugh. "Now you just don't operate without it."

Huske expanded the business to include nine employees. Later in the '90s as airlines began to cut travel agency commissions, and people turned to the Internet to book reservations, staff was reduced.

Now as he starts his 41st year in business Huske says he's still having fun.

He lives in Toledo, with his wife of 25-years, Phyllis.

Huske and Johnson are available to meet clients at the location of their choice. Contact Huske's Travel Service by calling 541-336-8886, or faxing 541-336-8887.

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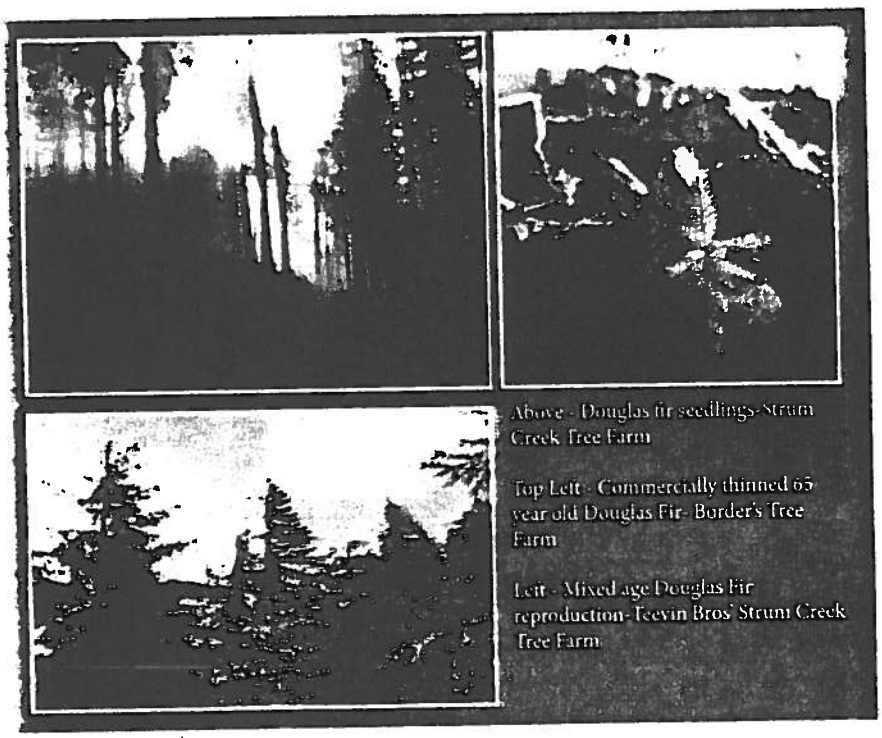


Above - Douglas fir seedlings-Strum Creek Tree Farm

Top Left - Commercially thinned 65 year old Douglas Fir- Burder's Tree Farm

Left - Mixed age Douglas Fir reproduction- Teevin Bros' Strum Creek Tree Farm

Teevin Brothers owns and manages approximately 1,000 acres of timberland in northwest Oregon and is a member of Oregon Small Woodlands Association.

As both a landowner and lifelong resident of Oregon, Shawn Teevin understands the benefits of caring for one of Oregon's most precious natural resources in a way that is economically viable and environmentally sustainable. With proper management Oregon's forests will continue to be a treasured resource that supports both Oregon families and wildlife for years to come.

Teevin Brothers supports the small woodland owners in Lincoln County and applauds their efforts to bring an export facility to Newport. By increasing competition for timber, reducing transportation distances, and promoting job creation more revenues will remain in the County and help grow the local economy.

We look forward to working with the small woodland owners in bringing this dream to reality.

Who we are

Shawn Teevin. CEO

Teevin Bros.

Managing Editor: Steve Card
Assistant Editor: Larry Coonrod

We need to look out for small businesses

Viewpoint

I finished my first week in the apitol testifying on a pair of lls I've co-sponsored to help nall businesses create jobs.

So often in regon, we lk about big lls for big ompanies. But hat we know that across the state, most jobs e being created by the small-st entrepreneurs. These are eople who use their initiative, eir creativity and their eco-mic courage to make some-ing out of nothing. Intel start-l on a kitchen table. Nike arted in a garage. And we need make sure that the next gener-ion of success stories have the pportunity to thrive and grow, s well.

Earlier this year, I approached ocal county government about e zoning of home-based busi-esses. I urged them to remove isincentives and arbitrary rules at made it harder to get a small usiness started – as long as it idn't create noise, traffic or nells in a neighborhood.

I've also talked about enter-ise zones. Those are the areas here we provide some tax in-entives for creating jobs. But e old maps bear little connec-on to where we now have mpty lots, empty buildings and mpty storefronts. Let's update ose maps and focus efforts here we really need them.

I concluded my testimony iday saying, "Too many small ompanies are flying under the adar – intimidated or discour-ged by a plethora of fees and orms. So they don't properly egister. And when they do, the rst thing they get is a bill for a cense, a requirement for condi-onal zoning or a personal property tax form for the busi-ness. What we really want is for their first letter to be from the local Small Business Develop-ment Center offering to help them suc-ceed.

I'm a huge supporter of the small business centers in our community colleges. They offer essential tools, classes and ad-vice to new and growing busi-nesses. But funding has been declining in recent years, and my job is to make sure they get the money they need to do their job well.

I intend to keep talking about small business. Whether you own a restaurant, a fishing boat, a small farm or sell crafts on eBay, we need to make it easier for you to succeed. So I'm go-ing to talk about licenses, per-mits and fees; I'm going to talk about focusing help programs and resources; I'm going to talk about the transportation net-works that brings us customers or takes our products to market; I'm going to talk about commu-nity colleges that are crucial to our economic health areas out-side the valley population cen-ters; and I'm going to talk about buying local to support each other and help sustain local jobs.

I don't have the answer to all these questions, but I do believe that working together, we can make things better.

David Gomberg is the state representative for House District 10. He can be reached by calling 503-986-1410 or emailing rep.davidgomberg@state.or.us He can also be found online at www.leg.state.or.us/gomberg

'The Impossible' will happen on Oregon coast

Viewpoint

A very realistic and emotional film is getting released to wider audiences this week. "The Im-possible," starring Naomi Watts nominated for n Academy Award for Best Actress) and wan McGre-or, is hitting oastal theaters like the 2004 sunami it is based on.

Being called "one of the most ealistic and emotional disaster lms ever made," it is based on ne family's true story of strug-le during and after the Dec. 26, 2004 Indian Ocean earthquake and tsunami that killed over 230,000 people in 14 countries.

This film, and the entire Os-car buzz that goes with it, comes o the coast the same week the Solomon Island earthquake (8.0) made headline news and produced a moderate one meter tsunami killing five people.

"The film drives home the importance of learning what to do," says Peter Ovington with the Oregon Department of Ge-ology, who urges people to "please see this powerful movie and volunteer with our tsunami outreach effort this spring in Lincoln County. We'll be knocking on doors in the tsuna-mi inundation zone and educat-ing folks about how to prepare. It'll take everyone's help to get our coast tsunami-ready."

Ovington, like so many others ... throughout the state, knows the event that is looming at our backdoor only 70 miles or so off the coast, a "local tsuna-mi" will be far worse than what was seen in the film's "distant tsunami."

The harsh reality is our Cascadia Sub-duction Zone event will be preceded by a magnitude 9.0 quake producing a huge series of waves that will stretch 800 miles along the coast from British Co-lumbia to northern California. It is not too hard to imagine, think back to the images of Japan dur-ing the March 11, 2011 earth-quake and tsunami.

The good news, if there is good news, is that you can pre-pare for this earth-changing event. Learn what to do for a distant and local tsunami, find out and practice your evacua-tion route, learn first aid or join CERT, and communicate with your family about the facts.

To learn more, contact North Lincoln Fire & Rescue, or get evacuation maps at www.OregonTsunami.org and if you have a Smartphone, get TsunamiEvac-NW, a free app of tsunami evacuation maps. To volunteer, call Lynda Engle at 503-936-7767 for more tsunami outreach information. It could save your life.

Cpt. Jim Kusz is the public information, education and safety officer for North Lincoln Fire & Rescue District #1.

Letters to the Editor

Letters policy

The News-Times welcomes letters to the editor concerning issues affecting Lincoln County.

All letters must be signed with the full name of the writer, and must be accompanied by a telephone number and address.

We request that letters be limited to 300 words, and that writers limit their letters and viewpoints to one every four weeks. Letters may be edited for length and clarity. Letters sent via email should clearly state that they are for publication.

WRITE:
editor@newportnewstimes.com

Understanding disabled parking permits

The Newport Police Department is making an effort to ensure that all participants that use dis-abled parking permits are fully in-formed regarding the two differ-ent permits. As all the parking per-mit placards have the wheelchair depicted on them, it is easy to get confused.

Each week there are two or more disabled people in munici-pal court that have received cita-tions for parking in the wrong dis-abled parking space. We would like to try to help clarify and alle-viate this problem.

There is a dark blue "standard" sign with a 6-foot access aisle that is for use with the dark blue dis-abled parking permit placard. This dark blue placard can also be used for the standard sign space where there is an added van-accessible notice, which explains that it has an 8-foot access aisle. This dark blue disabled parking permit plac-ard cannot be used for the "wheel-chair user only" spaces.

This is where most of the con-fusion appears to happen. It is not realized that the dark blue plac-ards cannot be used in the "wheel-chair user" spaces.

In January of 2008, a disabled parking permit placard was issued with a medium blue background with "wheelchair user" written on the lower portion of the placard. This authorizes any vehicle with this DMV disabled permit placard to be able to use the "standard," "van-accessible" and "wheelchair user only" vehicle parking spaces.

Disabled parking permits must be hung from the vehicle's rearview mirror and be clearly visible when parked in a disabled parking space. Violators can be cited and fined.

The only disabled plates issued by DMV are disabled veteran plates; they do not allow parking in disabled parking spaces. The purpose of the disabled veteran plates is to identify and honor the sacrifices made by veterans. If you have disabled veteran plates on your vehicle and you wish to park in disabled parking spaces, you must also apply for and re-ceive a disabled parking permit.

The Newport Police Depart-ment is not trying to keep those with disabled parking permits from parking in disabled spaces, but we are trying to keep the park-ing spaces available for all the participants that have disabled placards.

A disabled parking presenta-tion is scheduled for 2 p.m. Tuesday, Feb. 26, at Longview Hills, 450 NE 58th St. in New-port. For more information, call 541-272-7373.

LaVonne Bussey
Newport

Appreciates sheriff's stance on gun control

Thank you Sheriff Dotson for standing up in support of our natural God-given rights to de-fend ourselves from criminals, psychopaths and government tyranny. Sheriff Dotson should be commended for supporting the all-important Second Amendment. Our ingenious forefathers said gun rights "shall not be infringed" in order to make sure the Constitution re-mains intact. Sheriff Dotson, when taking office, promised the citizens of Lincoln County that he will defend the Constitution above all other laws. Thank God for stand-up patriots like Sheriff Dotson. Remember, America is still a nation of laws, not men.

Linn County Sheriff Tim Mueller also got it right when he recently said, "We are Amer-icans, we must not allow, nor should we tolerate the actions of criminals, no matter how heinous the crimes, to prompt politicians to enact laws that will infringe upon the liberties of responsible citizens who have broken no laws."

Make no mistake. Gun con-trol is not about guns, it's about control.

By the way, what are Lincoln County schools doing to protect our children? The only way to stop a bad guy with a gun is a good guy with a gun.

Charles Rowe
Lincoln Beach

Newport versus Rainier

While Teevin Bros. suggests that their logging operation in Rainer is a model facility, Rainier is not a model town. It is the site of Oregon's only nu-clear power plant, Trojan Nu-clear Power, which was decom-missioned and shut down be-tween 1993 and 2006. Rainier is still a blighted town with nu-clear waste being stored on site. It has a population of about 1,890 people, comparable in size to our own beautiful, jeopardized neighborhood of Walker Heights. Unlike New-port, the population of Rainier has increased by barely 200 people in the past 10 years. Was there economic growth there as the result of Teevin? Who knows.

How about pollution? The Oregon coast, and Newport in particular, is known for its clean air, which all of us enjoy breath-ing without the contamination of dust and particulates that go hand in hand with the de-bark-ing of logs and other heavy in-dustry. Doctors actually recom-mend Newport to people with breathing disorders, like I have, and this clean air is very important to all of our health. Why jeopardize it?

Newport is not like Rainier. Rainier has no magnificent coast-line, no bay and fragile estuary, no tourism, no luxury hotels and gourmet restaurants, no vibrant arts community, no commercial fishing industry, no scenic routes and no neighborhoods like our Walker Heights. Rainier has no Hatfield Marine Science Center, no nationally rated aquarium, no operations center for NOAA. Newport is a burgeoning marine science center on the road to new technology and not look-ing for old toxic ones.

According to the News-Times (Feb. 6 edition), logging trucks in Rainier on their way to the nearby shipping terminal rumble through a dreary and near empty neighborhood of vacant homes. The issues of access here have not been solved. There remains only a "wish list" of hopefully widened roads and a new by-pass road, neither of which has any planning nor funding.

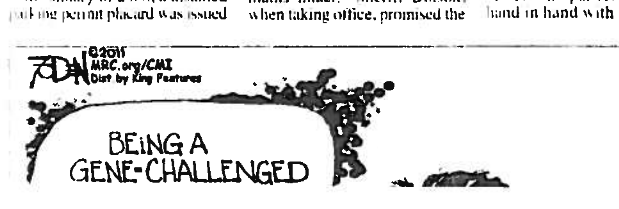
It appears that we have a lot to lose and not much to gain from this misguided and poorly planned venture to bail the Port of Newport out of its debt load.

Gene and Linda Shubert
Newport

Years of dedication appreciated

It seems like Valentines Day is as good a time as any to thank Shannon Rackowski for her many years of dedica-tion to improving the fitness of so many in Lincoln Coun-ty. We all appreciate her em-pathy, energy, enthusiasm, and creativity. We love you, Shannon.

Gillian Pack, Helen Keagle
and your other friends at the
Newport Recreation Center



2/13/13

Coast Guard elite
Matthew Strucic joins ranks of surfmen
SEE COMMUNITY, PAGE B1

Mental toughness
Cub wrestlers beat Central
SEE SPORTS, PAGE C1

Wednesday
February 6, 2013
48 Pages
75¢

NEWS TIMES

131 Years
Number 11
Newport
Oregon

Your information source for the Central Oregon Coast

SMALL CRAFT ADVISORY

Wednesday
Rain likely, high near 48, S wind 20 to 25 knots. Wednesday night, rain, low near 40, S wind 25 to 30 knots.

Thursday-Friday
Thursday, showers, high near 46, SW wind 20 to 25 knots. Thursday night, showers, low near 35, N wind 10 to 15 knots. Friday, partly sunny, high near 49, N wind 10 to 15 knots. Friday night, low near 35.

(knots x 1.15 = mph)

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	Sunrise	Sunset
Feb. 5	7:31am	5:30pm
Feb. 6	7:29am	5:31pm
Feb. 7	7:28am	5:33pm
Feb. 8	7:27am	5:34pm

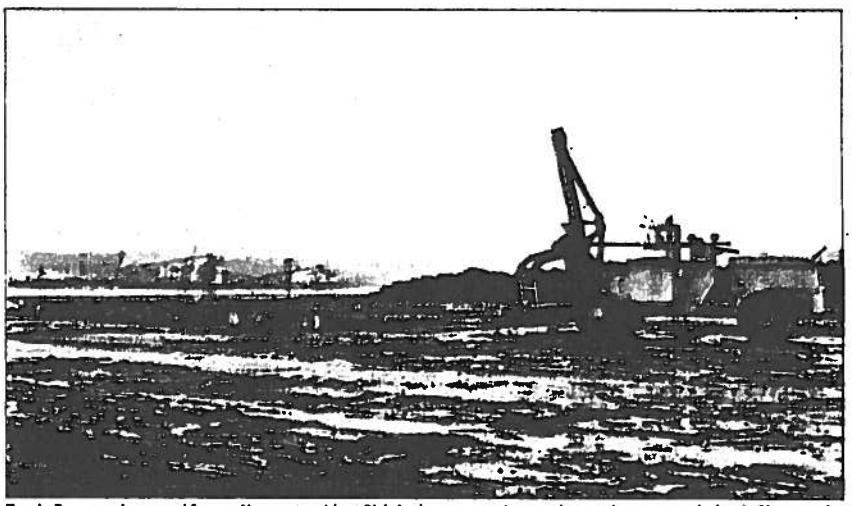
TIDES

OSU Hatfield Marine Science Center Dock

	High Water	Low Water
Feb. 5	7:05am / 8.9ft 9:01pm / 6.4ft	12:34am / 3.7ft 2:15pm / 0.3ft
Feb. 6	8:13am / 9.1ft 10:05pm / 7.0ft	1:52am / 3.8ft 3:18pm / -0.3ft
Feb. 7	9:17am / 9.4ft 10:56pm / 7.6ft	3:05am / 3.5ft 4:13pm / -0.8ft
Feb. 8	10:16am / 9.7ft 11:41pm / 8.2ft	4:07am / 3.0ft 5:01pm / -1.2ft

WEATHER

On the Coast



Teevin Bros. employee and former Newport resident Rick Andrews uses a Laterno log stacker to spread a load of logs out for scaling at the company's Rainier, Ore. log yard. Eric Olen, Teevin Bros. general manager, said the company plans to hire about 20 local workers for family wage jobs and benefits in Newport and expects the log export operation at the International Terminal to create an additional 40 supporting jobs. (Photos by Larry Coonrod)

Teevin Bros. Rainier operation: a glimpse at Newport's future

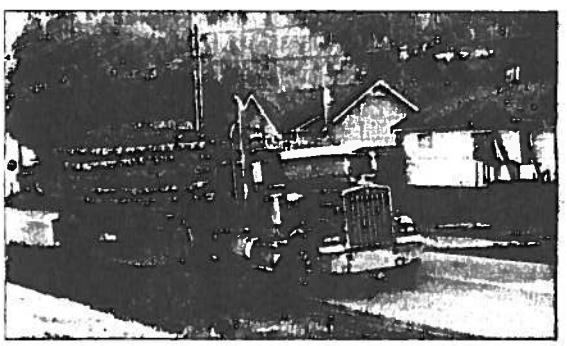
By Larry Coonrod
Of the News-Times

As Teevin Bros. nears completion of an agreement with the Port of Newport to run a log exporting operation, residents have been left wondering how the operation will affect Newport neighborhoods.

Teevin Bros.' main shipping facility along the Columbia River in Rainier, Ore. offers a glimpse at what to expect when the company begins bringing logs to the Port of Newport International Terminal later this year.

The Rainier facility is a massive 85-acre operation, with between 120 and 140 loaded log trucks entering the site every day and an equal number coming by rail. By comparison, the Newport

Teevin Bros on Page A4



A truck passes homes on the way to Teevin Bros. Rainier facility. Hundreds of log trucks use this street everyday, delivering logs to Teevin Bros. and taking them across the Columbia River to Longview, Wash. for loading on freighters.

New report on tsunami threat says coast is not prepared

By Rick Beasley
Of the News-Times

SALEM — A new report issued by the Office of Emergency Management on Tuesday called into question ongoing preparations for "the next Cascadia earthquake and tsunami," an inevitable disaster that experts now say could lead to the economic collapse and depopulation of the Oregon coast.

The most comprehensive assessment of Oregon's state of preparedness for a 9.0 or greater earthquake, the 260-page report raised troubling questions about the coast's ability to survive such an event under current emergency planning scenarios. Its authors hope the study will spur communities to reevaluate their emergency plans and start reinforcing critical utilities and buildings or relocating them out of the areas of highest hazards.

"If you think what you saw happen in Japan was bad, it will be worse, here," said Dr. Kent Yu, chairman of the Oregon Seismic Safety Policy Advisory Committee, a 19-member body composed of engineers, seismic experts, emergency planners and legislators that was tasked in 2011 by the state legislature to undertake the investigation. "The reason is that Japan has a long history of preparing for earthquakes and tsunamis, but we don't have that culture here. They have tsunami evacuation structures, and we don't. The people there are well-educated on tsunamis, and we aren't."

Tsunami on Page A3

Acosta trial dominated by delays in testimony

By Dennis Anstine
For the News-Times

NEWPORT – The trial of Thomas P. Acosta, a Seattle man accused of sex-related crimes against a Lincoln County woman who later died in a car accident, began last week and continued through Tuesday despite the jury hearing very little testimony from witnesses because much of it was ruled inadmissible by Circuit Court Judge Thomas O. Branford.

Acosta is charged with six crimes against April Loper, all of which allegedly occurred in a South Beach loft apartment on or about Dec. 15, 2011, including: first-degree sodomy, second-degree sexual abuse, coercion, and three

hearing, that her statements to friends, family and medical personnel were inadmissible in court as evidence under the state's Hearsay Rule. Prosecutors appealed the ruling to the Oregon Attorney General's Office, which decided last December against hearing the appeal, remanding it back to the trial court.

Judge Thomas Branford took over the case after Littlehales retired late last December and rescheduled the trial to begin on Jan. 29. It took attorneys most of three days to decide on a seven-man, five-woman jury, and opening remarks by attorneys and testimony began Friday.

The first two days of testimony by a half-dozen witnesses for the prosecution has been regularly delayed by the objections of defense attorney Guy Greco, with Branford asking the jury to retire at least a dozen times during the first eight hours of the trial because of testimony that he considered inadmissible.

Acosta Trial on Page A5

'Model' neighborhood splits over Devils Lake septic systems

By Rick Beasley
Of the News-Times

LINCOLN CITY — The Lincoln City Council will decide this month whether septic tanks stay or go in a neighborhood touted as a future model for solving the sewage problem of Devils Lake.

But residents are split over the plan to replace septic systems with an unconventional sewer scheme that some Lake Drive homeowners say is too risky and expensive. Supporters of a local im-

CRIME NEWS

Woman cited for driving while suspended after crash

A Siletz woman was in-olved in a single-vehicle rash on Highway 229 near ilepost 28 on Sunday.

According to an Oregon tate Police patrol log, Theresa awn Hervey was traveling ith in a 2002 Ford Escape hen she failed to negotiate a ftward sweeping curve and rove off the east side of the adway. Hervey's vehicle colled with a tree.

She was transported by Pafic West Ambulance to maritan Pacific Communi-es Hospital for treatment of juries. Police say she was earing her seatbelt and bags deployed. The Oregon ate Police later cited Hervey driving while suspended.

Man arrested on parole violation after traffic stop

On Jan. 29, a Portland man s arrested after an Oregon ate Police Trooper stopped a 95 Nissan Quest for a light-violation.

According to an OSP patrol , Senior Trooper Brian cker stopped the vehicle and rned that the driver did not e identification. The driver vided a false name and date birth and was later identified Daniel Jose Maldonado, 24, Portland, after a DMV photo firmed that he was not who riginally said he was.

Maldonado was arrested and nsported to the Lincoln unty Jail. Upon arrival there, identified himself, and the P Northern Command Cen-confirmed that he had an standing, felony no-bail rant for a parole violation.

EDUCE REUSE
NEWS TIMES

TEEVIN BROS.

Continued from Page A1

operation will cover 15 acres.

After purchasing a former sawmill site in Rainier, Teevin Bros. cleaned it up and covered the entire 85 acres in asphalt in 2001.

"What the asphalt is really for is to collect stormwater and make the operation much cleaner, quieter and more efficient," said Eric Oien, Teevin Bros. general manager.

A system of bio swales filters the stormwater before releasing it into the Columbia River. The Department of Environmental Quality requires Teevin to regularly test the discharge for pollutants.

Presently, the Rainier site is running a day and swing shifts. Teevin has agreed to operate the Newport site between the hours of 7 a.m. to 4:30 p.m., Monday through Friday. About 300 loads of lumber leave the site each day and cross the Columbia River to Longview for loading on massive freighters.

Oien said the one ship a month the company plans to load in Newport would require about 50 trucks a day.

Laterno log stackers unload the arriving log loads, spreading them across the ground where an independent scaling company measures the length and diameter of each log, which is then barcoded and entered into a database.

The database allows Teevin to individually track the 88,000 logs onsite during a typical day.

After scaling and tagging, logs are debarked. A conveyor moves the logs through a spinning metal ring that lightly strips the bark, which falls onto another conveyor before being deposited in a pile at the end of the debarker.

Standing 10 feet from the electric and air driven debarker, it's possible to carry on a normal conversation. The loudest noise emitted from the 54-year-old machine is air hissing from the pneumatics. At a distance of 150 feet, the debarking operation is barely audible.

"This is a very old machine. Our newer machines have silenced air cans, so they aren't even that loud," Oien said.

Bark from the operation is collected several times a day and trucked to Longview, where it is refined into beauty bark for landscaping.

"We have to keep up on hauling the bark or we'd get overwhelmed otherwise," Oien said. "We don't want it sitting around."

Unlike the proposed Newport operation, Teevin also operates a rail-shipping terminal in Rainier. Loading the trains and the coupling of cars is loud enough to be heard in houses across the street, neighbors say.

Outside of the train operation, the loudest noise, by far, on the Rainier site is the beeping of the back up alarms on the log stackers and other equipment.

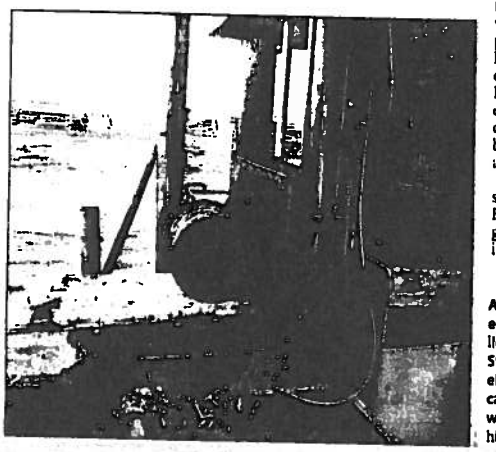
"What we're looking at for Newport is to first turn the alarms down, making them quieter," Oien said. "But we were also recently told about an alarm system that operates on radar, so only when the machine gets within about 100 feet of something does the beeper start going. If that works out, we'll be able to eliminate almost all that beeper noise."

At first glance, Rainier (population 1,897) bears little resemblance to Newport. Outside of a sprawling new senior center and park facility along the river, the downtown area, with its cracked streets and faded buildings, shows an industrial town years past its glory. Washington residents streaming across the Longview Bridge to take advantage of Oregon's cheaper cigarette taxes at Fat Jack's Tobacco Shack (and unadvertised upstairs head shop) appeared to make up the bulk of the tourist traffic on the day the News-Times visited.

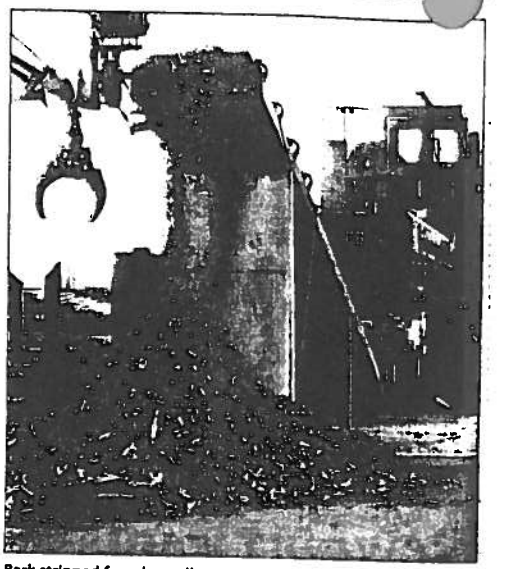
Mountains ending near the water's edge create an amphitheater effect in both communities. High above the Teevin log yard, the beeping of the Teevin backup alarms drifts faintly up to a neighborhood similar to those above Newport's International Terminal – intermittently drowned out by passing truck traffic on Highway 30. Inside of a vehicle with the windows rolled up, neither the highway traffic or log yard operation can be heard.

Trucks reach Teevin Bros. by turning off the four-lane Highway 30 onto Rock Crest Street, passing the cigarette shop, liquor store and a few commercial buildings. Turning left on Dike Street, trucks pass four very 20th century homes, holdouts from a time before the area became an industrial zone. Two are dilapidated and unoccupied.

Larry Caulfield lives in the second house from the corner. His two-and-half-year-old grandson, Travis, and daughter in-law, Rena Corey, used to live with him and still visit frequently.



A log passes through the debarker where a spinning metal ring lightly strips the bark away. Standing 10 feet from the air and electric driven machine, one can carry on a normal conversation, with the loudest noise being the hissing of released air.



Bark stripped from logs piles up at the end of the Teevin Bros. debarker. The bark is continuously collected and shipped across the Columbia River and refined into beauty bark for landscaping. [Photos by Larry Coonrod]

Caulfield has lived in the home for 10 years and worked at the sawmill across the street before Teevin bought the property. The clanging of rail cars at night sometimes shakes his rented 1927 home, but he doesn't worry too much about the steady stream of log trucks coming and going everyday, even when Travis is there.

"Them log truck drivers are very careful when they go by," he said.

"Once my son went running out in the street, and a Teevin trucker stopped, grabbed my son and brought him back across the street," Corey added "I'd rather have those truck drivers out there than everyday drivers because they are much more cautious of my kid than a normal driver."

The young woman living next door wouldn't open the door or give her name, but spoke to the News-Times through a partially opened window, claiming "Teevin doesn't do anything" when she complains about the speed of passing trucks.

Standing on the railroad grade across the street, a News-Times reporter watched 11 trucks pass in about 20 minutes. One of the trucks used its exhaust brake to slow down between Rock Crest Drive and the entrance to Teevin in violation of the law inside Rainier city limits.

Exhaust brakes have been a concern of residents along Newport's SE Moore Drive, which connects trucks turning off Highway 20 to Bay Boulevard and the International Terminal. Newport Police Chief Mark Miranda told a traffic safety task force last month that he doesn't have the manpower to enforce the city's exhaust brake law.

Oien, the Teevin Bros. general manager, said he takes all driving complaints seriously but needs a truck number or company name to hunt down the offending driver.

Contact Assistant Editor Larry Coonrod at 541-265-8571 ext. 211 or email larry@newportnewstimes.com.

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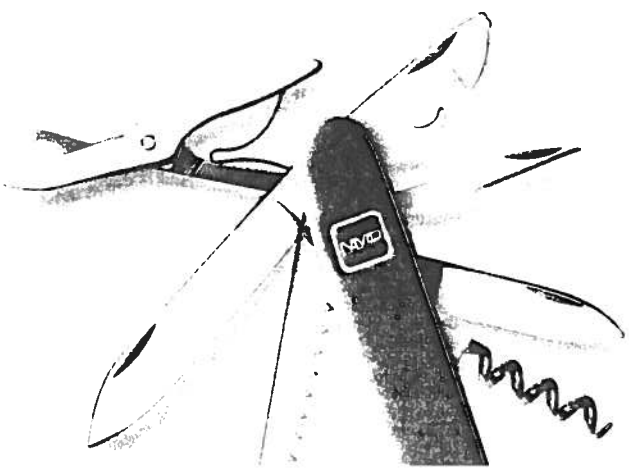

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25 years of service

Longtime Lincoln City employee Mary Bono was recognized for 25 years of distinguished service during a recent Lincoln City Council meeting, where the dedicated member of the finance department tracks and records millions of dollars of transactions. Finance Director Debbie Mammone described Bono as "a great employee who quietly goes about doing her work" yet has a significant impact on day-to-day affairs. In 2012, she told councilors, Bono processed 3,391 outgoing checks worth $11 million to local businesses and other vendors who rely on the city's timely payment of bills to meet their own payrolls. Mayor Dick Anderson lauded Bono's "rare" example of long-term commitment, while City Manager David Hawker called her presence "comforting" and her execution of responsibilities "flawless almost without exception." (Photo by Rick Beasley)

County seeks public input at two hearings

Under consideration is plan to make commission seats nonpartisan

The Lincoln County Board of Commissioners will conduct two public hearings on Feb. 13 and 20, both at 9:30 a.m. in the board of commissioners' hearing room 108 in the Lincoln County Courthouse, 225 W. Olive St. in Newport.

The board is considering placing on the ballot for the May 21 election, an ordinance that would convert the partisan positions county commissioner to nonpa san positions. This change wo require voter approval.

All persons interested in t issue may appear and be hea Questions concerning this m ter may be directed to the Off of Lincoln County Legal Co sel, 225 W. Olive St., Ro 110, Newport, OR 97365 541-265-4108.

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PICK UP THE NEWS TIME

Newport wants more analysis before approving Teevin Bros. log hauling

By Larry Coonrod
Of the News-Times

City of Newport officials want more information about the impact of truck traffic on Bay Boulevard and Yaquina Bay Road before giving Teevin Bros. a permit to begin a log exporting operation at the Port of Newport's International Terminal on the north side of Yaquina Bay.

Newport Community Development Director Derrick Tokos said a traffic impact analysis (TIA) commissioned by Teevin Bros. was found wanting in several areas. Most of the deficiencies were minor, Tokos said, such as on-street parking and public transit on SE Moore Drive and whether the turn lane on Highway 20 at the Moore Drive intersection needed to be extended.

The most significant issue facing the proposed log hauling operation is the structural soundness of Bay Boulevard and Yaquina Bay Road east of Moore Drive (Bay Boulevard turns into Yaquina Bay Road east of the Embarcadero Resort). While the traffic impact analysis done by the Portland consulting firm of Kittelson & Associates, Inc. found Moore Drive capable of handling the projected 50 log trucks a day, it did not adequately address Bay Boulevard and Yaquina Bay Road, Tokos said.

The city wants Teevin Bros. to take core samples from areas along the roads and have them tested.

"We need to know they can support the additional truck traffic in its present condition or whether work needs to be done first," Tokos said. "If it comes back and says there is immediate work that needs to be done to be able to handle the truck traffic, we may very well be looking at Teevin and saying, 'You need to step up to the plate and deal with the situation.'"

If the analysis shows the road can handle the log trucks at present, but would accelerate its deterioration over a longer period, who pays is a bit of an open question.

"The rules don't really get at that," Tokos said.

The need for a TIA is triggered when a business anticipates 10 or more heavy truck loads a day (or 100 passenger vehicle trips) on city streets.

Opponents of the log exporting operation have demanded the city council not allow it to go forward. The council's only say on whether Teevin does business in Newport is the traffic analysis.

"If they don't establish that they meet the TIA standards, then we can't authorize the permit," Tokos said.

Contact Assistant Editor Larry Coonrod at 541-265-8571 ext. 211 or email larry@newportnewstimes.com.

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TSUNAMI Continued from Page A1

Titled "The Oregon Resilience Plan," the study was commissioned by the Oregon Legislature following the Tohuku earthquake and tsunami in Japan. The advisory committee began its work on Jan. 12, 2012 – the 311th birthday of the last great earthquake and tsunami off the Oregon coast. The purpose of the study is to make recommendations that would substantially reduce the amount of time it takes for major relief to reach coastal communities and to establish a reasonable timeline for restoration of roads and services to a 90-percent level.

Among the predictions found in Chapter 3, which deals with the Oregon coast, were the following:

- Practically all of the 22,000 permanent residents (who live in the tsunami inundation zone) who survive the tsunami will be instantly displaced and will be unable to return to their homes or businesses. Those that survive will put "extreme pressure" on local relief efforts, which must provide for their initial welfare;
- following a Cascadia event, experts predict that under current conditions, restoration of electrical service at the coast will take three to six months, one to three years for drinking water and sewer facilities to be restarted, and up to three years to rebuild hospitals;
- up to 10,000 homes and 1,800 in the tsunami zones will

"So much of the infrastructure people have to rely on in the most desperate time of their lives will be lost in the tsunami zones," said Wilson, an emergency coordinator for Clackamas County. "The big picture of the report is to bring out the interdependencies that most people don't see until they're broken, that link between the lowlands and the highlands. That's where life will cling to in the days and hours afterwards, and in the weeks as people wait for relief. Water treatment plants, city halls and fire stations will be obliterated. Underground pipes will be blasted from the earthquake and tsunami, roads will be broken and that means the far-flung areas of the coast will be the last to be repaired."

Besides assessing the probable damage scenario, the report recommends a 50-year plan to make the coast resilient, if not tsunami-proof, through a series of bold initiatives. Improving education efforts, evacuation plans and stockpiling emergency food and water supplies are among the ideas put forward. Furthermore, the study calls for massive investments in public infrastructure, including tsunami-resistant seawalls, new building standards and the relocation of critical facilities and even entire communities to higher ground.

Wu, the committee's chair, said the report calls for a new assessment of key infrastructure systems to identify the gaps in pre-

Numbers in Tsunami Inundation Zone

Residents	22,000
Households	10,000
Percent of coastal counties	4%
Employees	14,800
Businesses	1,800
Percent of coastal counties	6%
Oregon State Parks – Coastal (Annual average daily attendance)	53,700

Figure and numbers from Nate Wood Variations in City Exposure and Sensitivity to Tsunami Hazards in Oregon, USGS 2007

ing of public policies "to make sure people are better prepared."

"It's sobering," said Lincoln County Commissioner Bill Hall of the report. "I don't think we're close to being as ready as we could be, even though we've made progress in the last 10 years. There's a government re-

earthquake and ask if you live in the tsunami inundation zone. Everybody's got to be ready."

To read the Oregon Resilience Plan, go to the News-Times website at newportnewstimes.com

Contact reporter Rick Beasley at 541-265-8571, ext. 225, or

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on secular humanism

Viewpoint

A letter in the Jan. 30 edition is titled, "Separation of church and state is misunderstood." I agree with this. However, I have a totally different view from that of the person who wrote the letter. That person believes our country was founded on secular humanism, incorporating the separation of church and state. That is a commonly held, but mistaken belief.

Our founders were individuals, with differing views concerning God and his role in our young country. However, almost to a person, they acknowledged God in relation to the government they were establishing, while not promoting a particular church.

No where in our founding documents does the term "separation of church and state," nor that principle, occur. It is not in the Declaration of Independence. It was mentioned in a letter from Thomas Jefferson, during his first term as president, to the Danbury, Conn. Baptist Church in response to a question they had asked him. He assured them in that letter that the federal government had no right to limit their practice of their faith.

The Declaration of Independence, much of it written by Thomas Jefferson, has at least four direct references to their dependence on God. They assumed "the separate and equal station to which the Laws of Nature and of Nature's God entitle them." They held "to be self-evident, that all men are...endowed by their Creator with certain unalienable rights..." They appealed to "the Supreme Judge of the World" regarding their intentions to become independent states, freed from allegiance to the British Crown and its approved church. "With a firm reliance on the Protection of Divine Providence," they pledge to each other their lives, their fortunes and their sacred honor.

Neither is it stated in the Constitution. The First Amendment places the restriction on the federal government, not on religion. "Congress shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof..." In other words, government, leave the churches alone.

George Washington called the victory at Yorktown that ultimately decided our independence "the reiterated and astonishing interposition of Providence" (his usual reference to God). In his farewell address in 1796, he said, "Reason and experience both forbid us to expect that national morality can prevail in exclusion of religious principle."

Even Benjamin Franklin, in teaching history at what later became the University of Pennsylvania, included religion as a class, stating "History will...afford frequent opportunities of showing the necessity of a public [sic] religion...and the excellency of the Christian Religion above all others."

This doesn't sound like the founding of a "secular humanist" government to me.

Darlene LaFollette is a resident of Newport.

Newport at a crossroads?

Viewpoint

Paul Quinn and I agree on one thing in his Jan. 25 viewpoint ("Newport should say no to log exports"). Newport is at a crossroads.

I have watched log and lumber exporting from the Newport docks since the 1940s. I disagree with his premise that log exporting is heavy industrial use. The repair of wave energy buoys that he advocates, along with the sandblasting, welding, cutting torches, and painting with the dirt, smell and smoke that go with it constitute heavy industrial use. Newport rejected shipbreaking overwhelmingly for just those reasons. The research and building of wave energy will be done in the valley (OSU Engineering, Oregon Iron Works building). What does that do for Newport?

He alludes to the environmental damage that log shipments would do to Yaquina Bay. During the 1940s, 1950s and 1960s, I watched log rafts being towed down the bay from Toledo daily. I also watched both log and lumber trucks running down John Moore Road and to South Beach to be loaded at the terminals and from docks under the bridge. I haven't seen the environmental damage he is alluding to. Wave energy, over a period of time, cannot help but to be detrimental to our fishing community. Wave energy wants soft sandy bottom, the very heart of the coastal crab grounds, to anchor their systems. Naturally the fishermen would be excluded from those areas. Dungeness crabbing is the highest valued fishery in Oregon.

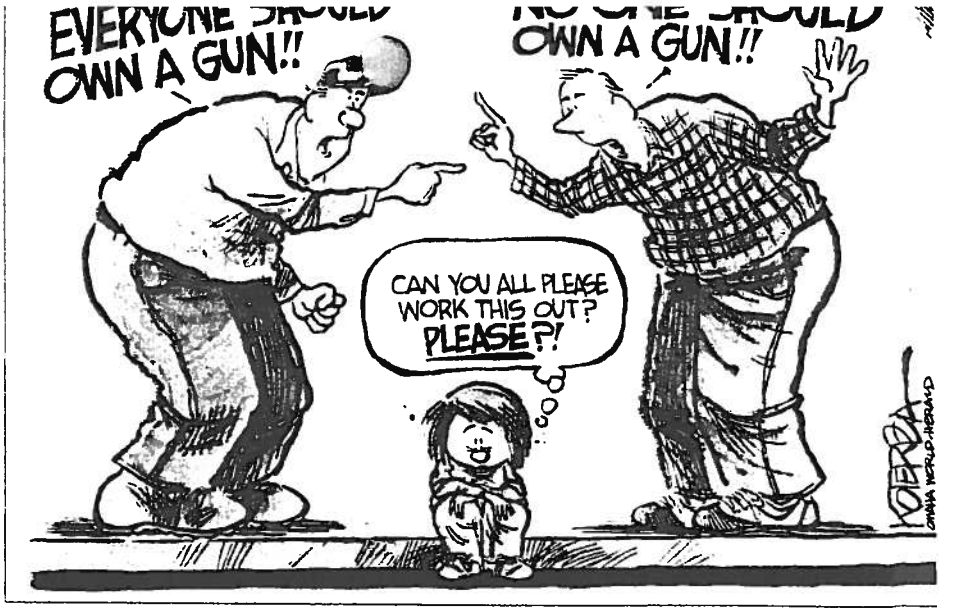
He asserts that a log yard would be detrimental to the tourist industry. Newport's tourism did very well in the 1980s and 1990s when we were exporting logs from the terminals. I lived in Walker Heights (Scenic Loop) when they were running log trucks and fish trucks and freight trucks on Bay Boulevard and John Moore Road. I never heard them. I was never bothered by them. I knew they were there when I moved there. I now live right above where the log yard will be. I have no complaint. I knew I would have a view of a working waterfront.

Wave energy is years down the road. Whether it will ever be economically viable is open to question. If it does fail, the environmental damage to the ocean from the leftover debris on the ocean bottom would be far greater than anything log exporting would do.

What he does not point out is that the port has a $16-million bonded debt for the replacement of the concrete ships and the rebuilding of the docks that was approved by voters. That debt will have to be paid by taxpayers if it is not paid out of port revenues.

Newport has always had a vibrant working waterfront. It's part of who we have been and who we are. People who move here and try to convert Newport to a quiet tourist retirement town should look at Yachats, Florence or Lincoln City - they are very nice towns and would love to have them. If we are at a crossroads, I prefer Newport as it is – log yard and all.

Mike Becker is a resident of Newport.



LETTERS TO THE EDITOR

Letters policy

The News-Times welcomes letters to the editor concerning issues affecting Lincoln County.

All letters must be signed with the full name of the writer, and must be accompanied by a telephone number and address.

We request that letters be limited to 300 words, and that writers limit their letters and viewpoints to one every four weeks. Letters may be edited for length and clarity. Letters sent via email should clearly state that they are for publication.

WRITE:
editor@newportnewstimes.com

Don't let Newport lose this opportunity

To the Newport mayor. I ask that you will review a little of the history of truck traffic on the John Moore Road.

This road was built to accommodate commercial traffic going to the International Terminal dock. The dock property at the time had a sawmill, a planing mill and a little later, a gang mill. Residue was disposed of by a wigwam burner. This operation created noise and smoke, as well as truck traffic.

Houses were built on the hill. Residential and commercial traffic were accommodated by the John Moore Road. People were employed and self-supporting. There was no need for food share programs, homes for abused women, very few foster homes and no homeless people.

In the late '50s, early '60s, the economy slumped and Lincoln Lumber closed. Buildings were torn down, machinery sold and the port developed a storage area for lumber on the property.

The Korean War started in the '50s, the Vietnam War in 1964. These wars ended in approximately 1969 and 1973. The United States pledged to help rebuild these countries. Bids were given to timber companies for millions and millions of board feet of lumber to be exported.

Several Lincoln County lumber mills produced much of this lumber. Cascadia Lumber Company of Toledo trucked 10 to 15 truckloads of lumber per day, five days per week to the Newport dock for several years. Big ships were in and out on a regular basis. There was good employment. With trucks making round trips, this made 20 to 30 trips on John Moore Road per day, and no children nor bicyclists were injured.

When the overseas market slowed, the shipping also slowed to mostly barge traffic and the log shipping by Caffel Bros.

Now there is an opportunity being offered for good paying employment. John Moore Road can be used for the purpose it was constructed for. Please do not let Newport lose this opportunity.

Donna Fogarty
Newport

'Open carry' poses increased risk to all

I strongly encourage those participating or supporting the "open carry" gun movement intended to "normalize" the appearance of loaded guns in public to reconsider your responsibility as a gun owner. As a long-time owner of hunting guns and having served in the U.S. Army, I am convinced that "open carry" will not create greater acceptance of loaded guns in public and will increase risks to all of us.

You're creating confusion for the public and police since we have no quick indication if you are carrying legally with no violent intent, or you're a person with violent intent. You risk that you and/or others will be shot by police or others in the confusion you create. You hurt businesses because concerned and responsible customers are driven away by you openly carrying, especially around children. This concern is going to increase because shootings associated with open carry will increase through time. Accidents happen even to careful people, and increasing the number of loaded guns in public will increase the probability that innocents will be accidently shot.

Secondly, by carrying in public, you increase the probability that guns and ammunition will end up in the hands of risky people. You make yourself a target for people who may "get the drop on you" and steal your "advertised" treasure. The more guns and ammunition made available to these people by you carrying them openly rather than keeping them carefully locked up, the more guns and ammunition they will obtain.

Consider that open carry was the norm here 150 years ago before the citizenry established police forces and moved on to create the far better system of law, order, and justice that we now have. Please reconsider and seriously uphold your responsibility to keep your guns and ammunition from contributing to accidental and criminal violence.

Barry McPherson
Newport

Solution is simple: enforce existing gun laws

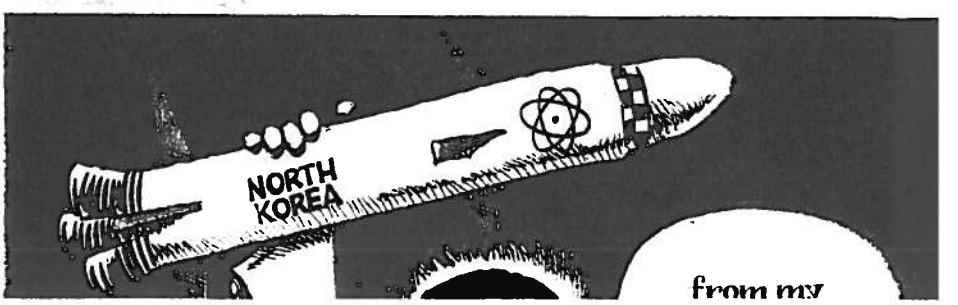
This is in response to the Feb. 1 letter by Kathy Cleary titled "Stand by sheriff is deeply troubling."

After I read your letter, Kathy, I reread Sheriff Dotson's letter that you referred to. You said "our Lincoln County sheriff has taken the stand of deciding not to enforce a ban on assault-style weapons or high capacity magazines." T[illegible] sheriff clearly did not say a[illegible] such thing. In his letter, [illegible] sheriff said he would abide [illegible] his sworn oath and uphold t[illegible] Constitution of the Unit[illegible] States, and that he suppo[illegible] Sheriff Mueller's letter. But [illegible] never said he wouldn't enfor[illegible] the law, as you state. He al[illegible] said that banning assa[illegible] weapons is not the right thi[illegible] to do, nor will it eliminate t[illegible] risk of a violent event occu[illegible] ring in the future.

Recently, Joe Biden himse[illegible] stated he realized these pr[illegible] posed new gun laws wou[illegible] have done nothing to stop t[illegible] tragedy that occurred in San[illegible] Hook, so I think our sheriff [illegible] correct. Your letter clear[illegible] states, and I agree, that [illegible] must prevent these horre[illegible] from ever occurring again, b[illegible] sadly most of what our pre[illegible] dent is proposing won't do th[illegible] at all. But I know people w[illegible] continue to try and use the[illegible] tragedies as a way to push [illegible] emotional, unthinking anti-g[illegible] agenda about things they cle[illegible] ly don't even understand.

I would like to mention th[illegible] the toughest anti-gun laws [illegible] the world exist in two notab[illegible] countries, Singapore and Me[illegible] co. And yet according to t[illegible] UNODC, Mexico has gun vi[illegible] lence that exceeds the Unit[illegible] States, and Singapore esse[illegible] tially has none. Why is tha[illegible] It's very simple. Singapor[illegible] you use a gun illegally, y[illegible] are put to death, period, [illegible] right of appeal. Mexico, t[illegible] laws are not well enforced [illegible] the country is essentially o[illegible] of control. Both countri[illegible] have similar harsh gun law[illegible] so the solution is simple, e[illegible] force our existing gun law[illegible] Currently, gun law prosec[illegible] tions in our country are ne[illegible] their lowest level ever due [illegible] cutbacks in the court sys[illegible] and lower numbers of law e[illegible] forcement officers.

Alan R. Wasn[illegible]
Otter Ro[illegible]



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News-Times Wed. 2/6/13

Port of Newport. Courtesy of Port of Newport.

Log Export Operation Proposed for Newport's Bayfront

January 30, 2013

By Rachael McDonald

A northwest company plans to bring a log export operation to Newport's Bayfront. The plan has raised the ire of some residents who object to the impact it will have on traffic, the environment and tourism.

Teevin Brothers has log yards in Eugene and Rainier. It currently exports to Asia from Rainier and is seeking to open another export operation in Newport. At the yard, crews would strip bark from logs cut from nearby farms then ships would transport them to China. Eric Oien is General Manager of Teevin Brothers. He says Newport is uniquely situated with private timber land surrounding it and land owners who want to tap into the export market.

Oien: "That was the whole impetus behind starting the facility was by opening that facility there putting the outlet closer to the timber-land base you take trucks off the road, you improve the returns to the local landowners so that more money flows back into their pockets versus into diesel fuel to drive those logs."

Oien says the project will benefit the local economy bringing what he calls a significant economic injection to the Central Oregon Coast.

Oein: "We're targeting 20 jobs, 20 direct jobs. There will probably be an additional 10 – 15 subcontractor jobs, support services within our facility. The Longshore Union is going to add a lot of labor down there if this project happens. So we've commonly quoted the range of 40 – 60 additional family wage jobs for Newport."

Some residents are not pleased about Teevin Brothers' project. Paul Quinn heads "Save Newport Alliance", a group opposing the log export operation. Quinn says a big concern is the traffic-- about 50 trucks a day would be transporting logs out Highway 20.

Quinn: "They want to turn down John Moore Rd. which accesses the Bayfront and now today has over 200 homes in that area and local people and tourists using it coming to and from the Bayfront."

This is the route log trucks took in the 1980s and early 90s when a log yard was on the Bayfront. But Quinn says the town is different now and depends more on tourism. He thinks a large-scale industrial log export operation will have a negative impact.

Quinn: "And it would be devastating to our tourist economy which has been the driving engine. The improvements that we have done in Nye Beach, down on the Bayfront and down in south Beach and the aquarium and so forth and bringing in NOAA. All these things were partly based on tourist money."

Newport City Planner Derrick Tokos says those who object to the log export proposal don't have many

options since the 15-acre property was home to a log yard in the past.

Tokos: "This property is zoned heavy industrial, has been for decades. Used to be used for a log yard up until the early '90s. and at that time as I understand it the terminal for the port facility deteriorated to the point where it could no longer be used for those purposes."

Since then, facilities have been improved. The Port is seeking tenants to help defray the cost of those improvements. Don Mann is the Port of Newport's General Manager. He says right now there's a market for northwest logs in China and other Asian countries. He understands locals would prefer the wood be milled here too instead of exported as raw material.

Mann: "We will continue to pursue value-added opportunities for shipment out of Newport. That's the goal of our port commission."

Teevin's Eric Oien says China uses northwest wood for construction projects-- not to mill and then sell back to the United States. Oien says the company is working with local and state regulators to observe environmental regulations.

The city and port of Newport created a task force to look at the traffic impacts of the log operation. It concluded the roads could safely accommodate the increased log truck traffic. The task force report is on the city's website. A comment period is open through this Friday.

http://www.thecityofnewport.net/
http://www.teevinbros.com/
http://www.portofnewport.com/index.php

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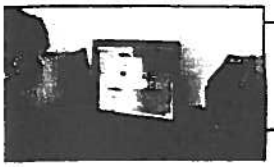

Student skills
Classes in Toledo teach programming, construction
SEE COMMUNITY, PAGE B1

Trampling Trojans
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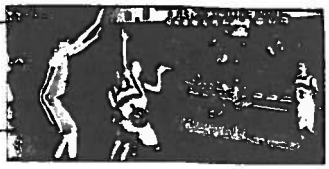

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NEWS TIMES

131 Years
Number 9
Newport
Oregon

Your information source for the Central Oregon Coast

CALM SEAS

Wednesday
A 40 percent chance of rain, nostly cloudy, high ear 48, SW wind 10 15 knots with gusts 20 knots. Wednesday night, chance of in, low near 42, SW ind 10 to 15 knots.

Thursday-Friday
ursday, a 30 percent ance of rain, mostly loudy, low near 52, SW wind 5 to 10 ots with gusts to 15 nots in the morning. Thursday night, ance of rain, mostly loudy, low near 43. riday, mostly sunny, ith a high near 55, E ind 10 to 15 knots. Friday night, partly udy, low around 43.

knots x 1.15 = mph)

UNRISE/SUNSET

	Sunrise	Sunset
9	7:39am	5:20pm
0	7:38am	5:21pm
1	7:36am	5:23pm
1	7:35am	5:24pm

DES

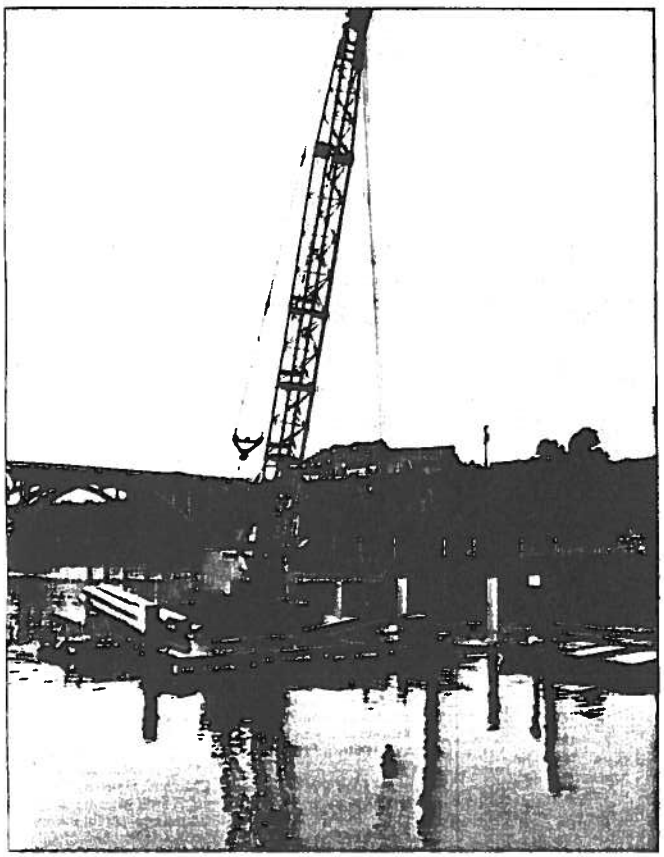
Hatfield Marine Science Center Dock

	High Water	Low Water
	1:47am / 8.3ft	7:24am / 2.5ft
	1:23pm / 8.6ft	7:44pm / 0.0ft
	2:20am / 8.5ft	8:06am / 2.2ft
	2:04pm / 8.2ft	8:17pm / 0.4ft
1	2:53am / 8.7ft	8:52am / 2.0ft
	2:51pm / 7.6ft	8:53pm / 1.0ft
1	3:30am / 8.8ft	9:43am / 1.8ft
	3:45pm / 7.0ft	9:32pm / 1.7ft

EATHER

the Coast

High Low Rain



New pier for Depoe Bay

Billeter Marine of Coos Bay began construction last week in Depoe Bay of a new pier to replace the one ravaged by the tsunami generated by the March 2011 Japanese earthquake. Pete Billeter, company president, said his four-man crew, working from a crane barge, are installing new galvanized steel pilings over the old and laying end-to-end seven "fish-friendly" aluminum docks supported by plastic floats and crossed by a clear plastic walkway that sheds light on the marine life below. Work on the $370,000 project, largely paid by with funding from the Federal Emergency Management Administration, will take about two weeks to complete. (Photo by Rick Beasley)

Teevin Bros. asks for reduction in stormwater charge

By Larry Coonrod
Of the News-Times

A hearing in front of the Newport City Council last week on an appeal by Rainer, Ore.-based Teevin Bros. to cut $90,000 from stormwater systems development charges (SDC) ended with no decision by the council.

Teevin plans to construct a 15-acre log export center at the International Terminal on Yaquina Bay. The company is asking the city to cut its projected SDC bill in half, saying stormwater runoff will be treated on site before being discharged into the bay and never enter the city's drainage system.

Cities collect systems development charges on new construction to generate revenue for capital improvements to streets, parks, water, sewer and stormwater systems.

Newport charges a stormwater SDC of 30 cents per paved square foot of surface area. In Teevin's case, that comes to about $180,000. Paul Langner, Teevin Bros. waterfront facilities manager, said the company isn't opposed to paying SDCs, but he believes they should be proportional to the operation's impact on facilities.

In the case of stormwater, Teevin Bros. is building a $300,000 treatment facility that will benefit the community by slowing the discharge of water into the bay during peak storm events, he said.

"We're not increasing flows into anything the city maintains, and we're reducing runoff from the site," Langner told the council. "Teevin is spending $2 million on asphalt to be environmentally responsible."

Additionally, the company will pay $8,800 each year to ensure its stormwater discharge meets environmental regulations, Langner said.

Teevin Bros. on Page A3

Lincoln City's new police chief on the job

Keith Kilian's career punctuated by gunfire, steady rise in the ranks

By Rick Beasley
Of the News-Times

LINCOLN CITY – The man now in charge of the Lincoln City Police Department has faced gunfire and gangs and had to pass three committees and a psychological evaluation to earn the job of chief of police here.

Selected from a field crowded with law enforcement talent, Keith Kilian, 56, was sworn in Friday to lead the city's force of 35 employees, including 26 sworn officers, eight dispatchers and two administrative workers. But the new police chief's biggest hurdles still loomed as the 34-year veteran of the Clark County (Wash.) Sheriff's Office set out this week to win the confidence of his employees and the residents of Lincoln City.

"I'm just assessing and learning the ropes, right now," said Kilian, a graduate of Portland State University's criminal justice program who once went undercover to break the back of a major heroin ring. "But I feel that I've been blessed with a very good organization of hardworking officers, a supportive city government and a community that loves their police department."

Keith Kilian

On Monday, Kilian made his first appearance before the Lincoln City Council, where City Manager David Hawker – Chief Kilian's boss – introduced him by way of comparison to Steven Bechard, the respected and popular former chief. Hawker admitted that he fretted about finding a replacement to fill the void.

"For the last few months, I found myself regretting the loss of the previous chief, but now

Police Chief on Page A5

Sinking street threatens main water line in Lincoln City

SE 48th Place is closed while city evaluates site

By Rick Beasley
Of the News-Times

LINCOLN CITY – A gushing natural spring that went undiscovered during a 2004 road building project in Lincoln City has undermined the street, causing it to sink 12 inches and put a bend in the city's primary water line.

Last week, city officials closed SE 48th Place to all traffic over concerns that the weight of school buses and trucks on a collapsing 160-foot section of the roadway might cause a breakdown of the city's 24-inch main water line, buried 13 feet beneath the falling asphalt. At Monday's city council meeting, City Engineer Stephanie Reid described efforts to avoid a catastrophic failure of the pipe and a less-critical sewer line buried even deeper.

"We put a TV camera into the

Sinking Street on Page A5

Central fire authority meets with questions, opposition

st high school class of CNA students pose with their instructors, Lynn Barton on the far left, and Debbie fourth from the right, and Manny the mannequin. In the spring term, these students will transfer over to ort Rehabilitation and Specialty Care to complete their clinical skills training. (Photos by April Bamburg)

ght high school students nrolled in first CNA program

pril Bamburg
News-Times

LDPORT – Students in ln County high schools the opportunity, in partner- with the Oregon Coast nunity College, to learn it takes to work as a nurs- sistant.

nda Mollino is the director Nursing and Health Occu- n Programs. The program for everyone, Mollino said. student dropped out after a to the Newport Rehabilita- and Specialty Care Center use she realized the work vasn't for her.

e program begins with an e class and moves into a cal skills labs – held at the lport campus of Oregon st Community College. In pring term, the high school ents will transition to New- Rehab, which Mollino said greed to let them complete r clinical training there. want to end as early as pos- in spring term to give stu- s time to prepare for gradu- n or state certification ex- ." Mollino said.

or six weeks, students from sport, Siletz and Toledo e to the south county OCCC pus to learn their clinical ls, which include how to vital signs and recognize needs of their patients.

hey'll have 52 quizzes cover- 60 skills and must show petency in their skills lab, as l as the clinical practical ses- in the spring term to qualify the Oregon Nursing Assistant mpetency Examination. The m will be given by a compa- that contracts with the state.

Mollino said they want to ch the aspiring nursing assis- ts to think critically. "We tell m that if something doesn't m right, they need to tell r nurse."

There are eight students in s first class, and all have r own reasons for taking CNA I course. Some say it oks good on a resume, and me are preparing them- selves for careers in nursing.

For Samantha Stevens, the desire to go into nursing profes- sionally brought her to OCCC for the special CNA class.

Olivia Dye learned of the class through her mother, who coordinates the ASPIRE pro- gram at Newport High School. "It's fun," she said. "It's making me think I want to become a nurse." She said her grandmoth- er owns a rest home, and she thinks it would be "cool" to maybe help her after graduation.

Two students have children of their own and say that the skills they're learning help them with their own families."

The Lincoln County School District approached OCCC about a high school-focused CNA program. The school dis- trict pays the students' OCCC tuition, while a grant makes it possible for OCCC to pick up the cost of students' scrubs, equipment and books. "The kids pay for transportation and lunch," Mollino said.

"Next year, we're hoping to hold some general education classes to coincide with the high school's bell schedule," Mollino added. "We want to show stu- dents that they don't have to go to a university right away. We need to acclimate them while they're in high school."

Newport High counselor Reyna Mattson said that they advertised the course last spring and over the summer. "Eight or nine applied and seemed really excited about having a skill at the end of their junior or senior year," she said.

Now that they're in classes, Mattson said she doesn't have much contact with these stu- dents, but when she does, it's usually because something excit- ing happened. "They come in and share their stories," she said.

Jasmine Elmore learns the proper technique to find the proper artery to take Amanda Gasca's blood pressure, as nursing instructor Debbie Spicer watches.

Rally on Capitol steps in Salem will focus on affordable health care

ODFW is seeking comments from public on marine reserves plan

The Oregon Department of Fish and Wildlife invites the public to comment on the Draft Otter Rock Marine Reserve Site Management Plan now through Feb. 19.

Senate Bill 1510 (2012) requires ODFW to submit a report to the Oregon Legislature on the development of a Marine Reserves Program Work Plan.

To view the report submitted to the legislature, including the program work plan and a report on the 2011-13 ODFW Marine Reserves Program budget, visit the Oregon Marine Reserves website: www.oregonocean.info/marine reserves

TEEVIN BROS.

Continued from Page A1

Paving the log yard allows the company to better manage debris and runoff. While many log yards are dirt or gravel, Teevin Bros. takes pride in the cleanliness of their operations, Langner said. One option is to bypass the stormwater system development charge by not paving the yard, Langner said, adding that it would cost about $350,000 for rock compared to the much greater cost of asphalt.

Under questioning by Councilor David Allen, Langner said the cost of annually re-rocking the yard would probably eventually exceed the cost of paving.

The state tightly regulates SDCs in order to ensure fairness. Newport Community Development Director Derrick Tokos said the council needed to show a methodology behind any waiver of the stormwater charge. Asked how Teevin Bros. figured the 50-percent reduction, Langner conceded it was an "arbitrary" number. The council appeared somewhat favorable toward Teevin's request but did not vote, urging Langner to return in February with numbers justifying the rate cut.

Teevin Bros. estimates it will spend about $8 million on the log yard, related infrastructure and equipment. Eric Oien, Teevin Bros. general manger, said the export operation would create 22 full-time family wage jobs with benefits. Ship loading would provide additional work for longshoremen lasting several days for each ship.

News of the impending log exporting operation has sparked contentious debate between those who welcome the economic boost to the local economy and some residents in the neighborhood where the logs truck will travel who worry about safety and what they claim will be a negative impact on property values.

Contact Assistant Editor Larry Coonrod at 541-265-8571 ext. 211 or email larry@newportnewstimes.com.

MEETINGS

Wednesday

Lincoln County Board of Commissioners: 9:30 a.m., county courthouse, Newport.

Depoe Bay Harbor Commission: 7 p.m., council chambers, city hall.

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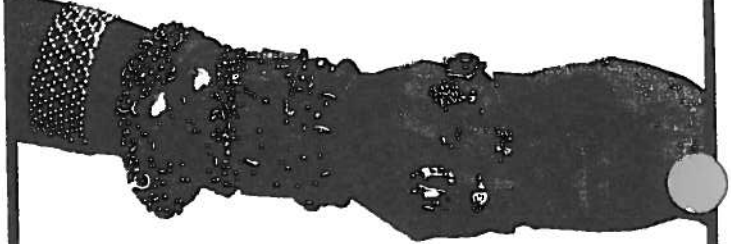

Give a hand to Food Share
Donate jewelry
(new, old, broken, fancy, etc.)

He was born Nov. 19, 1945 to Phyllis Irene Till-Pitts and Gabriel Bellavita in Shearness, England. He spent his childhood in England and on the U.S. east coast. He moved to the west coast to explore and discover himself.

Gerard Bellavita

He was preceded in death by his parents, Phyllis Irene Till-Pitts and Gabriel Bellavita.

He is survived by his partner, Kristy Bellavita, of Tidewater; children, Radiance Bellavita of Battleground, Wash., Justin Bellavita of Eugene and Sara

22, 2013 at her home.

Affection-[illegible]ly known "Sha Sha," she was beautiful, compassionate, loving and adored her animals, large and small. Horses, dogs, cats, kittens were all within her scope of kindness and gentleness. Sherry had an amazing equine ability, including showing, raising, training, and riding throughout her life, which was

Sherry Marshall-Ragsdale

tion is handling arrangements.

Richard Cabral

Richard Cabral, 85, of Seal Rock, Ore., died Jan. 18, 2013 in Newport, Ore.

He was born Sept. 11, 1927 to Manuel Cabral and Marie (Leno) Cabral. Richard was born and raised in Sacramento, Calif. After having two other professions, he received his BA in art from Sacramento State College in 1969 and his MFA in sculpture from the University of California, Davis in 1971. He was an associate professor of art with the University of St. Thomas at Houston for three years, teaching sculpture, ce-

only fine arts, but theatrical video arts as well, with long relation[illegible] with Porthole Players a[illegible] Octopus Theatre. He als[illegible]sted in set, costume and graphics design and directed a one-act play. He was also involved with the Laughing Horse Summer Stock Theater in Ellensburg, Wash. He would go on to produce a number of short films but always continued to draw and paint leaving a legacy of portraits, abstracts, still-life's and whimsical assemblages made of beach trash.

He is survived by his wife of 44 years, Babette Cabral; son, Rick of Sacramento, Calif.; one brother; three sisters; 19 grandchildren; and numerous nieces

She was born May 8, 1933 to Allen and Crystal (Vaughn) Haley in Clifty, Ark. A graveside service was held Jan. 20, 2013 at Pacific View Memorial Gardens in Lincoln City.

Pacific View Memorial Chapel is handling arrangements.

Shirleen Iola Smith

Shirleen Iola Smith, 70, of Canyonville, Ore., formerly of Newport, Ore., died Jan. 22, 2013 at her home.

Roseburg Funeral Alternatives in Roseburg, Ore., is handling arrangements.

Alta Moor
Max Haight
Roberta Biron
Donald Leedy
Peggy Fraser
William Morris
Lynn Engelsby
Hazel Breon
Nellie Tanner
David Andrews
Roberta Kirk
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Letters to the Editor

What is our aim?

The antidote to despair is a gun. The antidote to fear is a gun. The antidote to love is a gun. Now that we are armed with pistol, rifle, and semi-machine gun, what is our aim?

Dorothy Mack
Depoe Bay

It's not always about us

The letters in opposition to the logging exports in Newport haven't surprised me. People move in from other places and seem to only care about themselves.

I live in Siletz, and there are log trucks that drive through our town. Every time I see a log truck, I thank God that someone has a good paying job.

We are living in a weak economy. People need good jobs to help raise their families.

I would hazard a guess that most of the people opposed to the trucking export are retired. Maybe they should think about moving. There are a lot of nice towns in Oregon.

The other thing that is a problem to the Newport community are the seals in the bay. I realize that they are under federal protection, but they are a menace. I don't think they should in any way be encouraged to be in the Newport bay. They weren't there when I was growing up. You could fish and actually catch something.

Nobody talks about the lack of fish (because of the seals) or the amount of feces these animals are putting into the bay. Yuck.

We need to get common sense back. It's not always about us. We need to think about others.

Anna Neal
Siletz

Honesty and fairness to all is needed

As a proponent of the Buddha's "middle path" consisting of a wise and fair compromise between conflicting paths of polar opposites, the City of Newport cannot deny the reality of the John Moore Road neighborhood, nor the reality of log exports.

What would this "middle path" forward look like, and how would such a middle path appear?

Honesty and fairness to all.

The log transports and exports would not begin until the alternate route access road to the international dock is built, so as to avoid any devastation to the John Moore Road residential neighborhood. This neighborhood should not be forced to endure log traffic, regardless of what existed in the past.

We do not live in the past. We live in the now, and the truly fair solution to this Industrial/residential conflict now is to give both sides their equal and fair due for a responsible and prosperous future.

This being stated, to force industry upon a residential neighborhood, at the expense of the ecological health and well being of that neighborhood, will be the exploitation of the many for the economic advantage of the few.

An alternate route off of U.S. 20 to the international dock is an absolute imperative, if the City of Newport is going to play fair, for all people involved.

Anything less than complete fairness for all parties involved will result in bad karma for everyone. This is not a threat, but a living reality based on the laws of nature, the laws we all are subsumed by.

If the logging company and the City of Newport cannot afford the alternate access route, then the John Moore Road neighborhood cannot afford to be compromised and ecologically devastated.

This is what logical fairness looks like, from the perspective of a fair and honest middle path consciousness.

Tom Vincent
Newport

When criminals steal guns, people are placed in danger

Sheriff Dennis Dotson, in his Jan. 25 letter to the editor, discusses the "emotional responses" of the public to the convoluted issue of gun control. Had Mr. Dotson done his job a few years back, a well-known criminal in south Lincoln County would have been arrested on a timely basis. Probable cause would have been achieved had Mr. Dotson bothered to return a phone call from a crime victim, myself. The statute of limitations ran out, and my due process constitutional rights were denied because Mr. Dotson chose to ignore me. My guns were stolen on March 31, 2008. I know who did it. I tried in vain to get forensic evidence gathered at the crime scene. Fast forward, the perp last year, while on probation, committed four felonies while burglarizing his parent's home.

Judge Thomas O. Branford gave the perp three more years of probation and a hefty restitution bill for the perp's family. Mr. Dotson has refused to formulate a task force dealing with burglary in our communities. He is silent on this matter. Mr. Dotson failed my community and did nothing to assist our community in rendering justice. I never had my day in court where I would have asked the perp where my .45-caliber Colt rifle was located. Mr. Dotson should resign his office and retire. Our county deserves a law enforcement leader who cares about crime and will endeavor to vigorously empower his deputies to arrest the burglars who prey upon our communities.

When criminals steal guns, our people are placed in severe danger. Mr. Dotson should understand this and leave his office to a competent and effective law enforcement leader.

David Peltier
Waldport

Silver Falls Dermatolo
Medical, Surgical, and Pediatric Dermatology
Dr. Young is hap announce that C Staggs, PA-C wil seeing patients i Albany office.
Charla Staggs, Board Certified National Commission on Cert Physician Assistants, has been as a physician assistant since earned her Bachelors Degree Science from Arizona State U a dual Masters Degree in both Assistant Studies and Public Touro University in California a broad range of clinical expe including cardiothoracic surg surgery, and gastroenterology our team in 2011 to meet the growing patient population.

Charla Staggs, PA-C

John R. Young, MD

Mark Williams,
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Ban on assault weapons is not a Second Amendment issue

Viewpoint

I highly support the efforts of the NRA in teaching gun safety and the sport of firearms. I never became a member of the NRA, and here is why.

The NRA has for years taken an unmovable stand on resisting any idea of gun regulation no matter how much sense it makes. They resisted efforts in the '90s on the ban on assault weapons and they are on the front lines now resisting efforts on reasonable gun regulation even as the nation suffers the results of the tragedy of Sandy Hook. How many dead kids will it take before reasonable people will prevail?

I served in the United States Marine Corps. After the service, I joined a big city police department, where I served for over 25 years. In 1996, I retired from that department and moved to Lincoln County, Ore. and became a corrections deputy at the Lincoln County Jail, where I served an additional 13 and a half years.

During this 40-year period of my life, I was very much involved in the use and training of firearms, and I am currently a member of a rod and gun club in order to keep up my expertise in the use of the weapons I own. As a retired law enforcement officer, I am entitled to carry a concealed gun in any state of the nation. I give you this 40-year history of my life only because I want you to know that I don't oppose guns, hunting or gun sports. In fact, I support them.

The ban of assault weapons is not a Second Amendment issue. The so called "slippery slope" of gun regulation is a myth. There are plenty of people like me that urge reasonable gun laws and support the Second Amendment. Keeping guns for self-protection and the protection of my home is important to me.

Common sense dictates that as technology advances in the development of weaponry, new ideas of their regulation must also be developed. The founding fathers could have never imagined the extent of the development of weaponry or even imagined the horrid events that have spurred this debate. The NRA could take the high road on this issue and lead this nation with new and modern ideas on how to deal with this issue. Instead, they stick to their stubborn and outdated steadfastness as Americans die on the streets.

Cronies of the NRA, such as the select few Oregon county sheriffs that are trying to make this issue a Second Amendment issue, are just dead wrong. I just hope the dead are not 20 more kids. The idea that these sheriffs can selectively enforce the laws of the land is foreign to me. I would very much like these sheriffs to produce a list of other laws that they would selectively choose not to enforce. How arrogant of them to think that just because they have been elected sheriff they can choose which laws to enforce. They justify their actions based on the false idea that this is a Second Amendment issue.

J. R. Rolfe is a resident of Waldport.

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Hwy 101
N
To Yaquina Bay

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who need no further regulation. Criminals and the criminally insane, of course, pay the tle or no heed. In fact, th every reason to believe that such measures increase overall level of murder and mayhem.

That said, something effective does need to be done about violence, especially in places like Chicago, New York City, and Washington, D.C., three proud bastions of gun control.

Well, I'm here to tell you that our schools can expel and ruin the lives of as many finger-gun-wielding first-graders as they want, our politicians can outlaw as many "ugly" guns as they want, and we can all be as horrified by the bloodshed as we want, but such responses, such hysteria, will do nothing to make our society one whit safer.

What might actually work?

Before answering that question, let's take a little peek at some recent history.

Adam Lanza, the Sandy Hook shooter, had a history of violent mental illness. It's safe to assume that in a rational world, Lanza would have been committed to a psychiatric facility long ago. He wasn't. Clearly, the mental-health authorities failed him, his family, and the 26 people he murdered.

William H. Spengler, the Webster, New York, shooter, was convicted of beating his grandmother to death with a hammer. It looks as though he was allowed to plea bargain down to manslaughter. He was paroled in 1998 and released

Unfortunately for the general public, reversing this failure will require a greater effort than merely passing another wave of gun-control measures. It will require Congress and our state legislature to act as though public safety is of greater importance to them than their sacred cows.

I am not hopeful.

If nothing else, our political leaders are addicted to their ideological opiates. At the moment, gun control is one such opiate. As long as they can demonize and scapegoat responsible gun owners, the political class will refuse to take on its own fair measure of responsibility.

What will they do?

Rather than examine their failed policies – and the spending priorities driving them – they will go after guns. And the violence will continue. And next month, or next year, the politicians will once again howl that greater controls are needed.

We've seen this evasion, this pattern, time and time again. They sell each new restriction as a solution to the problem, and then when the violence continues, they respond by doubling down, by further punishing the innocent by enacting even more restrictions, more bans, and more confiscations. And in the meantime, the bodies continue to pile up – by the thousands in Washington, D.C. alone.

James Wilson is a resident of Newport.

Newport should say no to log exports

Viewpoint

We, the citizens of Newport, are at a crossroads. We must choose what direction to go. Is it toward heavy industrial development in one direction? Or, is it toward wave energy and deep-water research in the other?

The first, by its very nature, will damage tourism, recreational fishing, and other uses of the bay. Our bay is too small for healthy multiple usage. Its ability to clean itself will be overwhelmed by contaminants from both the log processing and large incoming ships. These ships will be much larger than we have ever seen before. Their hulls will likely carry alien crustaceans that will wreak havoc with our domestic sea life. The aesthetic views across the bay, that our tourists and locals alike treasure, will be blemished by huge stacks of logs. Once you turn down that road, the damage is done. It would take many years to redress.

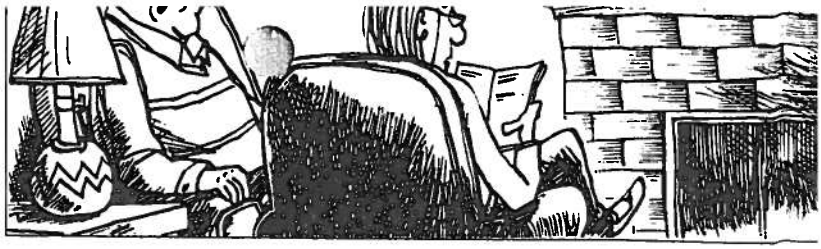
The second option takes us on a direction of golden opportunity that meshes with the other legs of our economy. It's not looking backward, but boldly moving forward toward a new horizon. We have the ability to become the Woods Hole (the Atlantic Coast center for research and development) of the West Coast. It is there at our fingertips, to be grasped. No, it is not an instant fix. It will take years of development. But, our little Newport will then hold a unique place unlike any other port on the West Coast. And, it is less prone than log exports to the boom and bust swings that have plagued Oregon's economy. We are blessed with a gem here that must be polished and cared for. To do anything less is an abomination.

To ship raw logs abroad (to any country) is a violation of the "American Way." We grew into a mighty nation by mass producing finished products for the world market. We are tempted now by the serpent coiled around the tree. Promises have been made to our fishing community and others, but we've seen nothing in writing. The down side to our precious town is far greater than the matter of a few jobs that it might produce (and for how long). The alternative, to be in the vanguard of research, development, and education, beckons us toward a better life and a more stable future. Many of us have moved here to Newport for its beauty, tranquil lifestyle, and to be a part of this glowing future.

I plead with the good people of Newport to rise up and deny this log export development. Make your voices heard. Call the city manager, call the council members, write letters, attend the meetings. Show your displeasure with their direction. We are not sheep to be herded, we are the proud citizens of the City of Newport.

Paul Quinn is a resident of Newport.

Newport News-Times Pg. A-8 Fri. 1/25/13



Letters to the Editor

Letters policy

The News-Times welcomes letters to the editor concerning issues affecting Lincoln County.

All letters must be signed with the full name of the writer and must be accompanied by a telephone number and address.

We request that letters be limited to 300 words, and that writers limit their letters and viewpoints to one every four weeks. Letters may be edited for length and clarity. Letters sent via email should clearly state that they are for publication.

WRITE:
editor@newportnewstimes.com

Elected leaders should avoid hasty reactions

Recent tragic events in Clackamas, Ore. and Newtown, Conn. have sparked political reactions from our nation's capital and from a variety of state and local governments in this country. Emotions are understandably high, and the outrage of these occurrences widespread. When tragedy or controversy strikes our nation, we naturally see citizens begin to advocate for their beliefs on these issues. We can only hope that those we have elected as our leaders will avoid hasty reactions to situations that impact the rights of all people.

In this instance, a national debate has been sparked, and the president has released his proposal for 23 executive actions, including closing background check loopholes to keep guns out of dangerous hands, working with prosecutors to vigorously prosecute those who commit crimes with firearms, making schools safer by enhancing security and working with school administrators in planning for critical incidents, and increasing access to mental health services for at-risk patients. While I support these four actions, I do not support any attempts by our leaders to avert or in other words nullify our Constitution.

This office has received a number of inquiries on our position in regards to the U.S. Constitution's 2nd Amendment and Sheriff Tim Mueller's letter to Vice President Biden. Please understand that on Jan. 3, in a public ceremony, I reaffirmed my oath to support the Constitution of the United States, and that includes the 2nd Amendment.

I have also been a strong supporter of Oregon's concealed handgun license program. Working in tandem with other Oregon sheriff's at the state legislature to ensure that the rights of our license holders are not compromised has been successful. These efforts will continue on this and other fronts.

As a nation, once we have moved beyond the emotional responses and outrage to these tragedies and the president's proposals, we may be able to identify actions that will actually reduce or even eliminate the risk of harm to our children in schools and people in other public places.

Dennis Dotson
Lincoln County Sheriff

Thoughts about Highway 20 project

As was suggested by the gentleman from Siletz ("Some thoughts on the Highway 20 realignment project," by John Hawkes, Jan. 2 edition), a mandatory driver education class (or at least a driving test) when an individual's license is required to be r
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Thank You Letters

Boy Scouts appreciate support

The Boy Scouts' Christmas tree fundraiser in Lincoln City was a complete success this year. Thanks to Pirate Coffee Co., everyone who made donations, T&L Septic, Deborah Ledgerwood, Loren Nordyke, our parent volunteers, and everyone who came and bought a tree. All the money we raised will help our growing number of scouts get to summer camp this year, and we couldn't do it without all those in the community who help us out.

Thanks, and see you all again next December.

Zach Colbert
Senior Patrol Leader
BSA Troop 47
Lincoln City

Thank you Yachats Ladies Club

A big, hearty thanks to the Yachats Ladies Club for an extraordinary fundraising dinner and auction event last October. When presented with the Building & Sharing Resources Project plan to improve services for south county residents, the ladies decided to help, and help they did.

The ladies club has worked to promote the welfare of the local community for 85 years. They handcraft quilts and other delightful items to support the club and its community projects. Their pie socials, dinners and bazaars have a strong, popular following.

The building project brings all the programs of South Lincoln Resources, Waldport Food Share and Adventist Clothing Share together in a new building to strengthen community support services. Additional partnership with emergency services will also improve disaster preparedness effecting south Lincoln County. Our current home in the Keady Center does not hold all of our programs; Food Share and Clothing Share have a major challenge with storage; and, "home" for the annual holiday food baskets and monthly great clothing giveaways is wherever we can set up.

The ladies pulled out all the stops coordinating and hosting this event. They were inundated with auction donations and tasty ideas for dinner. Umpqua Bank, Oregon Coast Bank, Washington Federal, West Coast Bank and Pioneer Telephone were the "distinguished donors" covering the event expenses. Prime rib chef Larry Profitt, and auctioneer Ray Vance helped with a fabulous meal and great auction activity. Crews of volunteers worked the kitchens, served food and cleaned up after.

The event raised $14,000 for the Building & Sharing Resources project. Thanks to every participant. Special thanks to the central event committee of Sandy Dunn, Sherry Phillips, Gunnell Nelson and Elva Philp.

Tonner Hays, chairman
Building & Sharing Resources
Waldport

Grateful for fundraiser support

I wish to thank all of our musicians for their awesome music and talents for the Newport Vietnam Memorial fundraiser.

Thank you also to the News-Times, KNPT, The BOSS, and all the media that helped us to promote this concert.

I'm grateful to all of the staff members from the Newport Performing Arts Center and to all the people who attended. The monies raised will go to keep alive the remembrance of
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Bar

general information line:
1-800-332-2313
www.leg.state.or.us

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www.merkley.senate.gov

• U.S. Rep. Kurt Schrader
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202-225-5711

(202) 224-5244
www.wyden.senate.gov

• State Rep. Gomberg
D-10th district
Neotsu: 541-921-2038
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Arnie Roblan
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LETTERS TO THE EDITOR

Letters policy

The News-Times welcomes letters to the editor concerning issues affecting Lincoln County.

All letters must be signed with the full name of the writer, and must be accompanied by a telephone number and address.

We request that letters be limited to 300 words, and that writers limit their letters and viewpoints to one every four weeks. Letters may be edited for length and clarity. Letters sent via email should clearly state that they are for publication.

WRITE:
editor@newportnewstimes.com

Consider root cause of gun violence

In response to the letter by Carol DeMuth about guns ("Assault rifles should be banned," Jan. 18 edition), it seems to be fashionable among a certain segment of our society to take away Constitutional rights rather than try to resolve a serious problem. As a friend of mine pointed out to me, the first thing we need to do is a root cause analysis. But then that would not fit the agenda of these people to gut the second amendment.

We need to ask ourselves if the problem is we can own guns in this country, yes even assault rifles, or is the problem that we have people in this country that go out and commit these atrocities using guns? The answer is obvious. Even if you take away the guns, you are still going to have people that want to go out and do these things. The only result of removing the guns is that these people will find other ways to carry out their objective. And contrary to what you seem to believe, there are alternatives that are even more heinous than guns, and they are readily available. By the way Carol, banning the assault weapons would do very little to stop the carnage.

Carol, if you don't believe there are worse alternatives, take 30 minutes and search the Internet. I could list a number of ways but won't for obvious reasons. Perhaps we should demand that Internet access be denied to people because it can be used to provide the information that people need to commit these type of crimes.

Anyway, unless you look to solve the root cause, people who want to kill other people, you will not stop these crimes. All your solutions will accomplish is to cause them to use other means. As the saying goes, when you make something idiot proof, nature designs a better idiot.

Bill Leeper
Newport

Put energy toward changing legislation

The viewpoint submitted by Central Oregon Coast NOW members in the Jan. 18 edition

agenda. To celebrate the anniversary of Roe v. Wade is an insult to the culture of life, and to use it as a selling point for the NOW agenda is not necessary.

As a womanist, I agree with the idea that sex education should be a requirement for everyone, not only teenagers; that all health care practitioners talk to their patients, male and female, about the importance of knowing their bodies in order to make informed decisions about procreation. Any kind of effective method of family planning works best with maximum self-knowledge for both men and women. Child care should be free and supplied by employers for working parents, especially single parents. Women should have equal pay with men and a living wage. Men need to take responsibility for their share in the conception of a child, but to use words like demand and guarantee will not work. These changes will come about when supported by legislative mandates. How about putting your NOW energy to work changing legislation rather than advocating abortion and free contraception as a solution? Pointing the finger at religion as the culprit is futile because abortion is neither a political nor a religious issue. It is a health issue. To support abortion is to support the culture of death. NOW could use its collective power to initiate legislative changes that make it mandatory for all employers to offer child care, laws that mandate paternal responsibility, laws that include serious penalties for sexual harassment, laws that penalize the propagation of porn, laws that incarcerate for life all sexual offenders especially those that violate the sexuality/spirituality of a child.

I will end with a cautionary note to discerning women and the men who love them. There is a lot of scientific evidence that shows a strong correlation between breast cancer and abortion. Sources: April 2009 issue of Cancer Epidemiology, Biomarkers and Prevention, and Angela Lanfranchi's article, Abortion and Breast Cancer: The Link That Won't Go Away. Google Lanfranchi for more info.

Karen C. Manternach
Newport

We need to revise the tax code

Congress "kicked the can down the road" for two additional months and declared that they "taxed the rich." Here is a summary (www.mymotherlode.com) of the "fiscal cliff" agreement: 1) extended tax credit, child tax credit, and earned income tax credit for five more years; 2) effective Jan. 1, ended "social security tax holiday," meaning that the 4.2 percent rate is now 6.2 percent (for someone earning $40,000/year, add $800); 3) for households making $400,000/year singles/$450,000 couples, federal income tax increased from 35 to 39.6 percent; ... from 35 to 40 percent; 6) alternative minimum tax (AMT) will increase by 1.25 percent in fiscal year 2013.

The following Obamacare taxes kicked in on Jan. 1 (www.votersmarket.com): a) 9-percent Medicare hospital tax increase for people earning $200,000 singles/$250,000 couples; b) 3.8-percent increase in "unearned investment income" for people earning $200,000 singles/$250,000 couples; $1,350 increase for married couple earning over $250,000 (singles remain the same); c) 2.9-percent tax on medical devices at the time of sale; d) elimination of tax deduction for employer-provided retirement Rx drug coverage; e) imposed fee on insured and self-insured health plans.

House Minority Leader Nancy Pelosi and other Democrats stated that Congress was not done with increasing spending and raising taxes. Constant increasing of national debt decreases value of the dollar and increases prices of necessary items (shopped for food lately?).

Many people told me with satisfaction that now "rich will pay their fair share." These people seem to think that "the rich" will meekly fork over the money. Will they really? According to USA Today, under current tax laws corporations can legally avoid paying most of the taxes. Using Bermuda tax haven, Google avoided paying about $2 billion in taxes, and Reuters reported that Amazon has avoided $1.5 billion in taxes by sending the sales money through Luxemburg. With access to lawyers, tax accountants, and tax havens, most rich people can legally avoid paying taxes. French decided to "tax the rich" by 75 percent. Many Frenchmen are leaving France and moving their businesses (and jobs) to countries with lower tax rates. Do we want the same movement in our country? Wouldn't it be easier to revise the tax code?

Genie Papas
Waldport

Heavy cargo shipping is wrong for Newport

Viewpoint

In 1972, as part of Oregon's historic new land use laws, the Department of State Lands under "Crisis in Oregon Estuaries" conducted "Inventory of Filled Lands" studies of Oregon estuaries.

The Yaquina Bay study defined the first four-mile section as lower estuary bay, with the 19 river miles beyond as upper estuary. Habitat loss due to jetty construction, breakwaters, marinas, dock structure, and periodic dredging areas were excluded, although extensive.

Findings identified 17 sites constructed from 1951 through 1971 as landfill, or "new lands" consuming 253 total acres of estuarine habitat. The four-mile lower bay area accounted for 51 of 55 total acres (93 percent) of "submersible tidelands habitat" losses.

What remains today of original tide flats are in the lower bay at Sally's Bend, the Point at King's Slough, and Idaho Point down to the Hatfield Marine Science Center areas. All are vital eelgrass juvenile fish habitat, shellfish grounds, and feeding areas for a multitude of wildlife. All are endangered by bordering next to, or directly across from the planned heavy industry log yard and export shipping terminal.

According to the National Marine Fisheries Service (NOAA/NMFS), 75 percent of all west coast fish and shellfish species targeted by commercial/sport harvest depend on estuary habitat for reproduction and juvenile growth. A recent study by the Nature Conservancy rated Yaquina Bay as one of, if not the highest biologically diverse estuaries in Oregon.

Yaquina Bay, although small at 3,900 acres, is Oregon's fifth largest estuary. All 33 of Oregon's estuaries would fit inside Grey's Harbor, just one of Washington state's estuaries.

Estuary conservation has proven contradictory and arbitrary. Of Oregon's eight largest estuaries, none have the highest protection, or "Natural." One is listed "Conservation," and seven are "Development."

Most coastal cities have beaches; Newport has beaches and Yaquina Bay. Our bay provides a fishing industry ranked first in the state and in the top 15 most productive nationally. Here we have a still growing top 10 marine science center, new NOAA homeport facility, Oregon Coast Aquarium, Bayfront businesses, and recreational tourism.

Compare the economy of Coos Bay, a heavy bulk cargo port city with large log export operations. With industrial blighted waterfronts, viewsheds, and heavy truck traffic, they are rarely a tourist destination or likely prospect for transfer income from retirees and vacation-home buyers. To help their economy, the legislature has committed $70 million, including buying a *rail line; to make Coos Bay* the primary coastal industrial port in Oregon.

Yaquina Bay is poorly suited for bulk cargo shipping. The bay is small, there is no rail service, it is isolated from the interstate highway system, and is physically restrained by narrow channels and very restrictive bridge clearances. Consequences from shortsighted industrial uses will have detrimental impacts on community desirability and quality of life and prove disastrous to the successful economic model that makes Newport the envy of coastal economies.

Columbia River ports and Coos Bay are struggling due to excess capacity. Four are currently exporting logs. It makes no sense to add Newport to the list. Heavy cargo shipping is wrong for Newport, an unacceptable risk to Yaquina Bay, and a foolish use of Oregon's natural coastal resources.

Christy Peterson is a resident of Newport

Creating nation's money debt free is simple

Viewpoint

Despite President Obama's recent dismissal of the trillion dollar coin as a gimmick, it's important for the American people to understand that the concept of government creating its own money "debt free" is not only possible, but perfectly legal, a fact widely verified, including by the U.S. Supreme court.

Our government could create new money independent of the banking system, including 12 "private" Federal Reserve banks, to pay off the nation's debt, balance the budget every year, while fully funding all budget items including defense, Social Security and Medicare. It's the only solution for our debt problem that will not require severe austerity measures for the people, yet because it's so simple, politicians must dismiss it as a gimmick so we will continue to believe it's "too good to be true" and bank money creation will not be interrupted.

But there are examples in history where our government has created its own money debt... sassinated and the greenback program faded.

President Kennedy had the Treasury create as many "debt free" silver dollars, both coins and bills (see the text of the order in Myth 9 below), with all remaining silver held by the U.S. Treasury. He was assassinated about three months after starting this program, and it was quickly stopped by politicians that gained power.

Facts show banks use the concept of "fractional reserve banking" to create most of our nation's money with nothing more than computer keystrokes, using the new money for loans and investments of their own choosing. Bank "assets" grow by the trillions, even if bank income statements show they are struggling. Ultimately, banks withhold loans from small businesses so the economy will continue to struggle, justifying more bailouts and allowing them to invest the money they create in the stock market... could print its own money and avoid the Fed's interest. Flaherty: "Government could print its own currency independent of the Fed, but there would be no effective safeguards against abuse of this power for political gain."

Fed statistics show the money supply grew by about 7.8 percent in the 1900s. Economist Milton Friedman documented that to protect a "debt free" money supply from political abuse, it must be mandated in the Constitution that it can only grow by 3-5 percent a year, clearly under actual 7.8 percent.

• Myth #9 – President Kennedy was assassinated because he tried to usurp the Federal Reserve's power. Executive Order 11,110 proves it. Flaherty: "Kennedy wrote E.O. 11,110 to phase out silver certificate currency, not to issue more of it." Relevant text shows Kennedy was creating new money based on using all silver ... silver certificates....".

• Myth #13 – Banks charge interest on money they costlessly create out of thin air. Flaherty: "The banking system is indeed able to create money with a mere computer keystroke." Fed example: Reserve requirements affect the potential of the banking system to create transaction deposits. If the reserve requirement is 10 percent, for example, a bank that receives a $100 deposit...can expand the initial deposit of $100 into a maximum of $1,000 of money.

The people have two choices: Blindly accept the word of our politicians and the severe austerity measures that are coming. Or, unite (form a consensus of opinion) to demand our government take back its constitutional right to "safely" create the nation's new money debt free, independent of all banks, using it to pay off the debt and balance a budget that includes full funding for defense, education, social security and health care.

Sadly, the concept of the U.S. Treasury creating the nation's money debt free, ...

Fish printing
Toledo artist shares her talents
See E&A, Page B1

Contact sport
Newport Cub girls lose hard-fought game
See Sports, Page C1

Friday
January 11, 2013
24 Pages
75¢

NEWS TIMES

131 Years
Number 4
Newport
Oregon

Your information source for the Central Oregon Coast

Calm Seas

Friday
Chance of showers, partly sunny, with a high near 45, N wind 10 to 15 knots with gusts to 20 knots. Friday night, chance of rain, low near 34, SW wind 5 to 10 knots.

Saturday-Sunday
Saturday, chance of rain, high near 44, S wind 10 to 15 knots. Saturday night, mostly cloudy, low near 33, E wind 15 to 20 knots. Sunday, partly sunny, high near 43.

(knots x 1.15 = mph)

Sunrise/Sunset

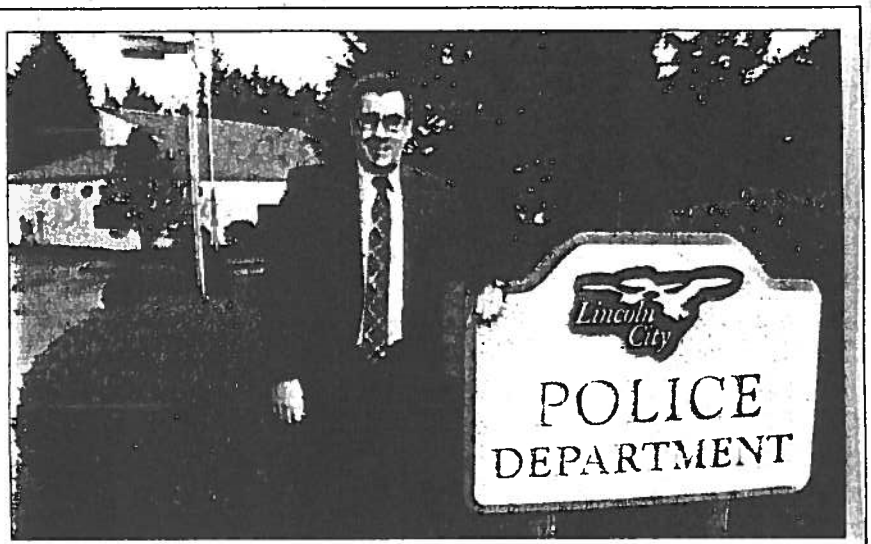
	Sunrise	Sunset
.10	7:52am	4:55pm
.11	7:52am	4:56pm
	New Moon	11:45am
.12	7:51am	4:58pm
.13	7:51am	4:59pm
.14	7:50am	5:00pm
.15	7:50am	5:01pm
.16	7:49am	5:03pm

Tides

Hatfield Marine Science Center Dock

	High Water	Low Water
.10	10:24am / 10.2ft	4:14am / 3.3ft 5:17pm / -1.7ft
.11	12:01am / 8.1ft 11:17am / 10.3ft	5:10am / 3.0ft 6:03pm / -1.9ft
.12	12:46am / 8.5ft 12:08pm / 10.2ft	6:04am / 2.6ft 6:48pm / -1.8ft
.13	1:29am / 8.8ft 12:58pm / 9.9ft	6:55am / 2.4ft 7:31pm / -1.4ft
.14	2:10am / 9.0ft 1:47pm / 9.3ft	7:47am / 2.2ft 8:12pm / -0.8ft
.15	2:52am / 9.1ft 2:36pm / 8.5ft	8:38am / 2.2ft 8:53pm / 0.1ft
.16	3:32am / 9.0ft 3:28pm / 7.7ft	9:32am / 2.2ft 9:33pm / 1.1ft

Weather



Police Chief Steven Bechard was hired six-and-a-half years ago to bring the Lincoln City Police Department up to code after an insurance company audit gave it the lowest rating in Oregon. Last year, the insurance company returned to probe into every nook and cranny and declared it the best police department in the state. (Photo by Rick Beasley)

Police chief retires, again

By Rick Beasley
Of the News-Times

Thursday was the last sleepless night for Lincoln City Police Chief Steven Bechard, who retires today (Friday) after turning around the troubled police department there and making it one of the best in the state.

It will be the second retirement from law enforcement for Bechard, 57, a former captain with the Portland Police Bureau hired by City Manager David Hawker six-and-a-half years ago to bring the Lincoln City Police Department up to code after an insurance company audit gave it the lowest rating in the state.

"He exceeded my expectations in every regard," said Hawker, who is expected to officially announce Bechard's replacement, Keith Killian, a commander with the Clark County Sheriff's Office, today. "Number one, he brought the department along to a much higher standard of performance and effectiveness, and that covers a wide range of different things. Additionally, he's truly been part of the management team of the city, involved not just with the police but in every area that had problems or opportunities. That's a rare thing for a police chief. I've been in this business for 30 years, and he's the best police chief I ever had."

Bechard, who grew up in Wisconsin, retired from the Portland police after an impressive, 28-year career that included his rise through the ranks from patrolman to captain, with command assignments in drugs and vice, auto theft, major crimes, internal affairs, detectives and a stint as head of an interagency narcotics task force with cops, deputies and feds from a dozen agencies, including the FBI, working for him. Nine months after leaving his job, Bechard read about the opening in Lincoln City, where he owned a second home.

"You look forward to retiring, but when it actually comes, it's not what you thought it would be," he said. "The truth is, I quickly became bored."

Bechard on Page A4

Task force looks at impact of logging traffic

By Larry Coonrod
Of the News-Times

NEWPORT – A Wednesday evening meeting on traffic safety changes to John Moore Road and Bay Boulevard in Newport turned into a referendum on an upcoming log export operation.

The Port of Newport is close to completing negotiations with Rainer, Ore. based Teevin Bros. to operate a 16-acre log storage yard and exporting operation.

Last June, the port and Newport City Council charged a joint safety task force with making recommendations to deal with an influx of logs trucks expected to start rolling down John Moore Road to the Port of Newport International Terminal this fall.

This week, the task force finalized its short-term solutions.

Safety concerns

Most of the trucks headed to the terminal will reach Newport by traveling east on Highway 20 and then turn down John Moore Road and take a left on Bay Boulevard toward the terminal. Vehicles headed south on John Moore are not required to stop before turning onto Bay Boulevard; a situation that creates near misses at the intersection.

Logging Traffic on Page A5

Deadline nears for foreclosure payments

By Larry Coonrod
Of the News-Times

Some homeowners who lost their homes to foreclosure between 2008 and 2011 are eligible to receive money back under a $25 billion national legal settlement, but the deadline for applying is Jan. 18.

The National Mortgage Settlement is the result of state and federal investigations into the country's five largest mortgage servicers: Ally/GMAC, Bank of America, Citi, JPMorgan Chase and Wells Fargo. It's the largest multi-state settlement since the tobacco settlement in 1998.

According to the settlement, these companies routinely signed foreclosure documents without the presence of a notary public and without knowledge that the facts were correct.

Borrowers who had mortgages with any of the five companies and lost their homes to foreclosure between Jan. 1, 2008 and Dec. 31, 2011 can file a claim.

In Oregon, the estimated minimum payment is $840, but it may be more depending on the number of claims filed. The Oregon Department of Justice sent out letters of eligibility, but many of those went to addresses that are no longer valid.

Jon Polansky, a foreclosure intervention counselor with Community Services Consortium of Linn, Benton and Lincoln counties, said some who received the DOJ notice thought it was a scam and didn't respond.

"Unfortunately, in the mortgage crisis there have been so many scams the public is conditioned to be cautious," he said. "And there's so much going on in the mortgage industry with lawsuit settlements, it's hard for everybody to keep them straight."

Foreclosure on Page A5

State set to rule on Hwy 20 options next week

By Rick Beasley
Of the News-Times

SALEM – The fate of U.S. Highway 20 will be in the hands of the Oregon Transportation Commission next week as it decides whether or not to continue paying for an ambitious project bedeviled by legal and engineering roadblocks.

The issue will come up at the Jan. 16 meeting of the five-member commission, one month after a delegation of coastal mayors, legislators and business leaders argued in Salem for completion of the effort to uncurl the highway's deadly hairpin curves that have claimed dozens of lives and closed the roadway

Work is beginning on Safe Haven Hill

By Larry Coonrod
Of the News-Times

The City of Newport and Port of Newport task force on traffic safety listens to citizen input Wednesday night about log truck traffic on John Moore Road and Bay Boulevard when a log shipping yard opens at the International Terminal later this year. (Photo by Larry Coonrod)

Logging Traffic

Continued from Page A1

Despite overhead traffic lights, many drivers consider the John Moore/Highway 20 intersection the most dangerous spot in Newport. Traffic stopped in the Highway 20 left turn lane on the east side of the intersection blocks the view from John Moore Road. When westbound cars and trucks blow a red light, it sets up the likelihood of a collision with drivers crossing or turning onto the highway.

The task force's safety recommendations focused on increasing the number and visibility of traffic signs, extending the 30 mile-per-hour zone on Highway 20 further east, creating center turn lanes on John Moore Road and limiting on-street parking during hours the log yard is open.

Audience split

About 20 Newport citizens attended the task force meeting. While some public comment touched on the traffic recommendations, most of it split between those favoring the log yard and those against it.

A small but increasingly vocal group of neighborhood property owners adamantly oppose log trucks using the streets.

Jackie Trahan said since she and her husband bought their house on SE Reo Vista Lane 10 years ago, they've put their heart and soul and hundreds of thousands of dollars into it. Now the couple fear the worse with the noise and traffic a log yard will bring.

"We can't stay here if every time we go out on our street there's going to be log trucks," she said. "We'll get killed."

Giovanni Catallano, a family physician at the Samaritan Depoe Bay Clinic, said his family wouldn't tolerate truck traffic passing their home on John Moore Road. Catallano said when he bought the house 18 months ago, his real estate agent didn't tell him about the likelihood of increased traffic when the rebuilt International Terminal ramped up shipping.

After listening to the task force recommendations, Catallano said he didn't think they were effective enough to protect his six children playing in their fenced yard.

"It took Samaritan about two years to recruit the family medicine position where I work, and we're losing doctors all the time. It's hard to recruit to this community," he said. "I'll be looking for a new job in the near future if this goes through and an alternate route is not secured quickly."

Supporters say fears unfounded

For many years, the port ran a thriving log shipping operation until the terminal fell into disrepair in the early 1990s. Backers of the Teevin Bros. log yard say trucks streamed in and out of the terminal without incident.

"This is an industry that has been part of this town for more than 75 years. It just happened with the economic downturn that shipping went away, sawmills went away, logging went away. Now it's starting to come back," said longshoreman Tracy Burchett. "A lot of people in this room have witnessed log trucks going up and down that road when shipping was going on here. There's this perception it's a nightmare. I've witnessed it, and it's not a nightmare."

Allaying fears

Eric Oien, Teevin Bros. general manager, and the company's facility manager, Paul Langner, spoke to the crowd about the log yard.

Oien took issue with reports of 200 or 300 log trucks a day using the road.

"It's about 50 loads a day to load one five million (board) foot vessel a month," Oien said.

Teevin plans to operate the yard Monday through Friday from 6 a.m. to 4 p.m. Oien said the first trucks of the day would be in and out of the yard before the morning traffic rush, and the last trucks would be gone before the evening commute time.

When operational, Teevin plans to hire more than 20 employees – jobs that pay a good family wage with health insurance and retirement benefits, Oien said. He estimated the total jobs created around the shipping operation from 40 to 60.

Oien told the News-Times that he already has 22 applications from people wanting jobs at the Newport site. Teevin pays a premium for good workers, he said.

"I have forklift drivers making $50,000 a year," added, Langner, the Teevin facilities manager.

Oien offered to personally take anyone curious about the operation on a tour of Teevin's Rainer log yard.

"We're a company that has gone through this many times before, and we want people to understand what we're about," he said. "Call Paul (Langner) or myself with questions. We want people to learn we're not this noisy, messy company."

Alternate route sought

The Port of Newport and the City of Newport will discuss the task force recommendations at a joint meeting in February. The task force next turns its attention to finding an alternate to John Moore Road for trucks headed to the terminal. Plans to build a cutoff from Highway 20 to Yaquina Bay east of the terminal have been in the works for years. But even the most optimistic say such a road is at least several years in the future.

Contact Assistant Editor Larry Coonrod at 541-265-8571 ext. 211 or email larry@newportnewstimes.com.

Safe Haven Hill

Continued from Page A1

The city is counting on the Federal Emergency Management Agency (FEMA) to pay the bulk of the costs. However, squeezing money out of the feds has proved to be an agonizingly slow process.

The Newport City Council, impatient to make access easier for people in the vulnerable South Beach Peninsula, gave city staff the OK to do preliminary work.

Newport Public Works Director Tim Gross said in addition to improving road access, crews plan to remove downed trees and clear brush.

"The scope of the work we're doing is improving the access road up the hill so we can get our equipment up there and improve walkability," Gross said. "The council authorized us up to $20,000. I don't think it's going to cost anywhere close to that, but we wanted to make sure we had enough money in case there are any snafus. You never know what you are going to encounter."

Workers ran into an unexpected hitch almost immediately after beginning work Wednesday when they encountered a large transient camp. Gross said the camp was unoccupied at the time and his crews notified the Newport Police Department.

Gross said he's heard from Oregon Office of Emergency Management that some initial FEMA funding could soon flow to the city.

"I think you'll see some forward movement on tsunami hill, at least phase one, in the next few months," Gross said.

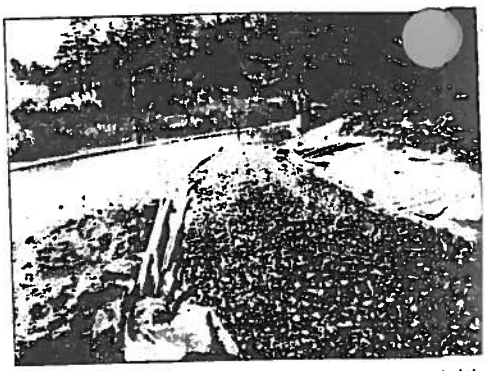
Experts say a tsunami could inundate South Beach in as little as 15 minutes after an earthquake in the Cascadia Subduction Zone 70 miles off the central Oregon coast.

Geological records show tsunamis striking the coast on average of once every 300 years. The last major tsunami occurred 312 years ago.

The 2011 Japanese tsunami heavily damaged a dock in Depoe Bay. A 1964 earthquake in southern Alaska sent a wall of water crashing into the West Coast, killing four people at Beverly Beach north of Newport.

Downloadable maps of tsunami evacuation routes for Lincoln County communities are available on the website of the Lincoln County Office of Emergency Management at www.lincolncountysheriff.net/emergency/

Contact Assistant Editor Larry Coonrod at 541-265-8571 ext. 211 or email larry@newportnewstimes.com.



By Wednesday afternoon, public works employees had graveled the access road up Safe Haven Hill. The city is hoping for a federal grant to complete nearly $600,000 in improvements, including a paved road, sidewalks, foot trails and a large emergency supply storage container. (Courtesy photo)

Foreclosure

Continued from Page A1

Polansky said he encourages people to apply for the payment and has given presentations to real estate agents about the settlement.

"The Realtors are on the frontlines," he said. "If there is anyone homeowners can track down from years ago when they bought the house, it's usually the Realtor. They tend to call the real estate agent to ask them questions and for advice."

Borrowers who think they are eligible but did not get a notice or ignored it can go find claim forms and eligibility requirements online at www.nationalmortgagesettlement.com or by calling 866-430-8358.

Payments are aimed at compensating homeowners for the illegal conduct of the mortgage servicers. Because of the large number of claims, officials expect payments to go out in May 2013. The National Mortgage Settlement is different from the Independent Foreclosure Review and other foreclosure reviews. Any payment received through the National Mortgage Settlement could reduce payments under other proceedings.

Additional information is available at www.oregonhomeownersupport.gov. For information and counseling about foreclosure prevention, contact Polansky at the Community Services Consortium, 866-245-1780.

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OPINION

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It's time for Senate rule changes on filibusters

Viewpoint

Senate majority leader Henry Reid is considering changes to Senate rules on filibusters. Our Senator Merkley supports that action. I applaud them both. It is time to end the constant GOP campaign to prevent President Obama from governing.

What are the issues? On one hand, the ability to filibuster prevents a Senate majority from running roughshod over the minority. On the other hand, clear abuse of the filibuster allows a minority to either impose its will, or (at best) to prevent the majority from governing. The first takeaway should be this: the minority has certain rights, but not the right to usurp the duty and the right of the elected majority to govern effectively.

The use of the filibuster has never been so abused as it has been by Republicans during Obama's first term. At one point under Bush, Democrats had blocked some 13 Bush appointments. At a comparable time under Obama, the GOP was blocking over 100 Obama nominees. It was all part of the Republican strategy to make Obama appear ineffective. One reason for this abuse is that under current rules, you don't need to really conduct a filibuster – you only need to say you intend to. That would change under the new rules.

Anyone who wants insight into this issue should read the recent book "It's Worse Than You Think," by Thomas E. Mann and Norm Ornstein. They make it very clear that we are paying a heavy price for the current government gridlock, and also that the burden of blame is not even close to equal. Although he is a longtime fellow of the notoriously conservative American Enterprise Institute, Ornstein said that "the purpose of the opposition is to oppose." That's a line that Eric Cantor has repeated, but it shows a complete misunderstanding of what real democracy is all about.

The democratic ideal enshrines the belief that the quality of decisions that affect a society will be better if the whole society is involved. The party that loses becomes the opposition, but they let the winners govern. While the winners govern, the losers watch what works and try to see how they can do a better job. Eventually, (so the argument goes) the opposition finds better policies and a better way of persuading people, and then they win the next election. Arguably, we are all better off for going through this process. In other words, contrary to Disraeli's glib line, the real job of the opposition was not to mindlessly oppose workable policies, but to find ways to make them even more workable.

But that is not what is happening now. Time and time again, Republicans have rejected ideas that they themselves proposed, simply because Democrats tried to end the gridlock by accepting them. In other words, the whole GOP argument that Obama "failed to overcome partisanship" or that he "broke his promise to bring the country together" is just bogus. Whenever the president accepted a GOP idea, the GOP has suddenly moved away from that idea. Jeffrey Grunwald's great new book, "The New, New Deal," gives plenty of details on this particular aspect of the current gridlock in Washington (it also explains exactly what happened to $800 billion dollars of stimulus

LETTERS TO THE EDITOR

Letters policy

The News-Times welcomes letters to the editor concerning issues affecting Lincoln County.

All letters must be signed with the full name of the writer, and must be accompanied by a telephone number and address.

We request that letters be limited to 300 words, and that writers limit their letters and viewpoints to one every four weeks. Letters may be edited for length and clarity. Letters sent via email should clearly state that they are for publication.

WRITE:
editor@newportnewstimes.com

Consider incentives for professional people

David Allen is apparently in favor of routing thousands of logging trucks per year through the east side neighborhoods. I'm less sure of the intentions of the remainder of the city council, but I urge you to consider a few more factors before you allow these truck convoys to take away our property values.

In the past eight years, 12 medical doctors have left Newport to live elsewhere. These include surgeons, obstetricians, an orthopedist, general practitioners, and internists. These have mostly been replaced by physicians' assistants, who have one or two years of medical training, compared to the doctors' six to nine years. Doctors Faria, Waite, Watanabe, Furlong, Tyson, Adler, Personnett, Goldman, Cowan, Michnowska, Haeg, and Victor are gone.

In addition, Dr. Bryan Harris will be leaving in March.

I urge the city council to consider how we might offer some incentives for professional people, including doctors, dentists, nurses, and physical therapists, to live in Newport. Hopefully, running trucks through their neighborhoods would not be high on your list.

Mike Peterson, M.D.
Newport

Let's find a way to make it work

I do not hear or read much opposition to shipping logs from Newport, only how they are transported to the terminal.

I agree with the approach George Boehlert outlined in his letter to the editor ("Log exports from Newport," Jan. 4 edition), but putting logs into the bay would only bring out all kinds of objections from the environmental community. Davidson Lumber at Mapleton was stopped from dumping their logs into the Siuslaw River and eventually they closed the mill down. The people of the Newport Port District approved a bond measure to rebuild the deep water shipping, which in the past were mostly raw logs. It was an environmental concern; but I understood the intent was to solve the environmental problems and start up the deep water shipping once again. The property is zoned for heavy industrial and water dependent since statewide planning was introduced over 30 years ago, and since World War II has been used for exporting raw timber. To use the property for what it is zoned for all these years should not come as a surprise. Do the people who are objecting want the zoning on their property changed without their approval? As one who has served on the local planning commission, I know all zoning is subject to a lot of public hearings.

My wife and I have lived in Walker Heights for 40 years this next December. We have the only private drive off of John Moore Road. In all those years, I cannot remember any accident or incident involving a log truck. I don't think it would be too difficult to check the record of the DMV as to just how much of a problem trucking has been to and from Highway 20 and the port terminal. The noise has never been a problem for us. The city street sweeper makes the most noise at 4 a.m., but they do a good job, and that is what they are hired to do.

Our country, our state and our city need the good wage jobs that are generated by exporting. A steady 10 percent or better unemployment rate should tell you how well we are doing with government or minimum wage tourist industry jobs. We need them all.

Let's find a way to make it work.

Alan Brown
Newport

to 25 knots with gusts to 30 knots. Wednesday night, showers, low around 35, NW wind 15 to 20 knots.

Thursday-Friday

Thursday, a 50 percent chance of showers, mostly cloudy, high near 45, N wind 20 to 25 knots with gusts to 30 knots. Thursday night, showers likely, low around 36, N wind 20 to 25 knots with gusts to 30 knots. Friday, a 50 percent chance of showers, high near 45, N wind 20 to 25 knots. Friday night, chance of rain, with a low around 36.

(knots x 1.15 = mph)

UNRISE/SUNSET

	Sunrise	Sunset
8	7:53am	4:53pm
9	7:52am	4:54pm
10	7:52am	4:55pm
11	7:52am	4:56pm
	New Moon	11:45am

IDES

Hatfield Marine Science Center Dock

	High Water	Low Water
8	8:31am / 9.6ft 10:17pm / 7.0ft	2:07am / 3.5ft 3:34pm / -0.5ft
9	9:28am / 10.0ft 11:12pm / 7.6ft	3:13am / 3.5ft 4:28pm / -1.2ft
10	10:24am / 10.2ft	4:14am / 3.3ft 5:17pm / -1.7ft
11	12:01am / 8.1ft 11:17am / 10.3ft	5:10am / 3.0ft 6:03pm / -1.9ft

VEATHER

n the Coast

	High	Low	Rain
7	51.4	46.6	1.01
6	51.0	41.5	0.12
5	48.4	43.4	0.31
4	56.7	44.2	0.07

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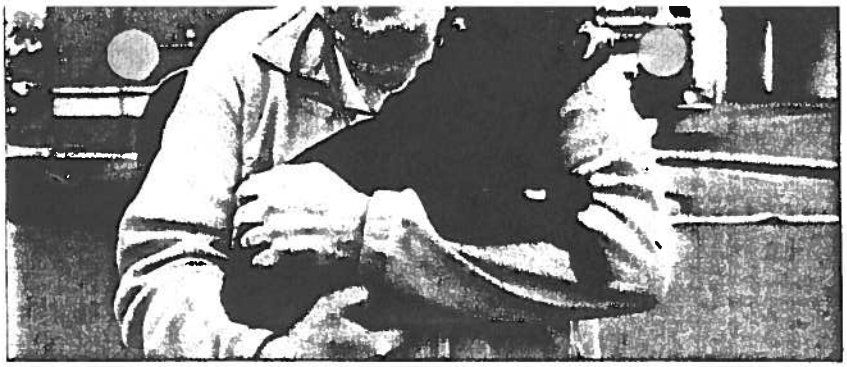

Robin Wolf clutches his dog, Shady, after firefighters on Saturday rescued the three-year-old pug from a blaze at the Econo Lodge in Newport. "Don't let him die," Wolf pleaded with first responders. "He's our baby." (Photos by Rick Beasley)

Firefighters rescue dog

Saturday fire damages contents of hotel room

By Rick Beasley
Of the News-Times

Firefighters on Saturday broke down a hotel door to rescue a dog from the flames and smoke of a blaze that claimed everything that Robin and Penny Wolf owned, except Shady, their three-year-old black pug.

With the desperate couple clutching each other in the parking lot of the Econo Lodge Hotel at 606 S. Coast Highway, a firefighter breathing air from an oxygen tank on his back emerged from a cloud of dark smoke holding the dog. Penny Wolf raced forward and took the animal from his arms, then ran to her husband.

"We were freaking out," said Robin. "I told the firefighters I didn't care about our clothes or any items in the room. We just cared about our dog, and we wanted him safe. 'Please get him out,' I said. 'Don't let him die.'"

A passerby noticed smoke coming from the unoccupied unit on the main floor and stopped at the main office to alert the manager, who called 9-1-1 at 1:07 p.m. before pulling the motel fire alarm. It was Shady's good fortune in a fire where seconds counted that an entire engine crew was gathered at the main fire station just three minutes away.

Dog Rescued on Page A4

It took just three minutes for the first engine, bearing six firefighters, to reach the hotel room where Shady was trapped. Above, firemen Brian Haggerty, left, and Stacey Mathis prepare to enter the room. As the doorway was breached, thick smoke erupted from the unit.

Bag ban ordinance

By Larry Coonrod
Of the News-Times

NEWPORT – A public hearing Monday night on a proposed plastic bag ban headed for the ballot in May drew two supporters and no opposition.

In a 4-3 decision in October 2012, councilors voted to put the question of a ban on single-use plastic bags to the citizens of Newport. The action came after a large community task force spent months debating the issue before forwarding its recommendations to the council.

Monday's hearing was the first of two aimed at helping councilors tweak an ordinance before sending it to the county clerk's office.

If the measure passes, it would prohibit stores with more than 50 employees from providing customers with plastic carryout bags beginning July 1, 2014 and smaller businesses after Jan. 1, 2015. Violators face a minimum fine of $200.

The ordinance applies to businesses that sell goods at retail, but exempts restaurants and pharmacy prescription bags. It requires stores to charge at least 5 cents for paper bags.

Supporters of the ban say plastic bags harm the environment, but at the same time, they don't want shoppers relying on the familiar brown paper bags, which come with their own environmental issues.

Bag Ban on Page A3

Longshoremen are booted from meeting

Group is organizing to oppose log truck traffic

By Rick Beasley
Of the News-Times

NEWPORT – A half-dozen union longshoremen were ejected Saturday from an organizational meeting of Save Our City, a group formed last month to fight a plan to route log trucks alongside the Walker Heights neighborhood that are bound for a newly-rebuilt deepwater port

The longshoremen, members of Local 53, International Longshore & Warehouse Union, were asked to leave the meeting after a terse exchange between a key member of the committee and a union member. Dee Shannon, an organizer of the upstart group that opposes the use of John Moore Road as a truck route for the Port of Newport International Terminal, said some members of Save Our City did not want to plot strategy in front of union members whose jobs depend on the deal between the port and Teevin Bros., the trucking company that plans to haul logs to the dock.

"We were surprised to see the longshoremen there, but we were glad to get their input," said Shannon after the 11 a.m. meeting held at The Landing, a 54-unit condominium resort that sits at the bottom of John Moore Road, where some claim as many as 200 log trucks a day would make a sharp turn for the terminal. "They were just defending the position that Teevin Bros. is going to create family-wage jobs for Newport. However, I'm not sure we quite agree with what they're saying," Shannon said.

Log Trucks on Page A3

Yale Fogarty, left, and Tracy Burchett were among a half-dozen union members asked to leave a meeting of Save Our City, a group that opposes a plan to route log trucks bound for the International Terminal through a neighborhood packed with residents and tourists. Burchett said that log exporting has been a part of the "working Newport waterfront" for more than 75 years, and that residents have nothing to fear from revival of the industry. (Photo by Rick Beasley)

County is beefing up courthouse security

By Dennis Anstine
For the News-Times

Lincoln County is in the process of increasing the security of its 57-year-old courthouse by restricting entry to one location, where a metal detector and a screening machine will be set up.

The project, which will cost a little more than $50,000 when completed in a few months, is a temporary fix that will feature an enhanced structure at the southwest entrance of the building. All other public entrances will be secured, though employees will have their own access area.

"It's been a longtime goal because our courthouse is really wide open," said Lt. Dave Carey, patrol commander for the Lincoln County Sheriff's Office, which is in charge of the building's security.

"There's a line between public inconvenience and safety," Carey said this week, "but we need to err on the side of safety. The new security will make the whole building safer, but especially in and around the courtrooms where more people attend the proceedings."

Carey said there have been no major instances of safety breaches over the years, though some verbal threats and the occasional bomb threat have led to heightened security.

"We've had some incidents where people carried handguns into the courthouse, which, of course, is against the law (ORS 166.370)," Carey said.

Courthouse Security on Page A5

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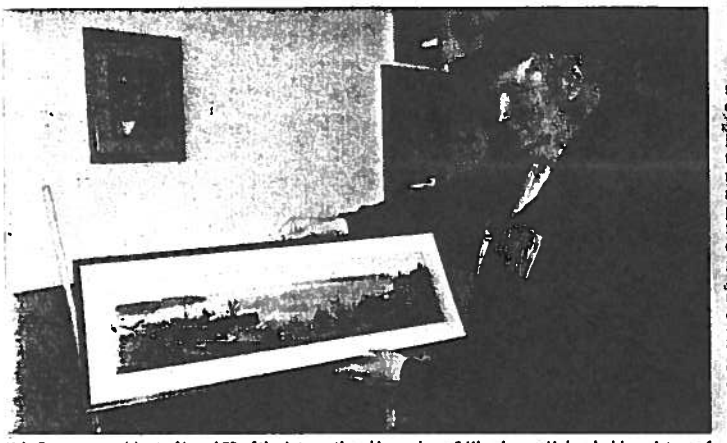

Yale Fogarty, president of Local 53 of the International Longshore & Warehouse Union, holds a picture of the Newport waterfront from its heyday as an international port nearly 60 years ago. Fogarty said the renewal of shipping here would bring millions of dollars into the community. (Photo by Rick Beasley)

Log Trucks

Continued from Page A1

Shannon said that after the union men left, the committee "got down to business" by appointing members to head various committees, including public relations, website development, environmental research, fundraising and one to recruit a lawyer. More than 30 people turned out for the meeting, by her count. Packed into a small conference room, the audience heard a report from Lloyd "Oly" Olson, a resident of the affected neighborhood and co-chair of an official task force studying safety issues around the plan to use John Moore Road as an arterial for international log exports. Olson, whose research on the issue can be found at his website, newportlogexporting.com, urged log truck opponents to "get your facts straight" when arguing against the plan and made the case that retirees — a group whose lifestyle may be threatened by the noise of trucks and debarking equipment at a proposed terminal log yard — have brought jobs to the community, too.

"The city doesn't do a good job of attracting retirees, but every time someone retires here, it's like an industry that brings people in," he said, claiming that 47 new homes have been built in the Walker Heights neighborhood since the deepwater terminal fell into disrepair and ceased shipping operations in the early 1990s. "There are another 75 additional vacant lots in the neighborhood that will generate 22 full-time construction jobs."

But members of Local 53 say those figures pale next to the benefits of reopening the International Terminal, one of three deepwater berths on the Oregon coast besides Coos Bay and Astoria. Tracy Burchett, a second-generation Newport longshoreman, said Teevin Bros. has been swamped with local job applications since word spread of a pending deal with the Port of Newport. The union has promised to create 25 new union jobs here at a salary of $32 per hour, with benefits.

"We wanted to go down and hear what they had to say and what their concerns were," he said. "One committee member went on the attack, saying we supported the bond measure with our own money, that we were working behind the scenes and trying to keep secrets from the public. I responded that a lot of the stuff put in the paper is total fiction and has no merit, such as 'it's not a good fit with tourism.' But the fact is, shipping has been part of our working waterfront for 75 years or more."

Yale Fogarty, president of Local 53, said the union members attended the meeting because they thought it was open to the public.

"Some of the people who were at that meeting opposed the port's bond measure to rebuild the terminal," said Burchett. "They said it was a pipe dream, that logging's never coming back and there would be no cargo to ship. We've done a lot of research on this, and our estimated union payroll alone will be $750,000 and will probably double in a year's time. Now the same people are doing everything they can to block these jobs and waste people's bond money that rebuilt the terminal."

Fogarty said the union members politely exited after being asked to leave the meeting, but promised the ILWU would take a bigger role in public discussions, including a 6 p.m. meeting today (Wednesday) of the Port of Newport and City of Newport Joint Pedestrian/Vehicle Safety Plan Task Force. The meeting will take place at Newport City Hall.

"There are a lot of angles to this, including tourism," said Fogarty, who predicted an active deepwater port would guarantee federal dredging funds and attract large luxury tour boats. "They say it will kill tourism, but we have a port that needs $3 million in infrastructure repairs. We've run out of slips because the docks are in disrepair. The port stands to make $750,000 a year on its end, which means they will be able to fix those docks and bring in more tourists."

Bag Ban

Continued from Page A1

Instead, the hope is to goad shoppers into bringing their own reusable bags.

Plastic bag task force meetings last year were often contentious. In the end, the group remained split over whether to reduce plastic bag use in Newport through a ban and a fee for paper bags or through education efforts aimed at the general public.

An Oct. 15, 2012 meeting turned unruly when the city council opted to go with a public vote rather than impose the ban itself, as ban supporters had anticipated. At least one person hurled a profane insult at the council and in the words of Councilor Dick Beemer, "waved their middle fingers at us."

During Monday's hearing, Newport resident Terry Obteshka said the manufacture and transport of plastic bags is an environmentally harmful process, and the bags harm wildlife and are "urban plastic tumbleweeds" littering the city.

"A sustainable community does not use single plastic bags," Obteshka said.

Laura Sievers, a former ranger at Yaquina Head, said she often saw heavy winds sweep plastic bags from open car doors and out over nesting sea birds.

Charlie Plybon, Oregon field organizer with the Surfrider Foundation, warned the council when it first took up the issue in 2011 that the plastic bag industry would spend heavily to defeat a ban if it went to the ballot.

Former Mayor Mark McConnell, who supported enacting a ban, echoed Plybon at the Oct. 15 meeting, saying, "I'm appalled at the amount of corporate money that will be spent on a campaign when I see people going hungry and the lack of teachers in classrooms."

Councilors made little public comment Monday night, saying they wanted to wait for more public testimony. Councilor David Allen took issue with how much consumers would be charged for paper bags and the $200 fine.

A growing number of U.S. cities' governing bodies have passed single-use plastic bag bans. The Corvallis City Council passed a bag ban similar to the one proposed in Newport that went into effect Jan. 1. The News-Times was unable to locate a record of a bag ban passing when put on a ballot.

Contact Assista[illegible] L[illegible]ry Coonrod at 5[illegible]-85[illegible] ext. 211 or email larry@ne[illegible]portnewstimes.com.

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Two women killed in Hwy 101 crash

Two women died Sunday morning when the van they were traveling in was struck by a fish-filled flatbed trailer along U.S. Highway 101 about two miles south of Waldport. Oregon State Police troopers from the Newport Area Command office are continuing the investigation.

OSP Lieutenant Justin McGudrey said the crash occurred around 10:30 a.m. Spencer K. Foley, 23, of Toledo was driving a 2007 Dodge Ram pickup south on Highway 101, pulling a flatbed trailer loaded with a Polaris off-road vehicle. Near milepost 152, the trailer began to fishtail and came loose from the pickup. It entered the northbound lane, where it hit the driver side of a northbound 2005 Toyota Sienna van occupied by two women. Upon impact, the Polaris came off the trailer and struck the van.

The two adult women in the van were pronounced deceased at the scene. The were identified as driver Suzanne Carol Aiken, 69, and her mother/passenger, Louise A. Ruether, 94, both from Yachats.

Spencer Foley, passenger Bobbi J. Foley, 23, and their 2-year-old son were not injured. The pickup was not struck during the collision between the trailer and van.

All occupants were using safety restraints, and the van's airbags deployed.

Personnel from the Lincoln County Sheriff's Office, Lincoln County District Attorney's Office, the Lincoln County Medical Examiner, Central Oregon Coast Fire and Rescue, Seal Rock Fire and Rescue, the Oregon Department of Transportation and Pacific West Ambulance assisted at the scene.

The crash caused a four-hour closure of the highway during an investigation and removal of the vehicles. Traffic was detoured on Beaver Creek Road.

Police are seeking suspect in stabbing

A 23-year-old man is recovering from multiple stab wounds after an unknown assailant attacked him in the early morning hours on Saturday.

The victim, a resident of Newport, was taken to Samaritan Pacific Communities Hospital around 2 a.m. after a New-[illegible] wound to one leg and two more stab wounds to his leg and back. He was treated at the scene by Newport Fire Department personnel before being taken to the hospital, where he underwent emergency surgery.

Newport police officers and deputies from the Lincoln County Sheriff's Office searched the [illegible]

Throughout the day, police interviewed witnesses and viewed surveillance video from nearby businesses and a camera on the dashboard of a patrol vehicle. Although they were able to develop additional information about the crime, the suspect has not been identified.

Anyone with information on [illegible]

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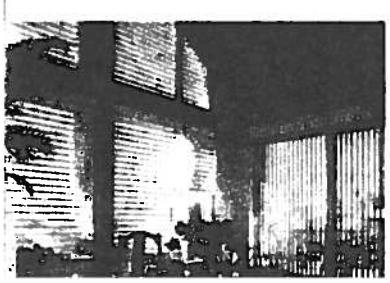

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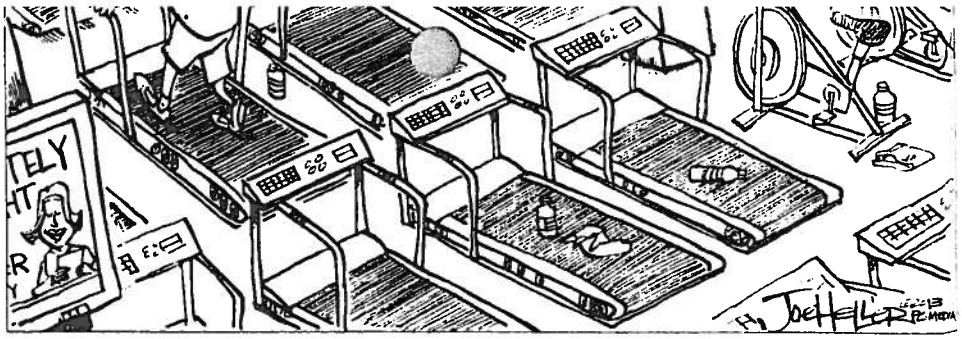


LETTERS TO THE EDITOR

Letters policy

The News-Times welcomes letters to the editor concerning issues affecting Lincoln County.

All letters must be signed with the full name of the writer, and must be accompanied by a telephone number and address.

We request that letters be limited to 300 words, and that writers limit their letters and viewpoints to one every four weeks. Letters may be edited for length and clarity. Letters sent via email should clearly state that they are for publication.

WRITE:
editor@newportnewstimes.com

News-Times photo is inappropriate

I sure hope everyone who es the picture and article ign Dancers" (Jan. 4 edition) nds in a couple of bucks to nd these two girls to The Wall Washington, D.C. next ring. I am more than certain e families and survivors of the etnam War would be delight- to see some hip hop and jazz ncing. Gosh, with this adven- re, we could be seminal in ving our own version of springtime for Hitler" right re on the coast.

Bill Farley
Toledo

Gun violence has simple solution

Ban all handguns. The hand- n was invented for only one ason: to kill another human ing. Who needs that? There a reason why the USA leads l civilized nations in handgun ths by at least 10 to one.

It should be illegal for anyone be in possession of a hand- n. If caught, this is a felony nishable by at least one year ison, no exceptions.

All rifles need a govemor at would only allow it to dis- arge every three seconds. I n a veteran, and I know how uch easier an M-16 handles mpared to the old carbine. I saying that the M-16 should as slow to shoot as the car- ne. The number of ammo is not the issue, it is the speed of firing that is so deadly.

Alisha Kern
Newport

Jail visitation policy is prohibitive

Reality check! The taxpayers of this county who pay the costs of electricity, water, food, sewer, all other costs at the Lincoln County Jail, as well as the wages for the deputies to handle the jail itself, now pay $10.50 for a 30-minute visit. Plus 35 cents per minute for their family to call home (a local call).

This profiteering act is to an out-of-state company. Not to mention you must understand and use Skype and computers, as well as computer software.

I'm sorry grandma, who lived and paid taxes here for over 60 years, you can't visit me because you don't know how to use a computer (whether I'm innocent until proven guilty, pre-trial, or convicted).

Troy Lee Wooley
Lincoln County Jail
Newport

Thank you school board members

As the month of January is School Board Recognition Month, I would like to take this opportunity to publicly thank the five members of our school board. These volunteers spend countless hours working to improve public schools in our community.

Our board of directors includes Chairman Ron Beck of Newport (Zone 3), Vice-Chairman Jean Turner of Waldport (Zone 5), Karen Bondley of Lincoln City (Zone 1), Liz Martin of Agate Beach (Zone 2) and Kelley Ellis of Siletz (Zone 4).

The key work of our school board is to support student achievement by:

- Creating a vision for what we want our school district to become;
- Establishing standards for what we want our students to learn and be able to do;
- Ensuring assessment to determine if we are achieving our goals and if students are learning;
- Aligning how the district's human and financial resources should be used;
- Creating a safe and orderly climate where students can learn and teachers can teach;
- Forming collaborative relationships with others in our community to solve common problems; and
- Focusing attention on continuous improvement for all involved with the district.

Although oftentimes school board members are remembered only in times of controversy, please help us honor these individuals for the important work they do all year long.

Tom Rinearson
Superintendent
Lincoln County School District

Appreciates positive article

Thank you for the article on Jim Voetberg ("Jim Voetberg turns the corner in Newport," Dec. 28 edition). It is nice to see such a supportive piece of journalism. It is very easy to blame and find fault or express a negative opinion. An article such as this one shines as a bright beacon of what is good in our cities as well. As a city manager myself, I know that there is much to work on and improve. But my experience has been that there are more good, honest, hard-working people whose efforts go unnoticed than there is bad. So thank you for the article. It is appreciated.

Michelle Amberg
City Manager
Toledo

Newport has long history of trucking activity

Viewpoint

I was a little taken back by your headline in Wednesday's paper, Jan. 2, titled "Committee forms to fight log trucks in Newport." As a retired logger, it kind of got my gander fired up.

I was born in Toledo in 1953, and for the first 40 years of my life, I lived in Agate Beach. Things were happening around here back then. The port docks were a hub of activity. Tom Lashbaugh had his weekly shipping report in your paper back then. Ships were coming and going like clockwork in those days, and all of the material that went out over the docks all got there by truck.

I went to the sixth grade at Yaquina View Elementary, and I don't remember being disturbed by the truck traffic then. I don't even remember any kind of problem while we played away on the playgrounds. I am not aware of anyone ever getting hurt by all of that truck traffic. At that time, Cliff Walker was starting his Walker Heights development, and he was cheerfully selling bay view lots while all of that truck traffic drove by headed to and from the docks. One of Newport's tourist ad campaigns back then was "come watch the ships."

When I graduated from Newport High School in 1971, the docks had the log export yard going. So logs, lumber, and paper rolls from G-P were being hauled down to the docks by truck. Paul Barber also had his hardwood sawmill operating down there.

By the late '70s, the hardwood mill was gone, but logs and lumber were still going down to the docks. Also, Longview Fiber Company put in their log yard up behind Agate Beach where Longview Hills is now. Arrowhead Lumber, the company that bought out Guy Roberts in Toledo, put in a yard off Highway 229 east of the Toledo junction, up behind Everett Lawrence's place. When G-P shut down their plywood mill, Pelco leased their old log yard and put in a yard, which was then taken over by ITT Rayonier. When a ship came in, every free log truck in western Oregon came over here to haul logs to these yards. Some days, if two ships were in (which was rare), 300-plus loads would be delivered shipside in one day. On top of that you still had the trucks hauling lumber down there at the same time. The hill was a busy road.

During this time, the Embarcadero was being built, Cliff Walker was breaking more ground on his development, and Roger Smith put in his trailer park. So people were having houses built, condos were being built and bought, and mobile homes were moving into Smith's park. In addition, Vista Drive was becoming a desirable place to live, and nice homes were being built there, as well.

The recession of the '80s changed things, and some of the dock activities dried up. Caffall's log yard stayed, and they made the deteriorating ship docks still work. Finally they reached the point where they could not be used, and Caffall's shut down.

So, after a few years of no activity at the docks, some local folks wanted to get them back in shape so that we could start shipping out of Newport again. Now, after tens of millions of taxpayer dollars have been spent, there's an uproar from some people saying that Newport is going to become dysfunctional due to an increase in truck traffic. On top of that, I am also hearing noises that some people feel that shipping logs should be illegal.

Logs are a commodity that are traded all over the world, just like grain, livestock, metals (both scrap and ingots), crude oil and dozens of other natural resources and unfinished products. In addition, no one is proposing to Americans that it should be illegal to buy an imported car or imported flower bulbs, or shop for foreign produced goods and materials at Walmart or Fred Meyer. I don't think it is right to tell a private landowner that he can't sell his log to the best market available to him.

Something is wrong here. I don't see how a few should be able to stop the economic livelihood of hundreds.

Quinn Murk is a resident of Siletz.

Citizens of Newport deserve a chance to decide

Viewpoint

Are the citizens of Newport being greatly deceived by the very people who were elected to represent them? Why does it appear that the Port of Newport is allowed to manipulate the Newport City Council and previous mayor into pushing through a heavy industrial log yard (as large as 15 acres) within the city limits? This move jeopardizes our burgeoning tourist industry that has created such improvement in our city, and our air and water quality.

The 2006 bond measure to rebuild the International Terminal passed without much controversy on the heels of the port's ship breaking fiasco. It was sold to the citizenry as an environmental necessity to protect the bay. A heavy industrial log yard with a debarking operation and the possibility of 200 log trucks per day traveling through high density residential neighborhoods, hotel access, and recreational facilities was never even mentioned as a possible purpose to rebuild the terminal.

To believe that the port commission would act as a steward of the environment, a protector of Yaquina Bay, and a friend to the citizens of Newport has proven to be a gross miscalculation.

The port is expected to take in millions in revenue per year from its partnership with the logging company, Teevin Bros. We have heard that the City of Newport and its citizens (without knowledge or assent) will receive zero. Not one red cent.

Growing citizen outrage concerning a multitude of environmental, economic, quality of life, and industrial concerns that have been specifically expressed in both written and oral testimony has not been answered. Yet, the port and the city have proceeded in their planning and preparation. We call for this to stop until the people of this community have had a chance to weigh in on the issue.

The following list is a summary of topics and allegations still awaiting direct answers:

Why was the task force selected by the port, limited to studying the suitability of Moore Drive/Bay Road as a truck route and exclude all other serious issues?

Why have property owners directly affected by a proposed log/truck route not been notified and allowed to testify as to the impact on them?

Why does the port control the process, which is actually under city legal jurisdiction?

Why was there a predetermination of log export land use suitability without local publication notice or public hearings?

Why has there been a failure to require comprehensive studies of economic and environmental impacts on city citizens of Newport?

The citizens of Newport deserve honest, direct answers and the chance to decide if a heavy industrial log yard including log peeling facilities within city limits and with all its implications is really what they want.

Jackie Fridhan is a resident of Newport.

THANK YOU LETTER

Meals on Wheels appreciates support

A big thank you from Meals Wheels. Our community has en so generous and support- e of our program. We appreci- every donation big or small. special thank you to The gue, KYTE, The News- mes, and CHECC Home hool group.

We can still use your help. Wanted: Creative, fun, outgoing person to help with events, fundraising and donations. And we still need substitute drivers to deliver our meals for the winter. No time to volunteer? Donations are always appreciated. Contact Allison at Meals on Wheels Newport, 541-574-0669

Allison Keith
Meals on Wheels
Newport

Use 1/9/13 News-Times pg. A6

2012 YEAR IN REVIEW
The people, places and events that made 2012 newsworthy
See Pages A1-7

Wednesday
January 2, 2013
44 Pages
75¢

NEWS TIMES

131 Years
Number 1
Newport
Oregon

Your information source for the Central Oregon Coast

CALM SEAS

Wednesday
Partly sunny, with a high near 48, SE wind 5 to 10 knots. Wednesday night, a slight chance of rain, mostly cloudy, with a low around 37.

Thursday-Friday
Thursday, a slight chance of rain, mostly cloudy, with a high near 46, SE wind 5 to 10 knots. Thursday night, a chance of rain, mostly cloudy, with a low around 39. Friday, a slight chance of rain, partly sunny, with a high near 46. Friday night, mostly cloudy, with a low around 40.

(knots x 1.15 = mph)

SUNRISE/SUNSET

	Sunrise	Sunset
n. 1	7:53am	4:46pm
n. 2	7:53am	4:47pm
n. 3	7:53am	4:48pm
n. 4	7:53am	4:49pm
	Last Quarter:	7:59pm

TIDES

	High Water	Low Water
n. 1	2:56am / 8.0ft 2:14pm / 8.1ft	8:26am / 3.3ft 8:45pm / 0.3ft
n. 2	3:32am / 8.1ft 3:10pm / 7.5ft	9:14am / 3.2ft 9:21pm / 0.8ft
n. 3	4:10am / 8.2ft 4:55pm / 6.9ft	10:09am / 2.9ft 10:03pm / 1.4ft
n. 4	4:53am / 8.4ft 5:01pm / 6.4ft	11:12am / 2.5ft 10:51pm / 2.1ft

WEATHER

On the Coast

	High	Low	Rain
[illegible]	[illegible]	[illegible]	[illegible]

Surfing the bay

Dozens of surfers and paddle-boarders spent last weekend enjoying the northwest end of Yaquina Bay, especially the water just below the state park where there is a steady run of modest rollers. The bay was particularly busy over the weekend as crab boats traveled in and out during the 64-hour pre-soak period that opened the season. Crab fishermen began harvesting their catch at 12:01 a.m. Monday. (Photos by Dennis Anstine)

Committee forms to fight log trucks in Newport

By Rick Beasley
Of the News-Times

NEWPORT — A splinter group callings itself "Citizens to Save Newport" has been formed to fight a plan to send as many as 200 log trucks a day through a heavily populated neighborhood in the John Moore Road area.

Dee Shannon, a spokesperson for the loose-knit committee of condo owners and Bayfront businesses, said the goal of the committee is to focus Newport's attention on the impacts of the plan on tourism and property values.

"We think if the appropriate environmental and economic impact studies are done, they'll find this is a negative deal for everybody," said Shannon, general manager of The Landing, a 57-unit resort condominium that lays along the path of the $30 million per year deal to export logs to Asia from the Port of Newport's newly rebuilt International Terminal.

Shannon claimed that a task force convened last year by the city and the port to study safety issues along a 1.3-mile route the trucks are slated to use has failed to address worries about around-the-clock noise from log trucks and a full-tilt terminal operation.

"This task force isn't meeting the concerns of businesses and homeowners, and they're hoping that we'll just go away," said Shannon. "We just get the feeling it was set up to distract us by

Trucks on Page A3

Yachats firefighter not guilty of assault

By April Bamburg
Of the News-Times

NEWPORT – After a two-day trial, Yachats firefighter/paramedic Eric Stafford heard a jury say on Dec. 21 that they did not believe he was guilty of assaulting another man in July.

"It was a great feeling, having a jury of my peers find me not guilty," Stafford said on Dec. 27. "It establishes what I've felt all along, that nobody has the right to touch another person, and that I had the right to defend myself."

Stafford had faced charges of fourth degree assault, harassment and disorderly conduct over a July 3, 2012 incident in Waldport.

On Dec. 21, 2012, Lincoln County Circuit Court Judge Charles P. Littlehales granted defense attorney Charles Duncan's motion to dismiss the assault charge.

The incident occurred last July while Yachats Fire Department personnel were covering the Central Oregon Coast Fire and Rescue territory so the Waldport firefighters could set off fireworks for the community celebration.

Court documents state that Waldport resident Bill Wolfe parked in a space near a local law office that was intended for fire department use and blocked off with cones and tape.

According to court documents and testimony in the two-day trial, Yachats fire personnel placed a card notifying the owner of the restriction on parking there on the windshield of Wolfe's truck on July 2.

When Wolfe arrived on July 3, witnesses described him as angry and looking for the person in charge. When directed to Stafford, Wolfe was aggressive, standing close enough to spit in his face as he spoke and poking Stafford in the shoulder, witness Nicole Morris testified.

Stafford admitted that he pushed Wolfe backward, to create space between the two. Wolfe fell against a transformer box, got to his feet, and then continued to berate the Yachats Rural Fire Protection District personnel before Lincoln County Sheriff's

Firefighter on Page A4

Retired trauma surgeon plans next operation at Safe Haven Hill

By Rick Beasley
Of the News-Times

NEWPORT — City Councilor Dick Beemer knew what had to be done in the wake of a 2011 earthquake and tsunami in Japan that wiped-out docks and boats in Oregon but left Newport undamaged.

At the end of a sincere but fruitless discussion about emergency preparations, he spoke up.

"I said I hoped that a year from now we didn't find ourselves wondering if we

Winter double jeopardy for brown pelicans

Weather and human handouts endanger birds

By Larry Coonrod

LOG TRUCKS

Continued from Page A1

resolving safety issues, which it is very unlikely to do, and it doesn't address the quality of life concerns and impacts on tourism."

The group held its first meeting Dec. 19 with eight people in attendance, but Shannon hopes to recruit other Bayfront business operators and concerned citizens from the Walker Heights neighborhood, an area of about 700 Newport residents that overlooks Yaquina Bay. Newport resident Dave Shelshear has been named to lead the group.

Meanwhile, opponents of the plan to revive the International Terminal with log exports were energized last week when a Linn County planning official ordered a halt to operations at a log transfer yard near Albany operated by Teevin Bros., the company that is negotiating the export deal with the Port of Newport. The similarities between the Albany operation and Newport are striking: a long-dormant log-shipping yard was restarted after a residential area grew up around it, raising concerns about noise and hazards to pedestrians.

"That's essentially what we're looking for," said Shannon, who acknowledged it is too early in the game to gain a cease-and-desist order. "What they said in that case was a heavy industrial use should not take place in the middle of a residential community. It makes us think we have a chance and gives us a positive feeling about what we're doing."

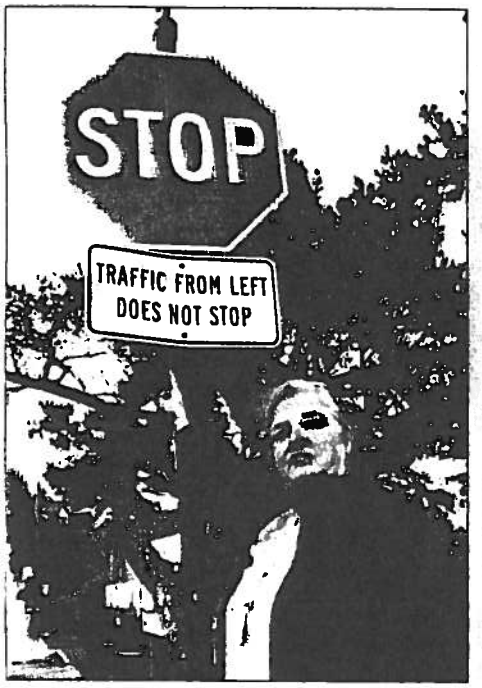
Shawn Teevin, president of the company that aims to haul logs from private timberlands to the Port of Newport, said his firm has filed an appeal of the Linn County ruling.

"We're not shut down," he said. "It's really a different kind of case, a battle over a zoning issue. I don't quite understand the gist of what's going on in Newport, where they've got $28 million of public money in a dock and without us there's no other customer other than the commercial fishing fleet."

Teevin said his company has run into opposition before but has emerged as a beneficial player in the communities of Eugene, Astoria, Seaside and Rainier, where it employs more than 200 workers.

"We're a company trying to create family-wage jobs and contribute scholarships to the schools," he said. "We run highly-clean operations, and we believe this will create 30 full time jobs and 40 longshore jobs every other week."

Shannon said her group will announce the time and place of its next meeting in the News-Times. For more information about Citizens to Save Newport, call Shannon at 541-574-6777.



Dee Shannon, charter member of a group that plans to fight a plan that would direct many log trucks through her Bayfront neighborhood, said measures the city has taken to make the route safe — such as the extra language on this stop sign — are inadequate and fail to address broader concerns over property values, tourism and quality of life. (Photo by Rick Beasley)

FIREFIGHTER

Continued from Page A1

Deputies restrained him. Witnesses said that Wolfe began to bash his own truck with his walking stick once deputies released him.

Deputies did not charge Wolfe, but criminal charges were brought against Stafford in August 2012.

When asked after the trial if he would have handled the situation differently, Stafford said no. "It was bad circumstances for all parties," he said.

Writ of review filed

The assault case may be over, but the aftermath of the incident continues. Yachats Fire Chief Frankie Petrick collected incident reports from all witnesses and Stafford himself and took the issue to Yachats Rural Fire Protection District Board of Directors.

On Aug. 6, Petrick placed a written reprimand in Stafford's personnel file noting his "lack of professionalism and failure to maintain professional standards."

Additionally, Stafford was required to take anger management and conflict resolution classes and was placed on probation for a year. He was not allowed to respond on medical calls until he completed the classes.

In her letter notifying Stafford of the disciplinary action, Petrick said he had violated personal conduct policy requiring fire district employees and volunteers to maintain a professional attitude in Lincoln County Circuit Court seeking review of disciplinary actions he received because of the July 3 incident.

"I had a loss of income due to her quick judgment," Stafford said. "I had a raise taken from me, not to mention the smearing of my name in the community and in public," Stafford said.

The petition asked that no action be taken on the writ of review until after settlement of the criminal case.

Petrick said on Dec. 27 that she doesn't know much about the writ of review process. "Not having been through this, I'm not entirely certain what's next. The usual place this would happen is in contract negotiations with a union," she said.

Stafford is back on duty and responding to ambulance and fire calls for the Yachats Rural Fire Protection District.

Man rescued after crashing van

By April Bamburg
Of the News-Times

A Waldport man was rescued from a precarious position in the early hours of Dec. 24, with the assistance of the Lincoln County Rope Rescue Team, a Lincoln County Sheriff's Deputy and Oregon State Police Trooper.

Law enforcement personnel were looking for Steven A. Kittle, 61, after his daughter reported him overdue from his errands, and they discovered tire tracks leading off of Canal Creek Road – they saw the man's vehicle about 100 feet down the embankment.

His daughter told police that Kittle had left Waldport around 6:15 p.m. on Dec. 23 in a 2005 Toyota Sienna. She also told police that her father has multiple sclerosis and memory problems.

At 12:46 a.m., Lincoln County Sheriff's Deputy Eric Larson and Oregon State Police Trooper Brian Tucker located the vehicle in the 500 block of E. Canal Creek Road outside Waldport, with Kittle inside. The Toyota had rolled down the embankment, stopping five feet from the edge of the Alsea River.

According to the sheriff's office, an equipment failure caused Kittle to veer off the road.

"When we arrived, we learned he was wheelchair confined and unable to [illegible] rescuers in getting him out of the vehicle," said Central Oregon Coast Fire and Rescue Assistant Chief Tony Mooney.

Within 50 minutes, about [illegible] dozen firefighters from the Newport, Toledo, Siletz and Waldport interagency rope rescue team had Kittle out of his van and back on solid ground.

Police said he was uninjured.

"Canal Creek Road is a single-lane forest service road," Mooney said. "It was a big help that the state police and sheriff's office were looking for him and spotted the tire tracks."

The interagency rope rescue team formed in 2012 and members train monthly to respond to incidents like this one.

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LETTERS TO THE EDITOR

Letters policy

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All letters must be signed with the full name of the writer, and must be accompanied by a telephone number and address.

We request that letters be limited to 300 words, and that writers limit their letters and viewpoints to one every four weeks. Letters may be edited for length and clarity. Letters sent via email should clearly state that they are for publication.

WRITE:
editor@newportnewstimes.com

Response to opinion piece

In response to Gilbert Schramm's opinion piece on peace in the Middle East ("Christmas in the Holy Land: some thoughts on peace," Dec. 21 edition), one wonders whether he actually ever "Googled" the state of Israel and in doing so realized that the cities of Tel Aviv, Petah Tiqwa and Rishon Leziyyon have almost blended into one, from which borders it is not far to the West Bank.

In addition to that, Palestinian leader Mahmoud Abbas recently announced his goal to isolate Israel. How immense the reactions if one intended to isolate Mahmoud Abbas.

Lloba Multer
Waldport

The numbers do not add up

In response to Rick Beasley's story on Dec. 19, "Log truck opponents rally at city council," the numbers do not add up in any way.

First off, only private timber can be exported. In 2011, 90 million was exported. In 2012, China dropped imported timber by 15 percent. In 2010, only 24 million was exported. Twenty-eight thousand trucks at 4,000 feet per truck is 112 million feet. Fifteen percent less in 2012 is 77 million feet. That is 19,250 loads a year. That is 74 loads a day – for the whole state.

There are export yards in Astoria and Coos Bay. So 74 divided by three equals 25 loads a day on John Moore Road.

All of these numbers can be found on the Internet. I find it unfortunate people use false statistics to get their wishes.

As far as I can recall, I am the only truck that crashed at the bottom of the hill in 1964. We did not have maxi brakes at that time. The shoddy equipment issue brought up by Paul Quinn and independent truckers – independent or fleet vehicles are inspected by the same agency, same individuals. His worry that some company would leave a large pile of rotting logs has to compare to a fisherman leaving a whole boatload of crab aboard to rot because the price is not good.

Ray Taylor
Siletz

Next steps moving forward

A viewpoint piece in last week's News-Times ("Citizens should decide issue of log export operation," Dec. 28 edition) took exception to the process in which the Port of Newport, along with the City of Newport, had put together a stakeholder task force to address concerns raised by citizens at a June 18 joint work session of the port commission and city council.

The scope of work of the task force, established by the port commission in July and approved unanimously by city council resolution in August, is to "collect input from affected neighbors, businesses and other stakeholders related to pedestrian and vehicle safety and prepare written recommendations to the port commission and city council to include both short-term and long-term solutions that will minimize the effects of pedestrian and vehicle safety related to increased truck traffic for the City of Newport on Moore Drive and East Bay Boulevard."

In addition, concerns surrounding decibel levels related to increased truck traffic can be addressed under the city noise ordinance, which prohibits the use of engine exhaust ("jake") braking, among other things.

As to task force membership, which the viewpoint piece suggested as "unbalanced, including people who don't live in the affected neighborhoods," it should be noted that both the chair and vice-chair of the task force reside in the area and are members of the task force for that reason.

The viewpoint piece also raised an issue about zoning. Pursuant to the city zoning ordinance, and as acknowledged in the city council resolution in August, "the proposed use of shipping timber products is a permitted use."

The viewpoint piece also demanded a public hearing on this matter. As reported in the paper recently from the Dec. 17 city council meeting, that's already being discussed by city officials with a date and other details to be determined. However, as noted by the mayor in the Dec. 19 article, "the reality is that industry is going to continue. The terminal is there and it always has been."

Right now, the task force, which I sit on as city council liaison, is putting together formal recommendations for short-term solutions. After that, the task force will then start to look at various options concerning long-term solutions.

Everyone is invited to attend these task force meetings to listen to the discussion and also provide comment. The next task force meeting is scheduled for 6 p.m. on Jan. 9 at Newport City Hall.

David N. Allen
Newport

Thoughts on the Highway 20 realignment project

Viewpoint

Regarding the Highway 20 article of Dec. 14 ("Hwy 20 fate to be decided"), perhaps the millions more being sought to complete the Hwy 20 alignment project would be better spent on a mandatory driver education class whenever an individual license renewal is required? Given the impatience and rude behavior of some of our drivers, perhaps even more of these millions could be spent requiring free mental health counseling?

Is moron a psychological term for people who follow too close, pass with little or no clearance, and ignore posted speed limits? Other terms come to mind, but this is a family newspaper. A lot of our citizens are in more obvious need of straightening out than any road. The Oregon State Police might agree.

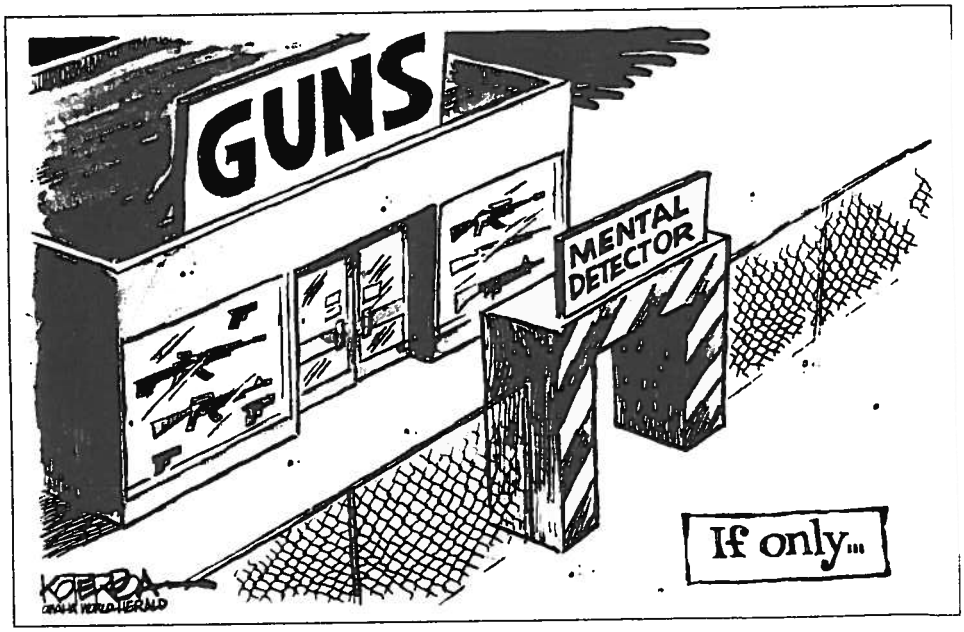
Lorna Davis, executive director of the Newport Chamber of Commerce, is quoted as saying because of "a shorter route between the valley and the coast ... communities will grow and flourish." In what sense are the terms grow and flourish synonymous? The PR sounds rather vague. Is one possible without the other? With a speedway, we may end up with less fender benders, but with more deadlier crashes. It is almost a philosophical question - whether we want to retain what's little left of the cultural flavor of a small town entity, or do we want to citify, letting the "business heavyweights" plunder the native landscape as they are wont to do?

My Oregon, my Oregone. Perhaps the chamber of commerce should caution valley folk to leave home a little early, relax, "smell the roses" and, once they arrive on the coast, stay late?

As a retired Lincoln County citizen, I fully appreciate the need, as Toledo Mayor Grutzmacher remarked, for people to get to Corvallis for medical attention. I also want to get there as fast as possible because, as a taxpayer, I will be hemorrhaging money all the way over the Hwy 20 boondoggle. ODOT director, Mr. Garrett, justifies the cost overruns to "hold back landslides" and then, further on, the article says these landslides were "believed to be long dormant." Are they or aren't they dormant? I suppose it rude and not very politic to question whether or not a long history of clear-cutting our forests a cause of landslides? Perhaps ODOT's engineers, to quote Mr. Little, leave "no doubt" they have the "skill and resolve" to finish the Hwy 20 project. (Where was all this skill and resolve when ODOT "started" this project in 2005?). I can't help but share Mr. Little's optimism, when money is no object.

Speaking of landslides, one can easily bury highway facts, figures, and decisions, under decades of "coastal interest." A book could be written about all the twists and turns, political and otherwise, related to Hwy 20, from the time a lone horseman carried cash payrolls along a path from a valley bank to Toledo, to the present day. Along the way, of course, things have slowly changed for the better, but they are also rapidly changing for the worse. In some quarters, speed still seems the drug of choice.

John Hawkes is a resident of Siletz.



NEWS TIMES

News Times Wed Jan 2, 2013 Pg. A8

How to contact government officials

- **Governor John Kitzhaber**
  citizens' message line:
  503-378-4582
  www.governor.oregon.gov
- **Oregon State Legislature**
  general information line:
  1-800-332-2313
  www.leg.state.or.us
- **U.S. Sen. Jeff Merkley**
  D-Ore.
  Oregon: 503-326-3386
  Washington D.C.:
  202-224-3753
  www.merkley.senate.gov
- **U.S. Rep. Kurt Schrader**
  D-Ore., 5th District
  Oregon: 503-588-9100
  Washington D.C.:
  202-225-5711
  www.schrader.house.gov
- **U.S. Sen. Ron Wyden**
  D-Ore.
  Oregon: 503-326-7525
  Washington D.C.:
  (202) 224-5244
  www.wyden.senate.gov
- **State Rep. Jean Cowan**
  D-Newport, 10th district
  Newport: 541-867-4233
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  www.leg.state.or.us/verger

LETTERS TO THE EDITOR

Letters policy

The News-Times welcomes letters to the editor concerning issues affecting Lincoln County.

All letters must be signed with the full name of the writer, and must be accompanied by a telephone number and address.

We request that letters be limited to 300 words, and that writers limit their letters and viewpoints to one every four weeks. Letters may be edited for length and clarity. Letters sent via email should clearly state that they are for publication.

WRITE:
editor@newportnewstimes.com

Gun control will not solve problem

We, the American public, are fooling ourselves. Gun control will not solve our problem. Gun control works on good, honest, law-abiding people. It does not work on evil people. They do not abide by the law. They will even kill to get guns, knives, bombs, etc. They steal them from friends, family, neighbors and strangers. They buy them on the streets, on the Internet, and, as we recently learned, from the government. They are evil, with the intent of doing the unspeakable.

They do not do their evil in places where they know security exists because they do not want to be stopped from completing their evil mission. Knowing this, we still do not protect our most vulnerable and valuable resources, our children. We must hire armed guards for all our schools. The elementary schools need kind, gentle and patient armed guards that relate to the young people. With all the violence on TV and video games, we need for the young people to rediscover respect for police and authority figures.

Middle schools need armed guards of a more serious nature, but with the ability to relate to the children. High schools and colleges need more macho armed guards with a no-nonsense attitude that can still relate to the students. Remember the potentially evil situations that have been averted were reported by friends, family and users of potential perpetrators.

We have turned a blind eye to mental health problems because [illegible] of these angry, violent, mentally ill people. There are simply no resources.

We must make mental health a priority now, not later. We live in a real world. It's time to take the blinders off and accept reality. It's time to do what is necessary to protect our children, the public, and yes, even the mentally ill. We cannot allow any more of the evil insanity to continue

Leta Haslett
Waldport

Newport should clean up its own backyard

On Christmas Day, I drove to the Nye Beach turnaround for a short walk on the beach. It was about 3:20 p.m. I wanted to walk south, but the odor of the sewage/human waste coming from the discharge pipe compelled me to go north.

I will say that on my return in about 20 minutes, the odor was gone. But it does seem to me that Newport should worry a little less about Georgia-Pacific pollution and maybe clean up their own backyard. At least GP has the courtesy to bury their waste line so you don't have to walk through it.

Bill Hayden
Toledo

News-Times viewpoint response

Recently the News-Times ran a viewpoint, which we appreciate, by Meryl Lipman, the new communications manager of the Oregon Cultural Trust. The Oregon Coast Council for the Arts supports the Oregon Cultural Trust in its many initiatives, but I believe some clarification is needed so the public is not misinformed.

Meryl writes that the Newport Performing Arts Center (PAC) is funded by the Lincoln County Cultural Coalition (LCCC), and this is not the case. The coalition receives funds from the trust that in turn are re-granted to arts, heritage, and humanities nonprofit organizations in Lincoln county, but the Newport Performing Arts Center does not receive funds from the trust.

Secondly, events at the PAC vary in number of tourist attendees. Most recently, the Oregon Coast Jazz Party drew about 60

Fishing industry and sea lions must live in harmony

I was dismayed to read Larry Coonrod's article in the Dec. 21 News-Times concerning Commissioner Thompson's proposal to "manage" California Sea Lions. I respectfully request that the county commissioners fund the small $8,000 Bayfront dock grant money immediately so construction may be completed by the prime visitor season.

My husband and I retired and built our home on the central Oregon coast eight years ago. All visiting family, friends, children and grandchildren are amazed to see wild sea lions in Yaquina Bay up close. This is a rare opportunity – even the Sea Lion Caves offer none of these up-close views. Once parked, friends dine and shop on the Bayfront, and it is the sea lions that bring us and thousands of visitors back.

The fishing industry and sea lions must live in harmony. Killing sea lions would result in negative, worldwide publicity that would devastate the tourism industry on the central Oregon coast.

Judi Oberbillig
South Beach

Citizens should decide issue of log export operation

Viewpoint

Any attorney learns not to ask a question without already knowing the answer. This also includes raising issues or answering questions damaging to their cause.

In response to a logging truck letter from Mike Peterson (News-Times, Nov. 24) and the News-Times article reported by Rick Beasley (Dec. 5), David Allen and Doug Wills responded separately (News-Times Dec. 7) and each attempted to clarify and defend the narrow objectives assigned for the truck route safety task force. Unfortunately, they chose by varying degrees to demean Mr. Peterson as misinformed without addressing his concerns or statements.

Let's try again by examining his frustrations and primary allegations: "The port is dealing from a stacked deck." As with any program requiring design, the goal is to plan in advance for the result. With the port charged to solicit volunteers, select task force membership, and then define the scope of the work objective, they clearly controlled the entire process.

Task force volunteers deserve appreciation for their time and efforts regardless of problems beyond their control. However, the Port of Newport has an outright conflict of interest, documented by action and efforts, long before the June 18 work session and throughout the task force proceedings.

At the poorly publicized June 18 city/port work session, nearly 50 citizens attended and testified against any consideration or use of Moore Drive/East Bay Blvd. as an industrial truck route. Somehow, between port officials and city council liaison, this resulted in a task force assigned to only consider "pedestrian and vehicle safety." Under this clever deceptive mandate, these city roads were predetermined to be suitable as a high volume truck route, although listed as minor arterials on the city transportation plan.

Urban growth determinations by revised economic "best use" model have already established precedent. As evidenced by zoning and individual permitting, this area is dedicated to residential use and tourism-dependent businesses. Repeated arguments pointing out prior log truck use 20 years ago have no relevance under existing law. As for the Phase II bypass possibility, it is simply too unlikely and distant for any consideration of an already suspect Phase 1.

It's not difficult to understand Mr. Peterson's concerns and conclusions. In essence, the port-appointed task force has been provided cover to avoid any and all negative issues, along with a single directive to create the impossible silk purse from a sow's ear. Task force membership appears unbalanced, including people who don't live in the affected neighborhoods – port loyalists and persons whose economic self-interest would allow a truck route down a school hallway.

City officials have made a grave error allowing the port to influence and control a process that is solely under city/citizen legal jurisdiction. There is significant difference in the perception and meaning of the words cooperation and collusion.

City government must step back, slow down, and conduct public hearings before any determinations or permitting. A large and growing number of residents are absolutely opposed to raw log exporting based on valid arguments too numerous for this limited space. All deserve to be heard with comprehensive studies ordered as required.

Log exporting from Newport will include far reaching consequences beyond the unverified "selling points" offered by those few who benefit. What is believed to be economic development opportunity by proponents is considered economic, environmental, and quality-of-life suicide by opponents.

Public hearings must begin where they belong. We should first ask, "Are the citizens of Newport, by majority, in favor of locating heavy industry log export operations within city the limits on Yaquina Bay?

Dee Shannon is a resident of Newport.

Newport News Times Fri Dec 28, 2012 Pg. A8

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Bruce	Mike & Robin	po BOX 575	Gleneden Beach, OR 97388
Bussey	Ernest A	1225 SE Wade Way	Newport, OR 97365
Byrd	Kay	890 SE Bay Blvd #305	Newport, OR 97365
Capri	David & Jill	PO Box 1022	Newport, OR 97365
Capri	Rex	255 NW 17th St	Newport, OR 97365
Coast Range Conifers LLC	Sara Leiman	26240 Cherry Creek Rd	Monroe, OR 97456
Crespo	Robert & Deborah A	826 SE Vista Dr	Newport, OR 97365
Cutler	Danielle	348A NW 55th St	Newport, OR 97365
Denison	Jim James	9602 Harlan Rd	Eddyville, OR 97343
Driver	Barry A	923 SE Bay Blvd #189	Newport, OR 97365
Eastburn	Corinne	344 SW 7th St Ste A	Newport, OR 97365
Eckus	David	923 SE Bay Blvd #42	Newport, OR 97365
Fogarty	Donna	PO Box 1105	Newport, OR 97365
Fogarty	Yale	606 SW 13th St	Newport, OR 97365
Forinash	Eunice	1202 SE Wade Way	Newport, OR 97365
Green	Gail	923 SE Bay Blvd #10	Newport, OR 97365
Greenlight Engineering	Rick Nys	13554 Rogers Rd	Lake Oswego, OR 97035
Haskell	Lois Ann & Robert	923 SE Bay Blvd #23	Newport, OR 97365
Holler	Patricia	1029 S Pine St	Newport, OR 97365
Hughitt	Lottie	923 SE Bay Blvd #37	Newport, OR 97365
Johnson	Barbara J	1270 SE Shermer Ct	Newport, OR 97365
Johnson	Glenda & Lawrence L	1270 SE Shermer Ct	Newport, OR 97365
Johnson	T C	1270 SE Shermer Ct	Newport, OR 97365
Kane	Joseph & Eileen	890 SE Bay Blvd #308	Newport, OR 97365
Keirnes	Sandra	923 SE Bay Blvd #14	Newport, OR 97365
Kelota	Lanny	656 NE Cherry Ln	Toledo, OR 97391
Knutson	Dorothy A	1151 SE Harbor Crescent Dr	Newport, OR 97365
Malone	Sean	259 E Fifth Ave Ste 200-G	Eugene, OR 97401
Mazzeo	Fred	923 SE Bay Blvd #46	Newport, OR 97365
McClannan	Joe	890 SE Bay Blvd #305	Newport, OR 97365
Mills	Rex	890 SE Bay Blvd #105	Newport, OR 97365

last-name	first-name	address	city/state
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Mpitsos	George J	747 SE Vista Dr	Newport, OR 97365
Murphy	Molly	1314 SE Rio Vista	Newport, OR 97365
ODOT	Valerie Grigg Devis	3700 SW Philomath Blvd	Corvallis, OR 97333
Olson	Lloyd	882 SE Crescent Pl	Newport, OR 97365
Oregon Small Woodlands Assn	Jim James	187 High St NE Ste 208	Salem, OR 97301
Oregon Small Woodlands Assn	Peter Bregman	1679 Bayview Dr	Waldport, OR 97394
Patterson	Valerie	890 SE Bay Blvd #313	Newport, OR 97365
Pelletier	Gerald & Judith	1147 NE Canyon Dr	Toledo, OR 97391
Peterson	Mike	PO Box 1985	Newport, OR 97365
Peterson	Christy	PO Box 1985	Newport, OR 97365
Pierce	Charles	1346 SE Rio Vista	Newport, OR 97365
Portune	Leslie J	15070 Siletz Hwy	Siletz, OR 97380
Randall	E	923 SE Bay Blvd #35	Newport, OR 97365
Redding	Kevin	890 SE Bay Blvd	Newport, OR 97365
Rose	Kathy	890 SE Bay Blvd #219	Newport, OR 97365
Ruddiman	William & Rita	1778 Redwing Ct NW	Salem, OR 97304
Ruddiman	Diana	1778 Redwing Ct NW	Salem, OR 97304
Ruddiman	Pat	1778 Redwing Ct NW	Salem, OR 97304
Ruddiman	Tom	1778 Redwing Ct NW	Salem, OR 97304
Shell	Stan	895 SE Crescent Pl	Newport, OR 97365
Shubert	Linda & Eugene	557 SE 4th St	Newport, OR 97365
Smock	Nancy	923 SE Bay Blvd #26	Newport, OR 97365
~~Tay~~ Toy	~~Emily A~~ Erick	1190 SE Bay Blvd	Newport, OR 97365
The Landing At Newport	Dee Shannon	890 SE Bay Blvd	Newport, OR 97365
Trahan	Jackie & Roger E	1328 SE Rio Vista	Newport, OR 97365
Tucker	Leon	923 SE Bay Blvd #37	Newport, OR 97365
Turner	Michael L	923 SE Bay Blvd #25	Newport, OR 97365
VanderHeul	Hugh & Kim	2660 SE 3rd St	Corvallis, OR 97333
Wakefield	Marie	3054 Hwy 20	Newport, OR 97365
White	Nancy	415 SE Scenic Lp	Newport, OR 97365
White	Stella	923 SE Bay Blvd	Newport, OR 97365
Williams	Delores	448 SW Surf St Apt J	Newport, OR 97365

Kevin Redding

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RECEIVED AFTER COMMENT DEADLINE

Office of the Mayor and City Council
Newport City Hall
169 SW Coast Highway
Newport, OR 97365

ST

Dear Mayor and City Council Members:

I urge the prohibition of logging trucks from using the proposed John Moore Road and SE Bay Boulevard route. Such activity will have a detrimental effect on a currently peaceful neighborhood.

A hazardous stream of trucks will greatly affect those who are full-time residents and will suffer through this day in and day out. Beyond that it will have a catastrophic effect on rentals such as The Embarcadero and The Landing.

Tourists coming to the coast for relaxation will find themselves annoyed by logging trucks jolting them out of bed and threatening their lives as they deal with them in traffic. In this day of social media and travel websites it only takes a couple of bad reviews to destroy a business.

In summer most use nature's own air conditioning by opening their windows. It will be a difficult choice to sit sweltering inside with the windows sealed or having one's ears assaulted by the noise and dust of a continuous parade of logging trucks.

The City of Albany faced a similar issue and stood up for their citizens. Can Newport fail to do the same?

Linn County Planning Director Robert Wheeldon regarding the Teevin Brothers' operation in Albany stated:

> "Neighbors were upset by what they believed was excessive noise, the early morning hours when operations began and potential hazards for nearby schoolchildren caused by the increased truck traffic. ... It's my conclusion that this is a heavy industrial use and should not take place in the middle of a rural residential community."

If it is considered noxious in a rural residential community, then what can it possibly be in this neighborhood that includes a school? Do people from Newport vacation in Albany? No, it's vice versa. Why would you destroy the lure of the jewel of the central coast for the sake of enriching the few -- none of whom live in this neighborhood? I daresay nor do any of you.

State Representative David Gomberg commenting on the US 20 project stated:

> "Because vehicles over 53 feet cannot navigate turns on Highway 20, an average of 50 log trucks a day will be forced to detour through Lincoln City, Depot Bay and downtown Newport. The result is continuing problems with congestion, effecting tourism, safety and livability along Highway 101."

Do safety and livability apply to the people of this Newport neighborhood? Apparently not, if this is allowed to happen.

Sad to say, and without a doubt, one day one of these logging trucks will cause injury and, god forbid, a fatality. I take no pleasure in predicting it will be at the intersection of John Moore and Bay Boulevard.

The Port Commissioner loves citing the historical basis for allowing this. Perhaps, he should understand that times change. Would he base discrimination based on historical precedence? I suspect he'd like to if so allowed and there was money in it.

I beg you to preserve this neighborhood and not allow this outrage.

Respectfully,
Kevin Redding

RECEIVED
08 2015
By

March 06, 2013

To: Mayor Roumagoux
City Council President Sawyer
Councilors Allen, Beemer, Swanson, Busby, Saelens
City Manager Voetberg
Planning Director Derrick Tokos

Dear Mayor, Council Members, City Manager and Planning Director:

I strongly object to the second version of the Kittelson traffic impact analysis. Little has changed in this 22-page document from the original analysis. The survey was completed during off season and does not reflect the true amount of traffic during peak summer months.

The "95th percentile queuing" study by "Sim Traffic" (page l4) is merely simulated traffic. In reality, the West Bound Left Traffic lane often spills backward far enough to block all west-bound traffic.

Without actually observing the traffic flow, the statement that adding 100 truck trips to this mix won't change anything is seriously flawed. In addition, the conclusion that "Available queue storage is expected to be adequate for the expected increase in traffic," (page 15) is merely a computer generated fantasy.

The recommendations that foliage be removed for better visibility (page 16) neglects to address that the City of Newport has designated this sector a landslide hazard area. Homeowners are required by city code to obtain a geological survey before any work is done on their properly relating to tree and brush removal. A geological survey should be required without exception.

The restatement of a previous assumption that the tonnage of loaded logging trucks running over a partially collapsed road segment are fine because a few fish meal trucks use it now (page 17) is preposterous. No core was taken from the collapsed section of the road and only one out of six cores was taken from the Geohazard zone. This certainly warrants more attention. The citizens of Newport deserve an impartial study.

Sincerely,

Kevin Redding
890 SE Bay Boulevard
Newport, OR 97365

RECEIVED
MAR 08 2013
By

Derrick Tokos

From: Sean Malone [seanmalone8@hotmail.com]
Sent: Friday, February 01, 2013 2:57 PM
To: Derrick Tokos
Cc: cameron@oregoncoastalliance.org
Subject: ORCA Comments on Teevin Bros. Application and TIA - No. 1-TIA-13
Attachments: ORCA to Newport re Teevin Bros TIA Jan 13 .pdf; Exhibit A - Teevin Bros Greenlight 2-1-13.pdf; Exhibit B - Teevin Crabtree Log Yard article Oct 10 (1).pdf; Exhibit C - Log Truck Crash - Teevin Bros.pdf; Exhibit D - Teevin Traffic TF Summary Jan 13.pdf; Exhibit E - Springs.pdf; Exhibit F - Bike Lane.pdf

Dear Mr. Tokos,

Please find attached comments on behalf of Oregon Coast Alliance (ORCA) for the Teevin Bros. Application and TIA, No. 1-TIA-13.

Please respond to this email and confirm that you have received ORCA's comments, including Exhibits A-F, that you were able to open each document, and that the documents have been added to the record.

If you have any questions, please do not hesitate to contact me.

Thank you,

Sean Malone
Attorney at Law
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Suite 200-G
Eugene, OR 97401
ph. 303.859.0403
seanmalone8@hotmail.com

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seanmalone8@hotmail.com

February 1, 2013

Derrick I. Tokos
Community Development Director
City of Newport
169 SW Coast Highway
Newport, OR 97365
d.tokos@newportoregon.gov

re: ORCA Comment on Traffic Impact Analysis for Teevin Bros. Log Yard,
File No. 1-TIA -13.

I Introduction

Please accept these comments on behalf of Oregon Coast Alliance (ORCA) on the Application and Traffic Impact Analysis for the Teevin Bros. log yard, File No. 1-TIA -13. The Teevin Bros. log yard development is located at 1554 Yaquina Bay Boulevard, Newport, Oregon 97365, which is owned by the Port of Newport. The existing site was previously utilized as a logging yard, but in the past fifteen years, the area around the former yard has experienced residential development and growth, creating a conflict of uses with the proposed log yard.

II Inadequate Traffic Impact Analysis

As explained in the attached letter prepared by Greenlight Engineering, a professional traffic engineering and transportation planning firm, the January 8, 2013, Traffic Impact Analysis (TIA) fails to provide the necessary evidence to support approval of the Teevin Bros. Log Yard and the TIA misconstrues applicable law. See Exhibit A.[1] Greenlight Engineering identified numerous deficiencies in the applicant's Traffic Impact Assessment (TIA). For example, Greenlight Engineering noted several flaws, including but not limited to the following:

- Intersection sight distance is limited without proposed mitigation;
- Intersection queuing is not evaluated;
- Insufficient analysis of structural pavement conditions;
- Trip generation estimates are not based on the industry standard;

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[1] ORCA incorporates by reference the entirety of Exhibit A into these comments.

- Trip generation estimates do not satisfy Oregon Department of Transportation requirements;

Id.

One stark shortcoming in the TIA is that it fails to evaluate queuing at affected intersections pursuant to Newport Municipal Code (NMC) 14.45.050, entitled "Approval Criteria." NMC 14.45.050(B) requires the applicant to "demonstrate that adequate transportation facilities exist to serve the proposed development," and NMC 14.45.050(D) specifically requires that the "development will not cause excessive queuing or delays at affected intersections…." .

Under NMC 14.45.020, entitled "Traffic Impact Analysis Requirements," subsection (F) requires that the TIA "address the condition of the impacted roadways and identify structural deficiencies or reduction in the useful life of existing facilities related to the proposed development." The TIA, however, fails to describe or evaluate existing structural conditions and deficiencies, though the roads contain clear deficiencies. See Exhibit A at 3-6.

NMC 14.45.020 expressly requires that the TIA satisfy "both City and ODOT requirements." See also NMC 14.45.050 (requiring compliance with 14.45.020). The ODOT Analysis Procedures Manual states: "[u]sing a winter count with a high seasonal factor to represent the peak summer period will likely not represent traffic turning movements accurately, as driving patterns change in the winter compared to the summer." See Exhibit A at 6. Here, turning movements were conducted in December 2012, contrary to the ODOT standards.

The TIA also contains inaccurate information. On-street parking is allowed on both of SE Moore Drive. Sidewalks also exist along the entire east side of the road. With respect to SE Bay Boulevard, on-street parking is allowed between John Moore Road and SE Vista Drive (the portion under City jurisdiction). Sidewalks also exist along the north side of Bay Boulevard from John Moore Road to SE Vista Drive, as well as along the south side from the intersection at John Moore Road to the Embarcadero Resort. Local transit is provided in the area, with John Moore Road being part of the daily Newport Loop route. Stops include the Elks Club at the north end of the John Moore Road and the Yacht Club, which is just west of the intersection of John Moor Road and Bay Boulevard. The failure to include this basic information in the TIA renders it inadequate.

The TIA fails to address changes in traffic circulation associated with the loading or unloading of ships at the Port of Newport terminal. The TIA also fails to address traffic that is likely to come from the development that is not attributable to employees or log trucks, including waste removal, deliveries, equipment service, and so forth.

Because the traffic impact analysis is inadequate to satisfy the City of Newport's code requirements, the application should be denied.

III Teevin Bros. Prior Conduct and Accidents

ORCA is concerned that Teevin Bros. have not engaged the local community or local government in the past when impacts from Teevin Bros. operations affect the community. For example, without informing the Linn County Planning and Building Department, Teevin Bros. began using a log yard in the unincorporated community of Crabtree to the frustration of various residents. See Exhibit B. ORCA is concerned about this example of the Teevin Bros. failure to engage the local community and government in a discussion to mitigate and avoid impacts. This failure of collaboration does not bode well for the project's future.

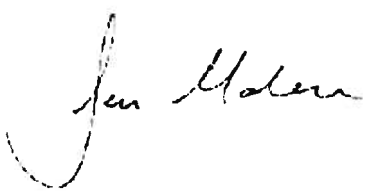
ORCA is also concerned about the increased risk of accidents in residential areas as a result of the increased number of logging trucks. The TIA concedes that 100 daily trips for log trucks alone can be expected. Kittleson & Associates, Jan. 8, 2013. Of these 100 daily trips, half will be entering the log yard with an average weight of 88,000 lbs., and the other half will weigh approximately 29,000 lbs. Id. The log route for the Teevin Bros. log yard will pass through ten major residential side streets, travel on downhill grades, turn at intersections where logging trucks cannot safely stay in their lane, travel on turn lanes with blind spots, create conflicts with bicycle lanes, and so forth. See Exhibit D, Exhibit F. An influx of logging trucks can lead to significant accidents. For example, in Kalama, Washington in 2011, a Teevin Bros. logging truck's brakes failed, and the truck hit a trailer with recreational vehicles, an unoccupied car, a motor home, and a shop before coming to a rest. See Exhibit C. The truck released its load of logs, trapping the truck driver, and spilling diesel fuel from the truck. Id.[2] An accident like this on residential streets within the City of Newport could have significant consequences.

IV Conclusion

Based on the foregoing, ORCA requests that the Community Development Director deny the application because the TIA is insufficient to satisfy NMC Chapter 14.45.

If Teevin Bros. submits further refinements of their Traffic Impact Analysis in response to these comments, other testimony or City of Newport concerns, ORCA requests an opportunity to comment further on those revisions prior to any decision on the TIA by the City of Newport.

Sincerely,



Sean T. Malone
Counsel for ORCA

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[2] The route and log yard are located in an area that is fed by natural springs. An oil spill from a crashed logging truck, as occurred in Kalama, Washington, could adversely affect the springs. See Exhibit E (photographs of natural springs).

cc: Oregon Coast Alliance

Exhibit A

February 1, 2013

Derrick Tokos, AICP
169 SW Coast Highway
Newport, OR 97365

RE: Teevin Brothers Log Yard

Greenlight Engineering has been asked by the Oregon Coast Alliance ("ORCA") to evaluate the transportation related impacts of the proposed Teevin Brothers log yard to be located in Newport, Oregon. We have completed a review of the January 8, 2013 traffic impact analysis ("TIA") and other transportation related materials in the written record of the land use application. We offer the following comments.

Executive Summary

The application fails to provide the necessary evidence to support approval of the project for the following reasons:

- Intersection sight distance is limited at the site driveway with no discussion regarding mitigation or need.
- Intersection queuing is not evaluated as required.
- The analysis of structural pavement conditions lacks useful information.
- The intersection of Highway 20/Moore Drive will operate at the ODOT mobility standard. There are several issues that may further degrade the operations beyond what is reported in the TIA.
- Trip generation estimates are not based upon industry standard and don't meet ODOT requirements.
- Geometry at the intersection of Bay Boulevard/Moore Drive should be evaluated for adequacy.

Intersection Sight Distance Limited at Site Driveway

As reported in the January 8, 2013 TIA, the intersection of Bay Boulevard and the eastern site driveway currently has inadequate intersection sight distance. Looking to the east on Bay Boulevard, the TIA reports that intersection sight distance is limited to 575 feet, while "required intersection sight distance is 760 feet" and is restricted by "topographic features". By lacking adequate intersection sight distance, exiting trucks do not have sufficient sight distance to ensure that oncoming drivers won't have to slow to avoid a collision.

Based upon conversations with City staff[1], the City of Newport relies upon the Oregon Department of Transportation's *Highway Design Manual* for design criteria. Section 3.2.4 of the *Highway Design Manual* states the following:

> "It is desirable to provide intersection sight distance at every road approach, whether it is a signalized intersection or private driveway. In no case is the sight distance to be lower than stopping sight distance. On high speed, high volume roadway intersections, providing intersection sight distance, rather than the minimum stopping sight distance, will minimize operational and safety problems."

Bay Boulevard is classified as a minor arterial, the second highest functional classification in the City of Newport[2], and is posted with a speed of 45 MPH.

The applicant has substantial property frontage to Bay Boulevard. The TIA has failed to offer any alternatives to the lack of adequate intersection sight distance issue. For example, the TIA does not evaluate a scenario without the second access to Bay Boulevard. The TIA does not establish that a second driveway is even needed to serve the development. The site is large enough that conceivably all circulation for the site could occur on-site rather than using the public road system for circulation.

The TIA has failed to describe the conditions that create the sight distance deficiency and whether mitigation is feasible.

Under the proposed conditions, exiting trucks will require that vehicles travelling westbound on Bay Boulevard to slow to avoid a collision, a situation that should be further evaluated.

Queuing Not Evaluated as Required

Section 14.45.050 of the Newport Municipal Code ("NMC") requires that a TIA "demonstrate that adequate transportation facilities exist to serve the proposed development" and that the "TIA establishes that any Level of Service standards adopted by the city have been met, and development will not cause excessive queuing or delays at affected intersections".

The TIA provides no estimates of queuing at any of the study intersections as required. The application provides incomplete evidence to support approval of the development.

As described below, traffic counts conducted during December 2012 and unadjusted for seasonal traffic fluctuations may underestimate the existing and projected queuing.

---

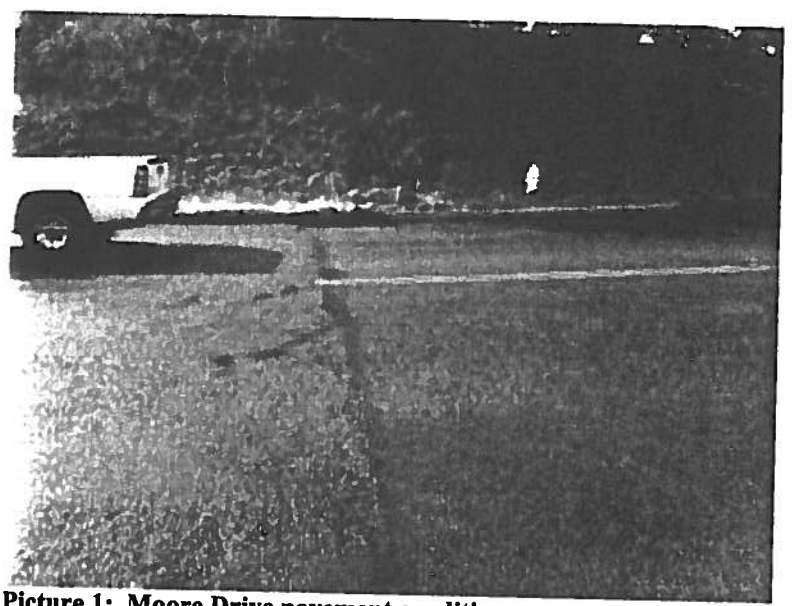
[1] Telephone conversation with Tim Gross, City Engineer, January 25, 2013
[2] City of Newport Transportation System Plan, June 1997

Structual Conditions Analysis Inadequate

Section 14.45.020.F of the Newport Municipal Code requires that a TIA "address the condition of the impacted roadways and identify structural deficiencies or reduction in the useful life of existing facilities related to the proposed development".

The TIA's structural analysis is minimal and does nothing describe or evaluate existing structural deficiencies, to verify that the trucks generated by the proposed development will not degrade the pavement condition of the subject roadways or reduce the life the facilities. The TIA does not describe a process that resembles a typical pavement evaluation. Typically in a pavement evaluation, there would be a description of the existing pavement conditions. There is no evidence that the applicant performed a comprehensive visual inspection of the roadways. The TIA does describe a single physical examination of Moore Drive. If this is an adequate evaluation, it is lacking for the other facilities examined. There is no discussion of any pavement testing or other evaluation. The analysis relies mostly on a variety of assumptions that may or may not be erroneous.

A review of the pavement condition on the subject roadways yielded the following pictures, which illustrate existing and widespread pavement deterioration. Seemingly, a proper analysis would evaluate these conditions and address the criteria of the NMC 14.45.020.F.



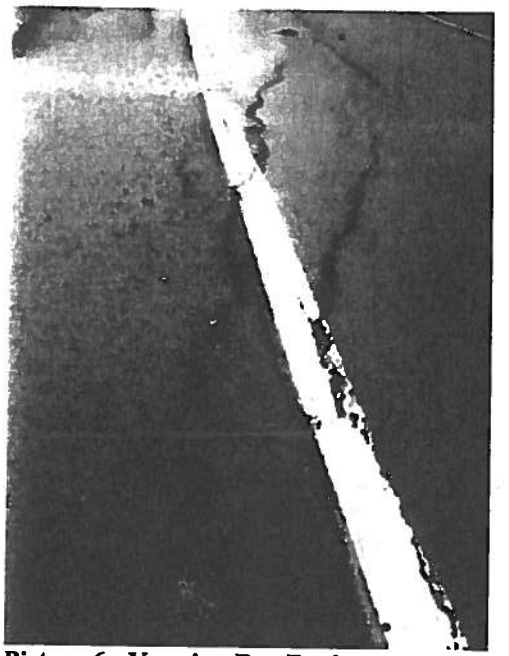
Picture 1: Moore Drive pavement condition

Picture 2: Moore Drive pavement condition

Picture 3: Moore Drive pavement condition

Picture 4: Bay Boulevard pavement condition

Picture 5: Yaquina Bay Boulevard pavement condition



Picture 6: Yaquina Bay Boulevard pavement condition

Highway 20/Moore Drive Operates at ODOT Mobility Standard

The mobility standard for the intersection of Highway 20/Moore Drive is a v/c ratio of 0.80[3]. The TIA reports that the intersection is expected to operate at a v/c ratio of 0.80 under 2013 total traffic conditions (with the development in place) during the weekday AM peak hour[4].

It is important to note that any errors or omissions in the TIA that affect the capacity analysis of this intersection could result in the intersection operating above the mobility standard.

Based upon a review of the Synchro capacity analysis outputs, it does not appear that the appropriate yellow and red times were utilized in the analysis. We have requested the actual traffic signal timing data from ODOT and are awaiting delivery.

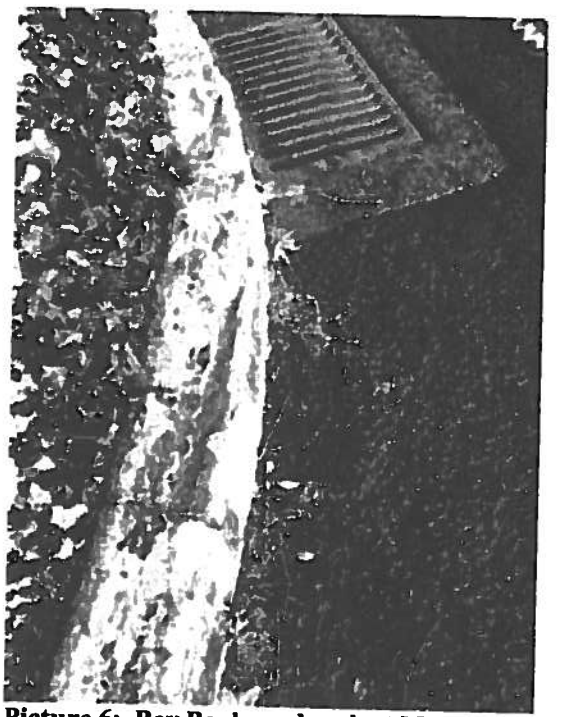
Turning movement counts were conducted in December of 2012[5]. Coastal communities are typically characterized with higher traffic volumes in the summer. As referenced in the ODOT Analysis Procedures Manual, "[u]sing a winter count with a high seasonal factor to represent the peak summer period will likely not represent traffic turning movements accurately, as driving patterns change in the winter compared to the summer."

As described in the TIA, at the intersection of Highway 20/Moore Drive, Highway 20 eastbound and westbound through traffic volumes were seasonally adjusted. Turning

[3] Page 7 of TIA
[4] Appendix G of TIA
[5] Appendix C of TIA

Intersection of Bay Boulevard/Moore Drive Geometry

Based upon the picture below and upon an inspection of aerial photos, it appears that large trucks may have a difficult time maneuvering from westbound Bay Boulevard to turn right onto Moore Drive without crossing into the adjacent through lane of Bay Boulevard. The TIA should evaluate whether this maneuver can be made adequately by the design vehicle.



Picture 6: Bay Boulevard curb at Moore Drive

Conclusion

The land use application fails to provide substantial evidence, or in some cases any evidence at all, to support the conclusion that the requirements to approve this land use application are met.

Should you have any questions, feel free to contact me at 503-317-4559.

Sincerely,

Rick Nys

Rick Nys, P.E., PTOE
Principal Traffic Engineer

00857 - TRANSVERSE RUMBLE STRIPS
00910 - WOOD SIGN POSTS
00920 - WOOD SIGN SUPPORT
00930 - METAL SIGN SUPPORT
00930 - SQUARE SIGN SUPPORTS
00940 - TYPE "B" SIGNS IN PLACE
00940 - TYPE "G" SIGNS IN PLACE
00940 - TYPE "R" SIGNS IN PLACE
00940 - TYPE "R1-1" SIGN
00940 - TYPE "R2" SIGNS IN PLACE
00940 - TYPE "W1" SIGNS IN PLACE
00940 - TYPE "W11-2" SIGN
00940 - TYPE "W11-2" SIGN

00940 - TYPE "W11-2" SIGN WITH W16-9P RIDER

00940 - TYPE "W11-2" SIGN WITH W16-9P RIDER
00940 - TYPE "Y1" SIGNS IN PLACE
00940 - TYPE "Y4" SIGNS IN PLACE
00950 - REMOVE EXISTING ILLUMINATION
00970 - LIGHTING POLES, FIXED BASE
00970 - LUMINAIRES, LAMPS AND BALLASTS
00970 - POLE FOUNDATIONS
00970 - SWITCHING, CONDUIT AND WIRING
01070 - MAILBOX CONCRETE COLLARS
01070 - MULTIPLE MAILBOX SUPPORTS
01070 - RELOCATE MAILBOXES
01070 - SINGLE MAILBOX SUPPORTS
01200 - CITY OF NEWPORT HAND HOLD 202.38
01200 - INSTALL CHARTER VAULT (13"X24"X12")
01200 - INSTALL HAND-HOLES
01200 - INSTALL JOINT CONDUIT
01200 - INSTALL PUD "SPEC 200.15"
01200 - INSTALL PUD "SPEC 200.16"
01200 - INSTALL PUD "SPEC 201.32"
01200 - INSTALL PUD "SPEC 201.72"
01200 - INSTALL PUD "SPEC 204.34"

01200 - INSTALL PUD STREET LIGHT BASE

01200 - JOINT 2" ELECTRICAL CONDUIT
01200 - PUD STREET LIGHT BASE
01200 - UTILITY TRENCH EXCAVATION, BEDDING AND BACKFILL
AC PAVEMENT - TRENCH PATCH
BASALT STONE AMPHITHEATER STAGE
COMPACTION TESTING
CONCRETE ANCHOR WALL
CONSTRUCTION FENCE, 3 FT
DESCRIPTION

DESCRIPTION

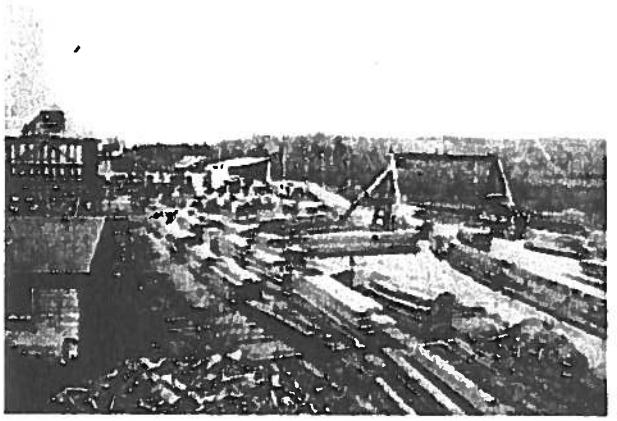
DESCRIPTION

DESCRIPTION
DESCRIPTION
DESCRIPTION
DESCRIPTION
ENGINEERED WOOD FIBER 12" DEPTH
METER RECONNECTION
REBUILD SIGN BAY
SANITARY SEWER POINT REPAIR
TEMPORARY SANITARY SEWER BYPASS PUMPING
WOOD PEDESTRIAN BRIDGE

Exhibit B

ALBANY Democrat-Herald

Log-yard noise upsets Crabtree residents



OCTOBER 10, 2012 6:00 AM • BY ALEX PAUL, ALBANY DEMOCRAT-HERALD

CRABTREE — Although unincorporated, this is the type of community where even the roosters wait until after their first cup of coffee before crowing.

But now, some residents aren't happy that peace and quiet is being infringed upon by a new log sorting yard on property leased by the Albany & Eastern Railroad, even though it is creating about 30 family wage jobs.

"We're a quiet little town," said morning walker Barbara Mills. "It's hard to accept noise so early in the morning."

They also don't like the fact that nearby residents weren't told about plans for the property.

The dust up started last week when the first truck load of logs began arriving at a 2½-acre reloading side in the middle of town. In the 1930s and '40s, the property had been home to a thriving lumber mill. It has sat empty except for mounds of blackberries for many years.

The Albany & Eastern Railroad leases the property from the Pacific & Western Railroad, but the actual sorting operation is being run by the Teevin Bros., based in Rainier. Logs from Weyerhaeuser and Cascade Timber Consulting arrive by truck, are sorted and then reloaded onto Albany & Eastern rail cars where they are transported to Albany. A Portland & Western engine then delivers them to the Columbia River, destined for export.

At issue is whether the property is properly zoned for that type of business. Robert Wheeldon, director of the Linn County Planning and Building Department, says he isn't sure.

"We would like for them to come in, sit down and explain their thought process,"

Exhibit B

Wheeldon said. "If they need a land use review, we have a number of avenues to pursue; sometimes uses are allowed outright. I don't know exactly what they are doing."

Wheeldon said he didn't learn of the site until neighbors began complaining.

Linn County Commissioner Will Tucker, who lives on Hungry Hill Drive near Crabtree, said he has been contacted by phone and in person by residents concerned about the business.

"I've had a dozen people talk to me when I'm getting my mail at the Crabtree Post Office," Tucker said.

Wednesday, Tucker hand delivered a letter from the Planning and Building Department requesting a meeting with Albany & Eastern representatives.

Tucker said while he supports the creation of new jobs, he is concerned about whether the reload site is in the proper location, its hours of operation and whether the use is compatible with other properties around it.

But Jared Cornell, a spokesman for the Albany & Eastern Railroad, says "our belief is that it's an outright permitted use with the limited industrial zoning."

"We've hired a land use attorney," Cornell said. "We've got a lot on the line here. We're going to do everything we can to keep those jobs alive. We believe we are doing the right thing."

Cornell said part of the problem last week was that the continued dry weather forced logging companies to shut down by 1 p.m. In turn, work started well before sun-up and trucks did arrive early a couple days.

"Normally, the yard won't open until 6:30 a.m. and observe a quiet time until 7 a.m.," Cornell said. "We want to work with people as much as we can, but it's a railroad and it's industrial property. There's only so much we can do."

Cornell said the yard will receive about 30 truck loads of logs per day and ship about 10 railcar loads to Albany. He says the plan is for long-term operation.

Exhibit C

Log Truck Crash

Posted on 29th September 2011 at 08:31

Kelly Edica, 37, of Longview is an extremely lucky woman, after her loaded log truck lost its brakes while coming down Gore Road near Kalama, careening off the road and hitting several parked vehicles, a shop and a trailer. People living in the 600 block of Cloverdale Road called 911 just before 7 yesterday morning, when the fully loaded Teevin Brothers log truck failed To stop at the intersection with Gore Road, then crashed on property owned by Craig and Susan Showalter. Edica's truck hit a trailer, an unoccupied car, a motor home and a shop before finally coming to rest. The load of logs was also dumped, and Edica was trapped inside the cab of the truck. Crews from Cowlitz Fire District 5 in Kalama responded, and were able to extricate Edica from the wreckage. Despite the carnage, edica suffered only minor injuries, and was treated and released from Saint John Medical Center. The crash also totalled several recreational vehicles being stored in the trailer were destroyed, and it's speculated that the Showalter's manufactured home may also have been damaged, as it was connected to the shop. The Department of Ecology was called in to help deal with diesel spilled from the truck. The State Patrol is following up on an inspection Of the truck's brakes.

Share this:

<mailto:?subject=Log%20Truck%20Crash&body=http%3A%2F%2Fklog.com%2F2011%2F09%2F29%2Flog-truck-crash-2%2F>
<http://www.stumbleupon.com/submit?url=http://klog.com/2011/09/29/log-truck-crash-2/&title=Log+Truck+Crash>
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<http://twitter.com/intent/tweet?text=I+like+http://klog.com/2011/09/29/log-truck-crash-2/&title=Log+Truck+Crash>

TASK FORCE

Established June 18th at Joint City & Port work session to address local stakeholder concerns over increased log truck traffic near their homes and businesses

TASK FORCE PURPOSE

PHASE I (60 days) - address safety issues of increased truck traffic use at Hwy 20 & Moore Dr. intersection; Moore Dr.; the intersection of Moore Dr. & Bay Blvd; and Bay Blvd to Port's International Terminal

PHASE II (90-120 days) - Consider an alternate truck route from Highway 20 to the Port's International Terminal industrial property

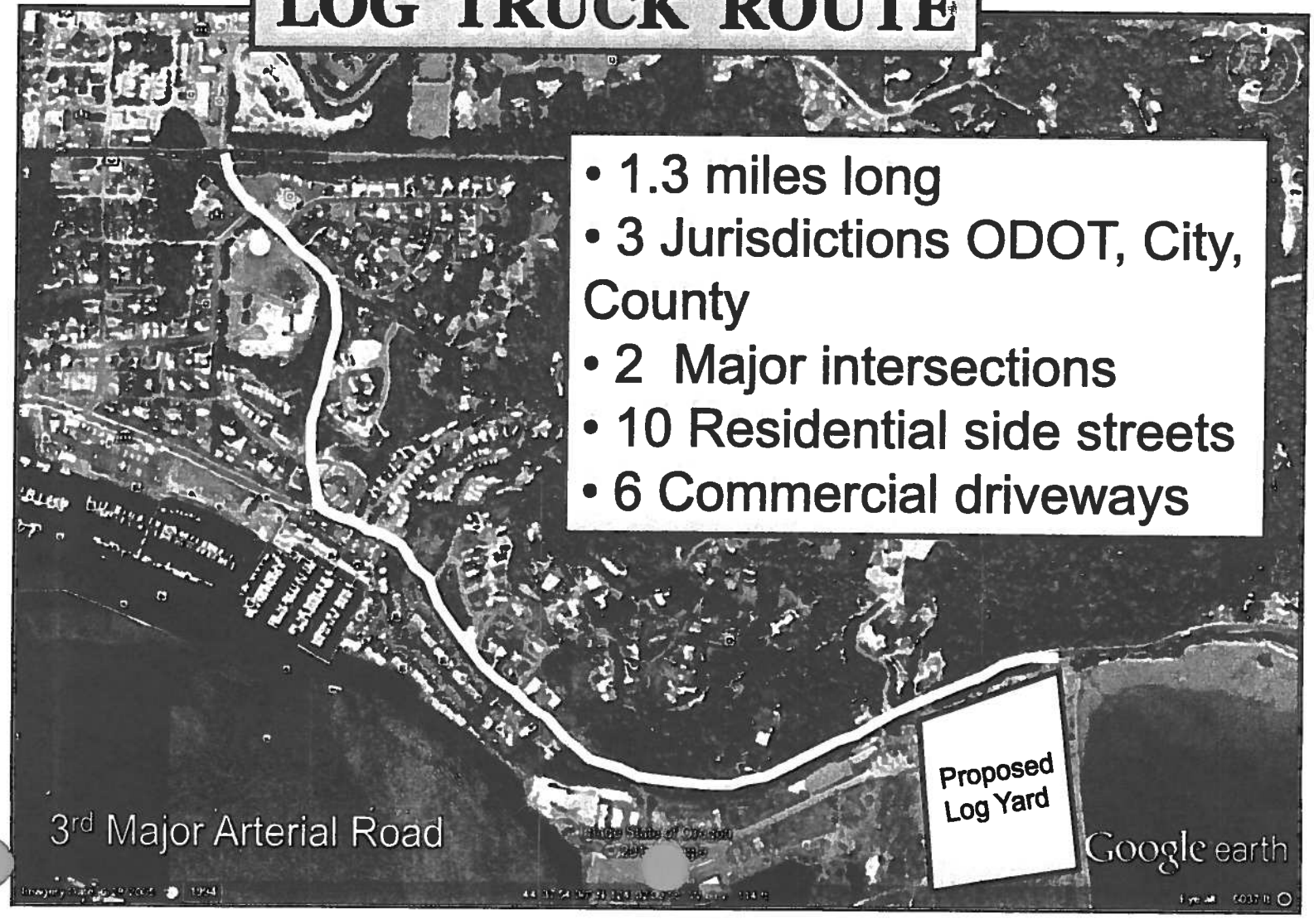
NEWPORT

Pedestrian/Vehicle Safety Plan Task Force

Exhibit D

Port of Newport

LOG TRUCK ROUTE



- 1.3 miles long
- 3 Jurisdictions ODOT, City, County
- 2 Major intersections
- 10 Residential side streets
- 6 Commercial driveways

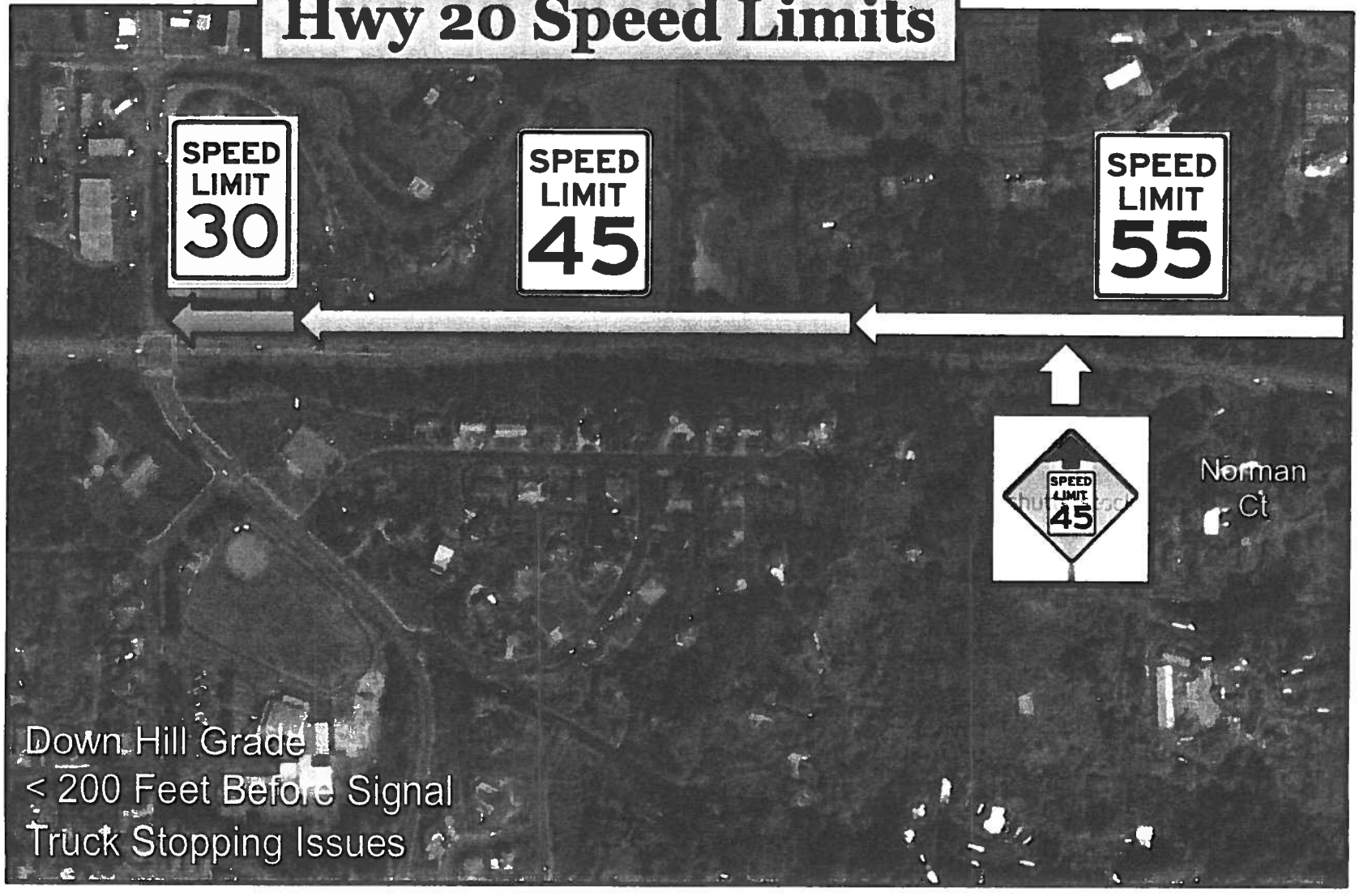
NEWPORT

Pedestrian/Vehicle Safety Plan Task Force

Exhibit D

Port of Newport

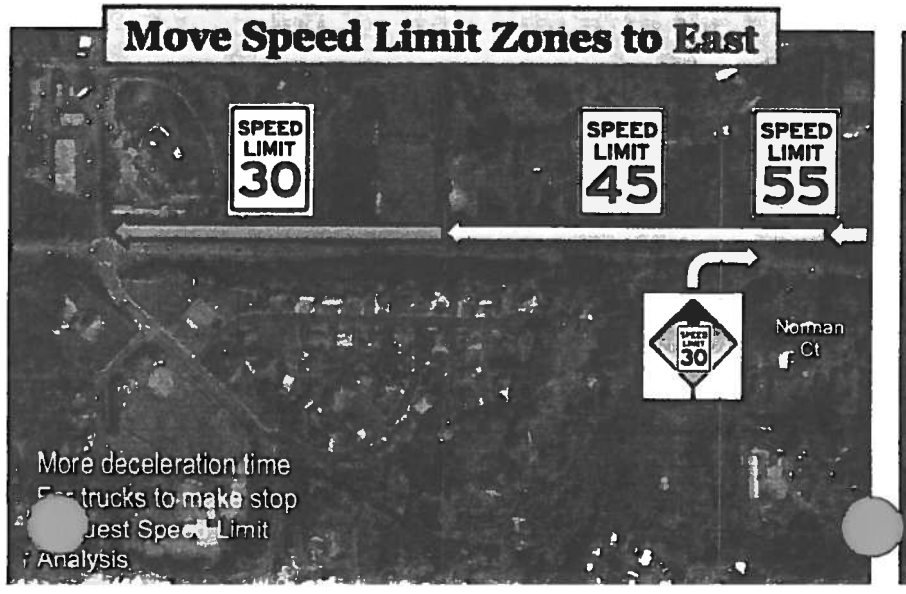
Hwy 20 Speed Limits

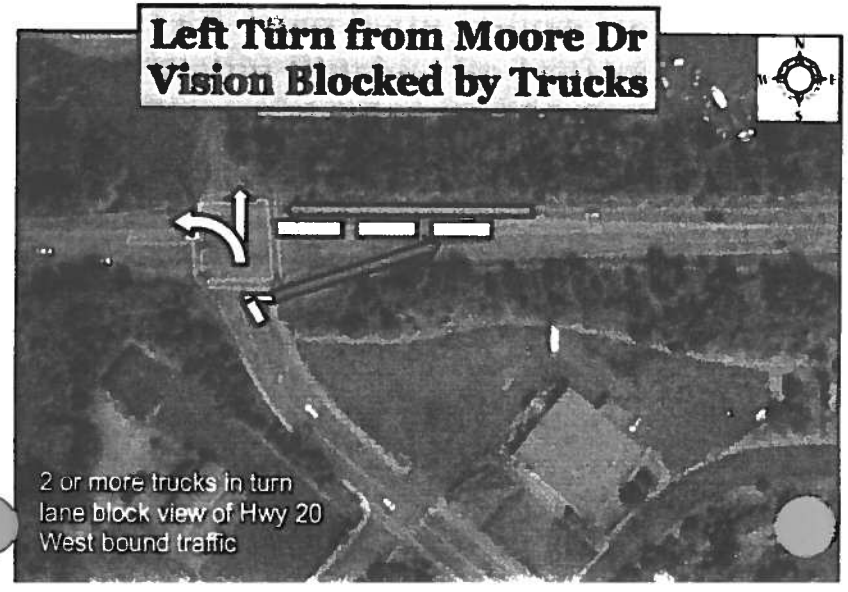


PHASE 1 RECOMMENDATIONS

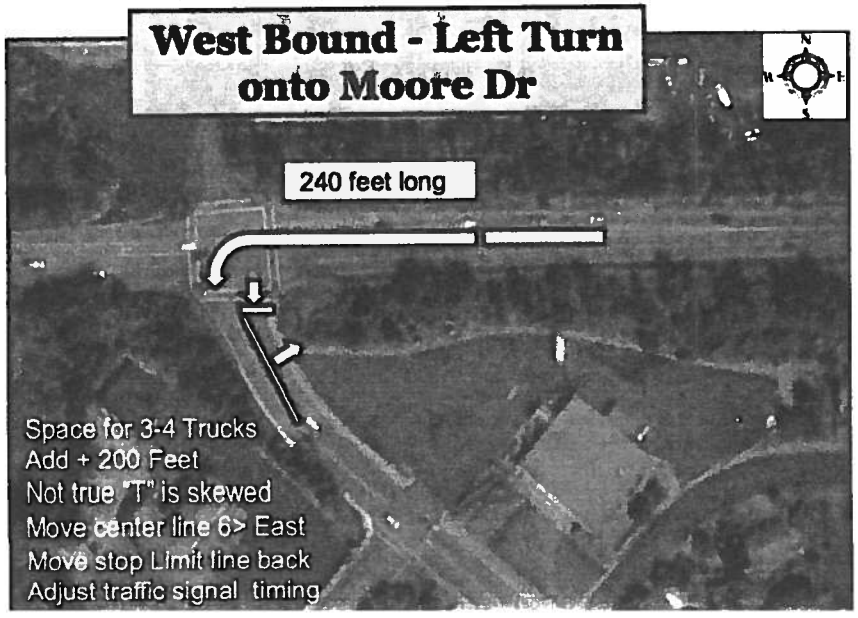
ODOT Recommendations for Hwy 20 intersection with SE Moore Drive

- Extend the current 30 mph zone on Hwy 20, which begins approximately 180 feet east of the Moore Drive intersection, to a point approximately 700 feet eastward or further; and continue the existing 45 mph and 55 mph zone spacing beyond that point. This would provide additional space and time for truck traffic to decelerate to the 30 mph limit to ensure adequate stopping distance when the traffic light changes to red.





- Lengthen the left turn lane on Hwy 20 (west bound traffic) onto Moore Drive from the current 240 feet with an additional 200 feet. This will allow multiple trucks to wait in the turn lane and not obstruct pass through traffic on Hwy 20.
- Improve left turn radius from Hwy 20 to Moore Drive. The intersection is not a true "T" shape but is a skewed angle that makes it difficult for long trucks to safely stay in their lane.
- Improve the left turn radius from Moore Drive to Hwy 20. Many vehicles short cut the turn and encroach into the adjacent left turn lane for Harney Rd. This could be accomplished by moving the stop limit line back to the west (a city recommendation).



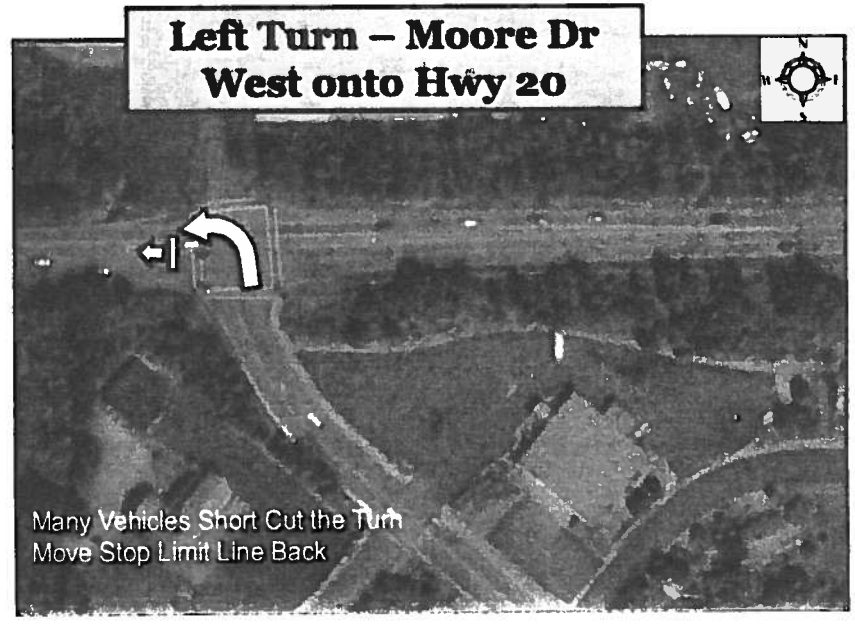
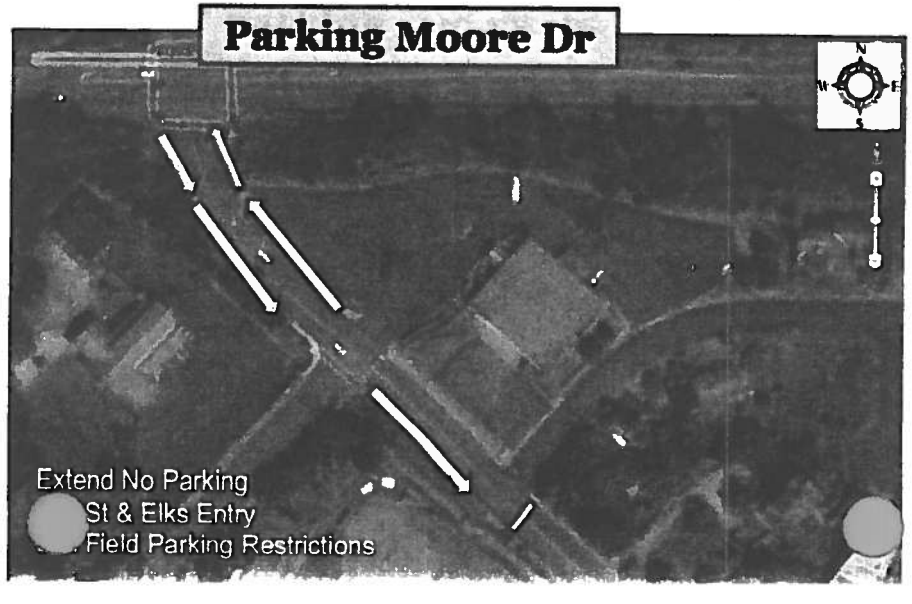
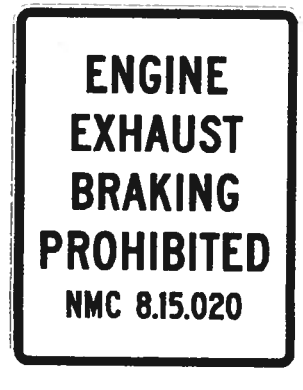


Exhibit D

- **CITY Recommendations for Moore Dr, Bay Blvd Intersection and Bay Blvd to Vista Dr**
- Extend the no parking designation on both sides of Moore Drive all the way to Bay Blvd. This would limit congestion and conflict with log trucks entering and leaving Moore Drive from the Hwy 20 intersection.
- Move the left turn stop line on Moore Road back and move the center line 8 feet to the east (toward the Elks).
- This will be a critical element to provide left turn lanes onto 1st St., View St. (this is currently a blind spot for left turns to View) and Oregon Coast Bank.
- Review the need of signing at the top of Moore Dr. informing pedestrians that sidewalk access to Bay Blvd is only available by use of the east sidewalk of Moore Dr...
- Install additional signage restricting the use of "Jake Brake" type systems on the downhill sections of Moore Dr and Bay Blvd.

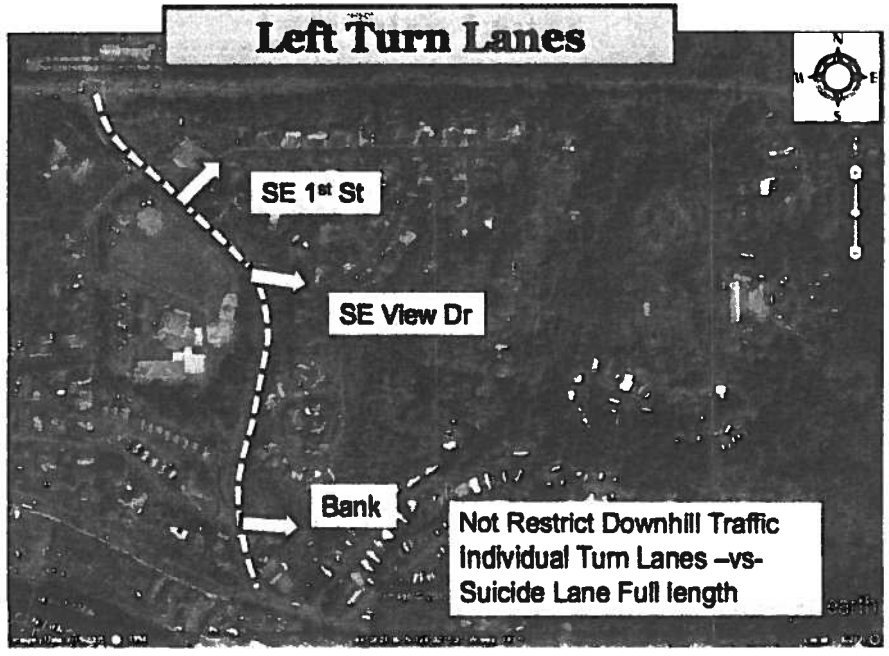


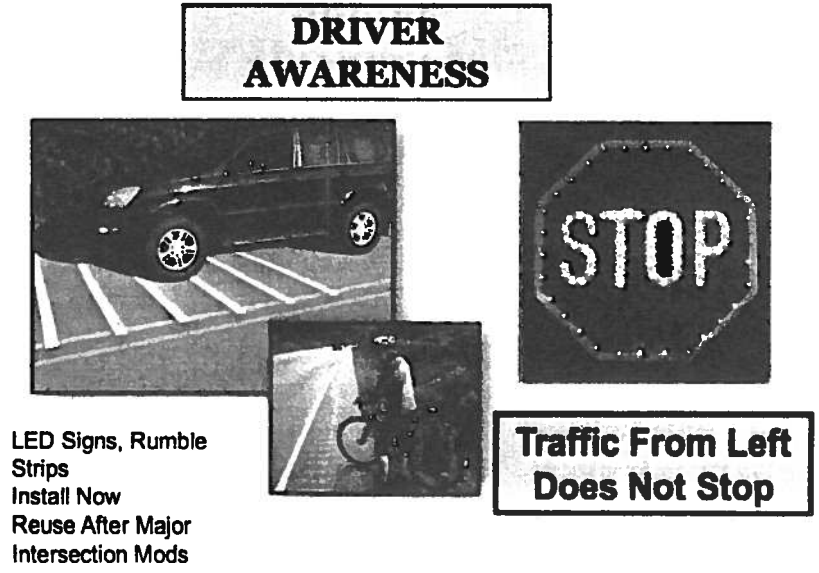
Jake Brakes



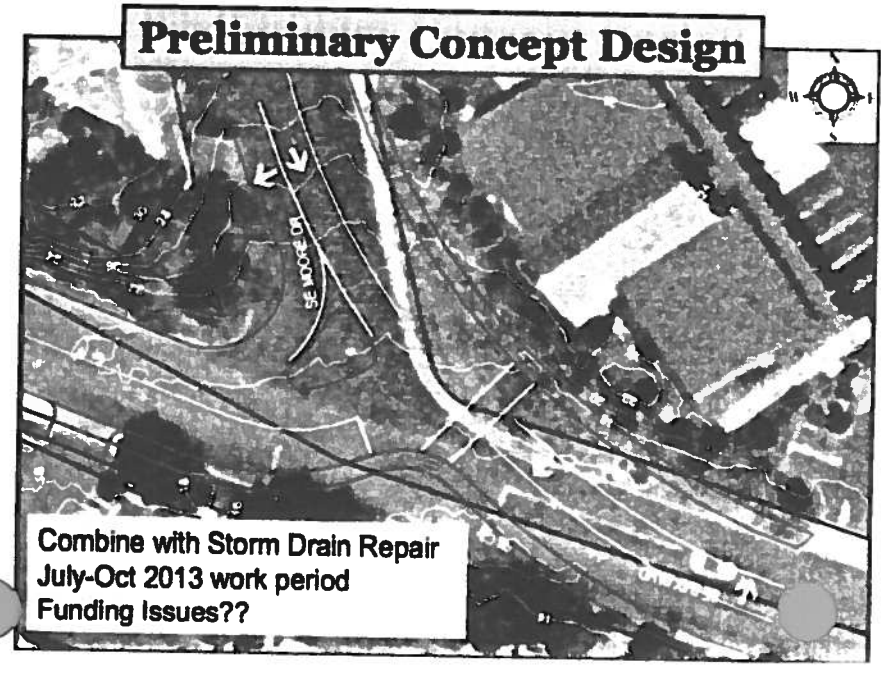
Noise
Install Moore/Bay Blvd

- Establish dedicated left turn lanes on Moore Drive for SE 1st Street, SE View Drive and the upper driveway of Oregon Coast Bank. Another option is to have a continuous turn lane (or suicide lane) for the full length of Moore Drive. This would reduce the need of log trucks having to stop behind traffic making left turns.
- Additionally, install LED traffic control signs at the key areas of the intersection and roadway rumble strips at all sides of the intersection. These recommendation are designed to improve drive awareness of the Moore Drive Bay Blvd intersection



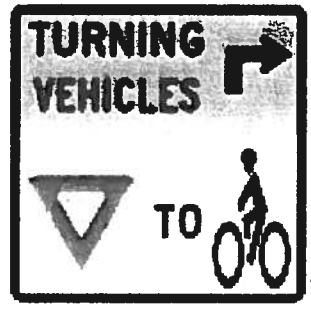


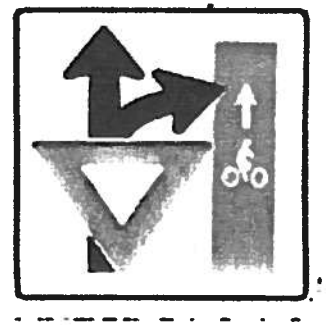
- The Moore Drive/Bay Blvd intersection is currently complex having seven roads and driveways to residential areas and commercial establishments. The Task Force recommends that the City implement key elements of past proposed designs into an updated engineered design. The design would take advantage of an area adjacent to the Oregon Coast Bank to adjust the right turn pass though lane up Moore Drive; provide for a "T" intersection stop of Bay Blvd traffic heading east; establish a dedicated right turn lane from Moore Drive onto Bay Blvd including a raised island; and formalizing a pedestrian crosswalk.



COUNTY Recommendations from Bay Blvd at Vista Drive to Log Yard

- The Task Force has decided to include County recommendations as an element of PHASE 2 that will address: widening of Bay Blvd east of Vista Dr to east Terminal entrance; additional sidewalks/bike lanes; permanent signage; speed limit reductions; consider frequency of truck traffic; and long term maintenance requirements and costs on current infrastructure. However, the Task Force did make a recommendation to improve bicycle safety by installing warning signs and/or road makings at the entrances to the Teevin Log Yard. Many bicycle/truck incidents occur when long trucks are making a right turn across a bicycle route/lane and loose visual contact with a bicyclist.

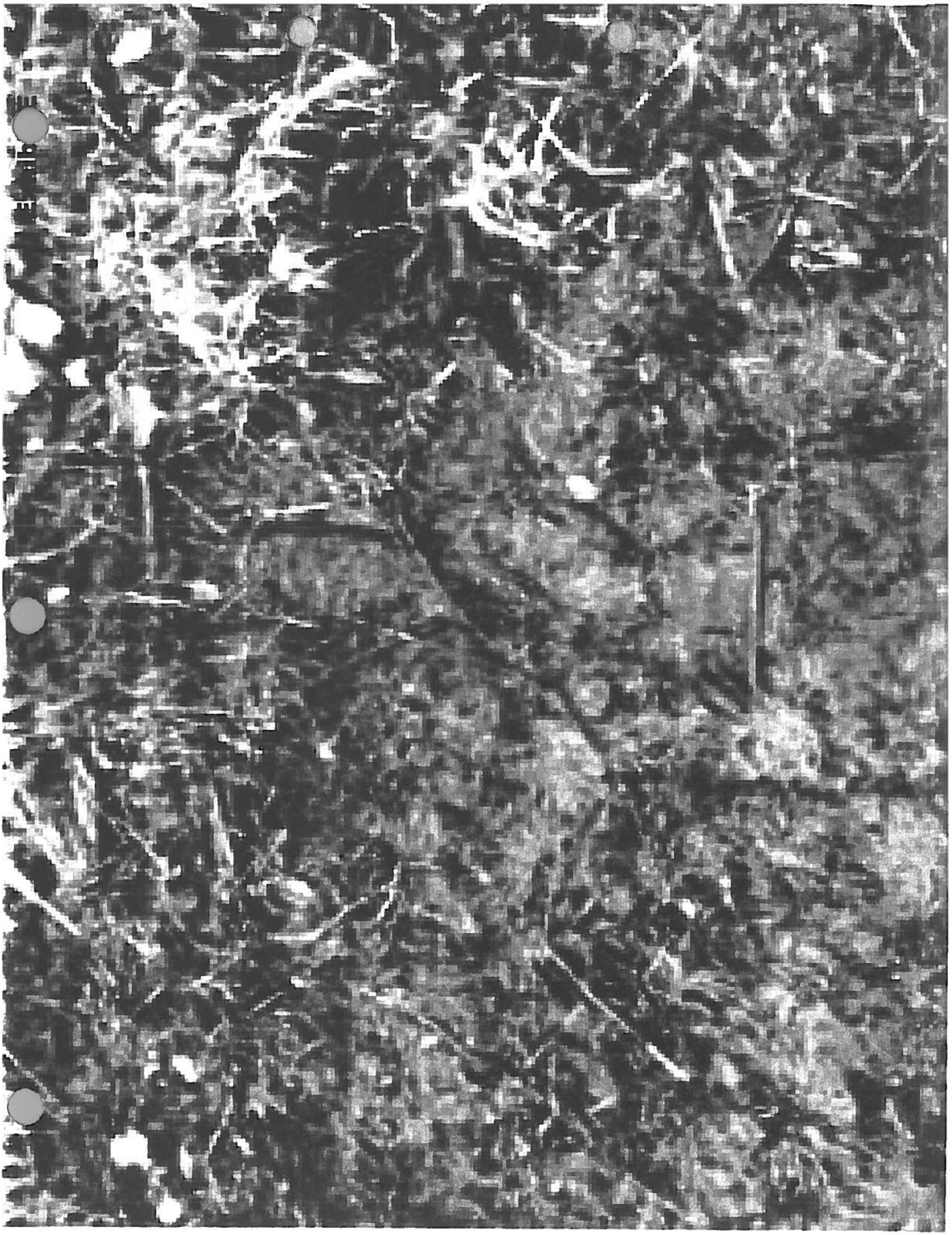


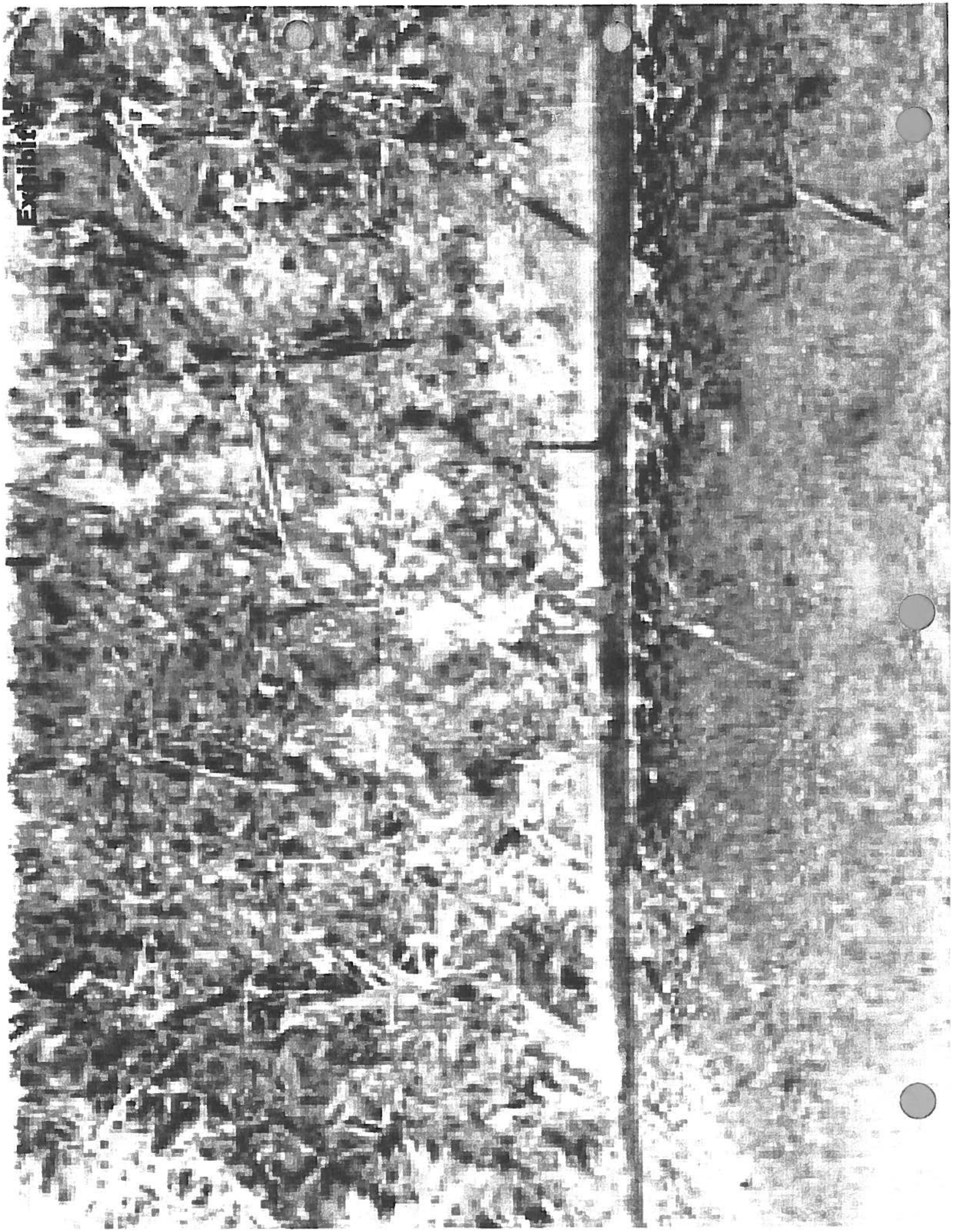


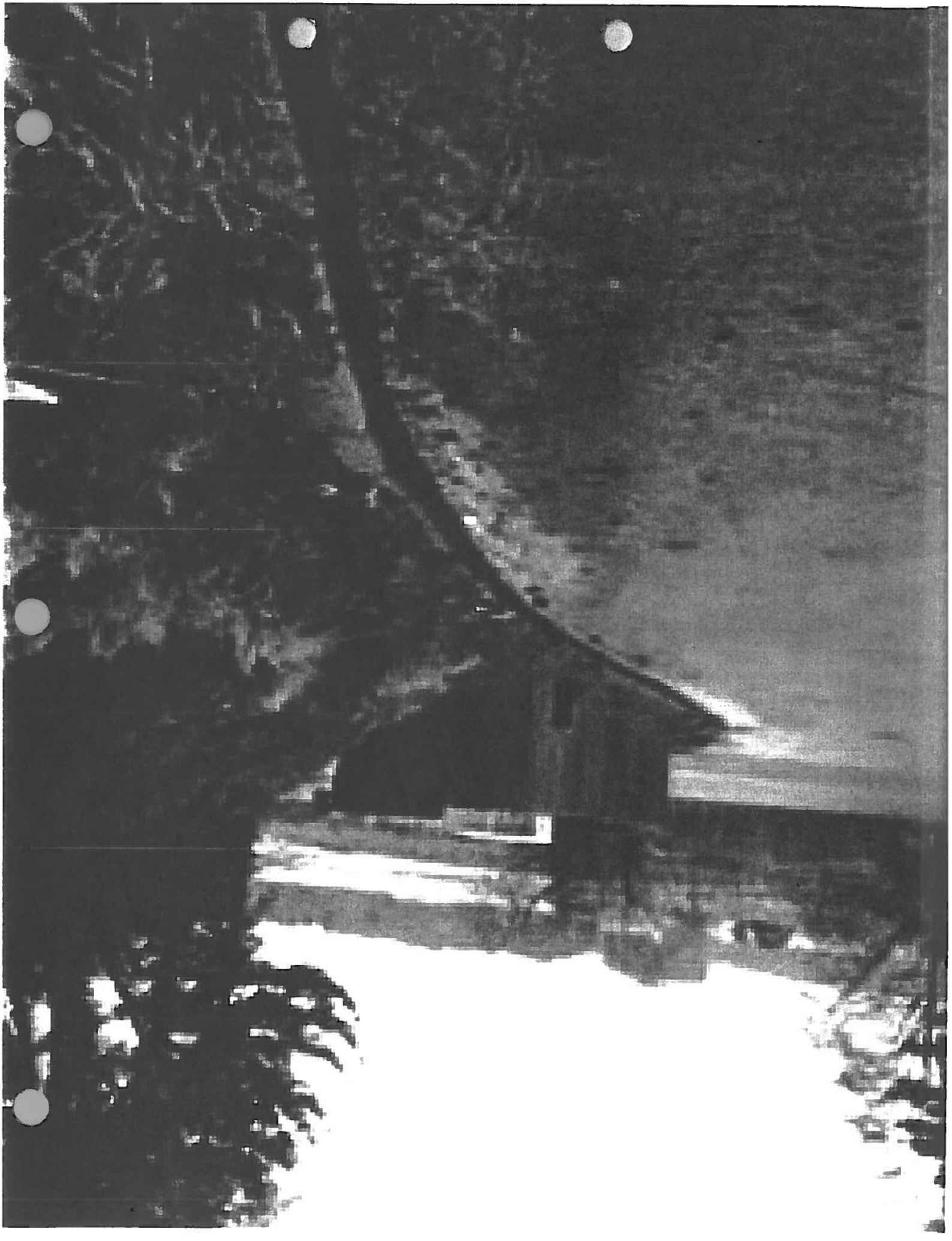
Color yield lines and "Yield to Bikes" signage should be used to identify the conflict area and make it clear that the cycle track has priority over entering and exiting traffic.

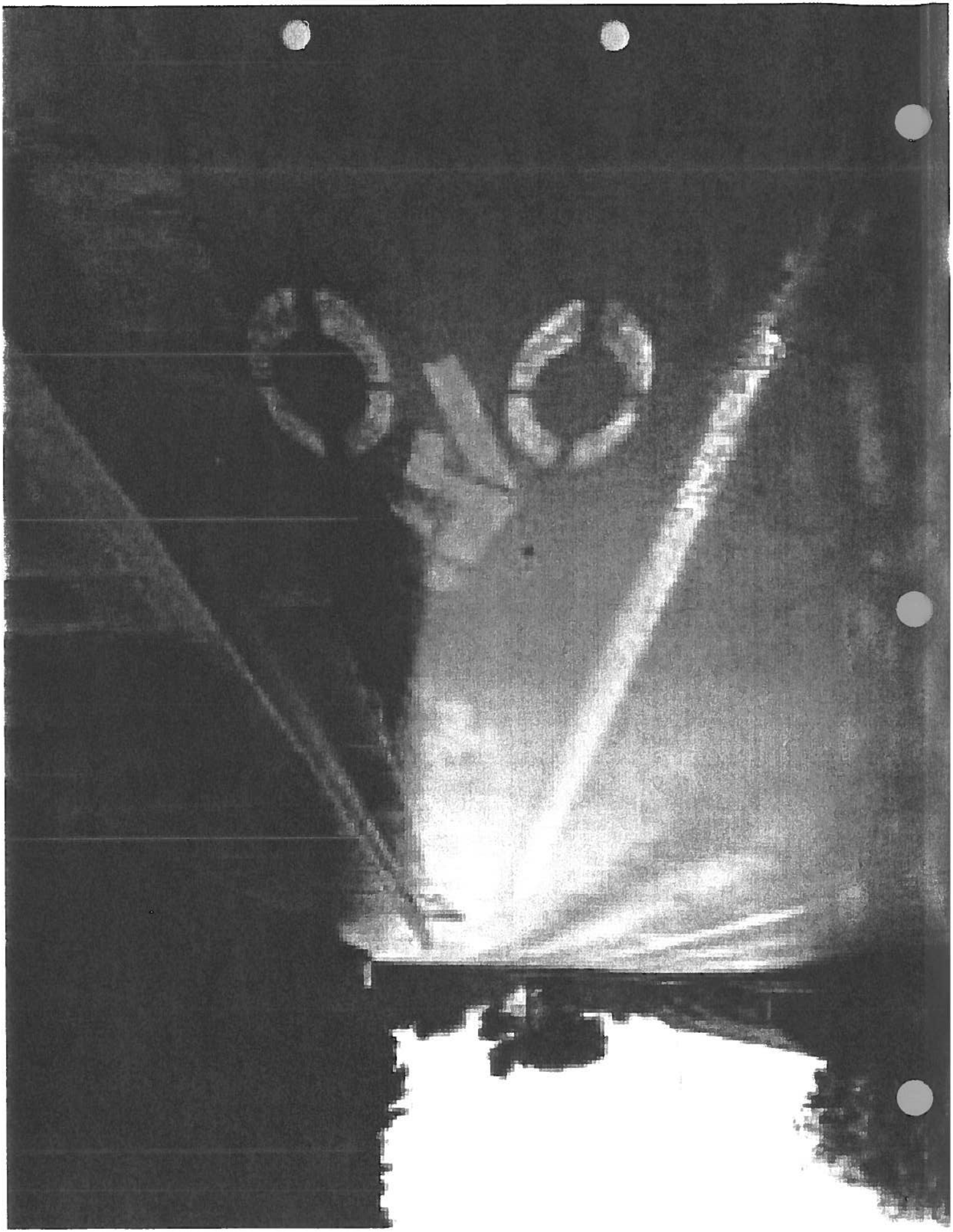
TASK FORCE RECOMMENDATIONS

Ex









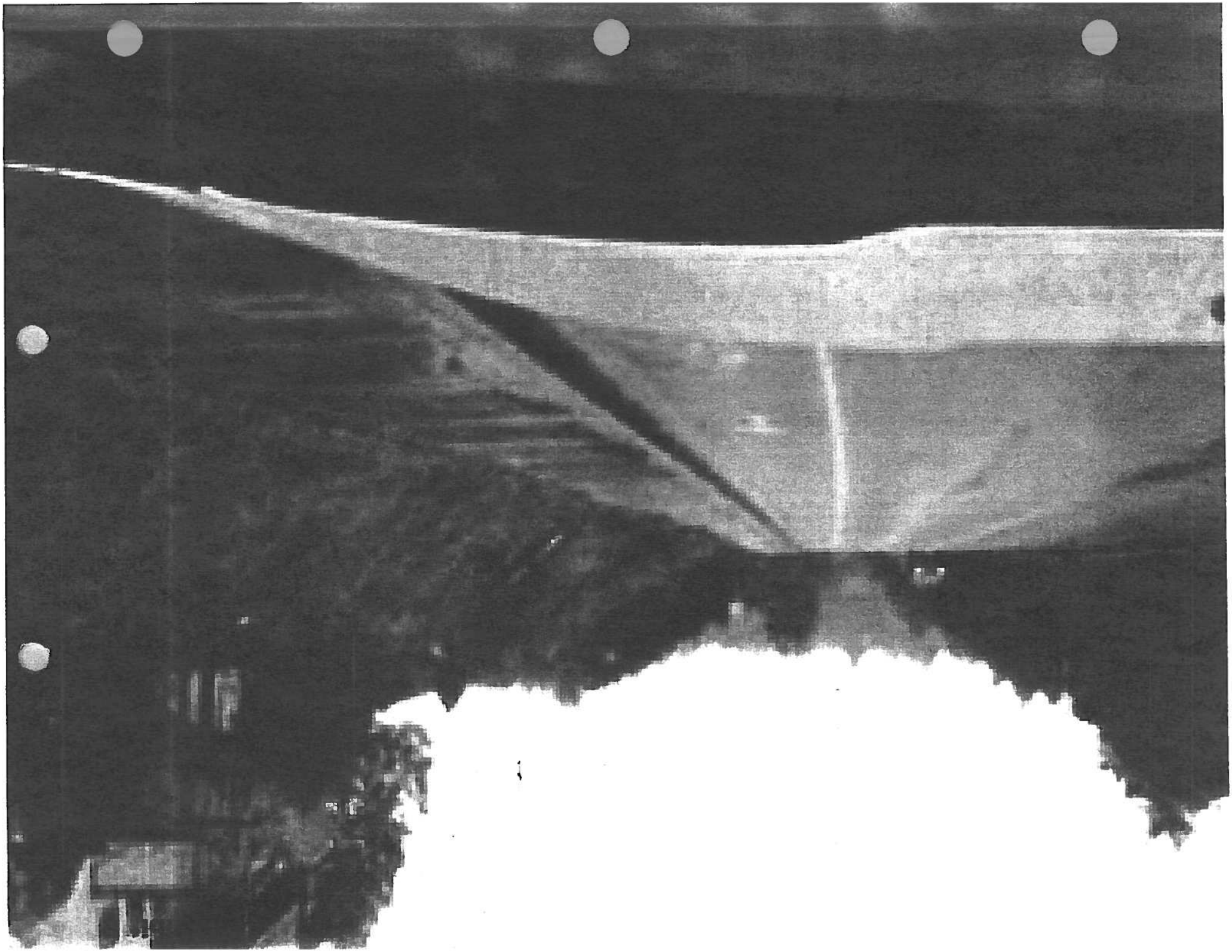


Exhibit F

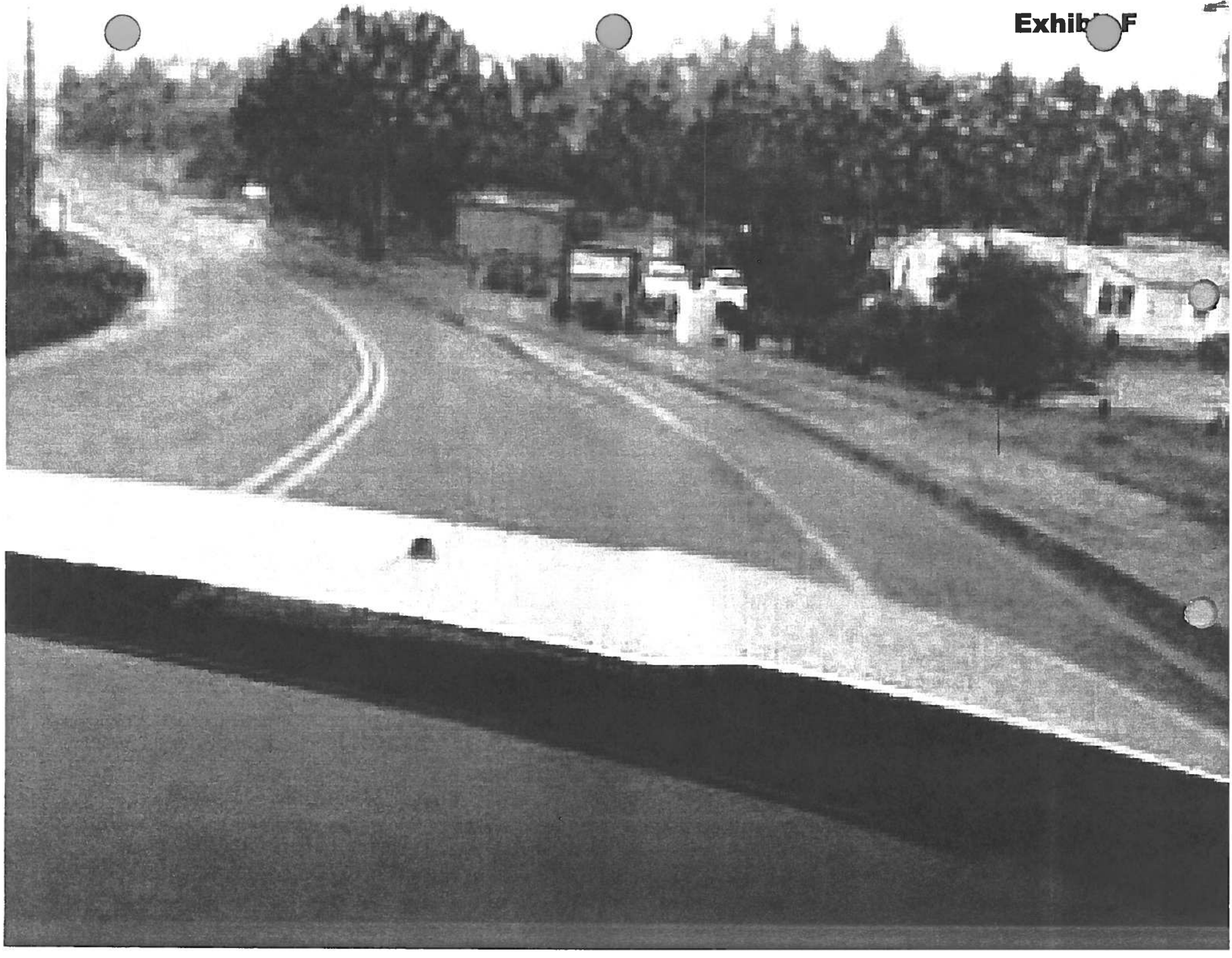


Exhibit F

Derrick Tokos

From: Peggy Hawker
Sent: Thursday, March 07, 2013 5:02 PM
To: Derrick Tokos
Subject: FW: Contact Us - Web Form

FYI. This arrived at 4:03 P.M.

-----Original Message-----
From: gthorgaard@gmail.com [mailto:gthorgaard@gmail.com]
Sent: Thursday, March 07, 2013 4:03 PM
To: City Council
Subject: Contact Us - Web Form

City of Newport, OR :: Contact Us - Web Form

The following information was submitted on 3/7/2013 at 4:02:54 PM

To: City Council
Name: F. Rebecca Thorgaard
Email: gthorgaard@gmail.com
Subject: Kittleson traffic impact analysis

Message: I strongly object to the analysis. Increased truck traffic, removing foliage in a landslide area, failure to obtain proper surveys, and inadequate substantiation of figures in the analysis, present a false overview to the public. The impact of such a proposal, should go through, would harm the environment including water systems such as Yaquina Bay and Yaquina River, create costly damage to the roadways, and be a detriment to an important tourism area that brings in substantial income, into Newport.

Derrick Tokos

From: Peggy Hawker
Sent: Thursday, March 07, 2013 11:01 AM
To: Derrick Tokos; Jim Voetberg
Subject: FW: Contact Us - Web Form

FYI

-----Original Message-----
From: CarolDH2@gmail.com [mailto:CarolDH2@gmail.com]
Sent: Thursday, March 07, 2013 9:57 AM
To: City Council
Subject: Contact Us - Web Form

City of Newport, OR :: Contact Us - Web Form

The following information was submitted on 3/7/2013 at 9:56:49 AM

To: City Council
Name: Carol Davis-Hawkins
Email: CarolDH2@gmail.com
Subject: Logging Trucks On John Moore Road

Message: I moved to Newport when my parents, Anne and Al Davis, opened the Ben Franklin store. In 1965 we moved to the corner of John Moore road and Bay Blvd. They lived there for the next 20-something years, until moving into a nearby condo. We have seen lots of things happen in that time. The first problem was that truck drivers would use engine compression, rather than their brakes, in order to save wear and tear on their brakes. It was extremely noisy for homeowners, and eventually signs were put up to disallow that. Next the refrigerated semis parked on bay boulevard, and idled all night long. Again this was extremely noisy and disturbing and was eventually curtailed. Now you are talking about log truck drivers coming down the road, to a very precarious intersection, every five minutes? "An ounce of prevention is worth a pound of cure." Please consider the impacts you can anticipate. We are owners at The Landing, and very invested in keeping Newport a wonderful place to visit and live..

RECEIVED
MAR 07 2013
By

March, 4 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens , City Manager Voetberg and Planning Director Derrick Tokos

Dear Mayor, Council Members, City Manager and Planning Director:

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Sincerely,

Craig A Breen

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MAR 07 2013
By

March, 4, 2013

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Sincerely,

Cynthia Bruce
P.O. BOX 1546
Newport OR 97365

RECEIVED
MAR 07 2013
By

March, 5th 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens , City Manager Voetberg and Planning Director Derrick Tokos

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Sincerely,

P.O. Box 575
Gleneden Beach, OR 97388

RECEIVED
MAR 07 2013
BY

March, 5th 2013

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Sincerely, Robin P. Bruce

P.O. Box 573
Gleneden Beach, OR 97388

RECEIVED
MAR 07 2013
By

March. 5 2013

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Sincerely,

Ernest A Busby
1226 SE Wade WAY
Newport, Ore 97365

RECEIVED
MAR 07 2013
By

March, 5 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens , City Manager Voetberg and Planning Director Derrick Tokos

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Sincerely,

Rebecca Crespo
826 S.E. Vista Dr
Newport

RECEIVED
MAR 07 2013
By

March. 5 2013

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Sincerely,

Robert Crespo
820 S.E. Vista
Newport OR

RECEIVED
MAR 07 2013
By

Mike Peterson
PO Box 1985
Newport 97365
Mar. 3, 2013

Newport City council
Derrick Tokos
Ms.' And Sirs:

I object to the second version of the Kittelson traffic impact analysis. I note that the 22 page document has little changed. This is problematic because they visited here in December. There was very little traffic here because the crab season was postponed from Dec. 1 to Dec. 31.

P. 11 They state that parcel delivery, refuse collection and septic pumping represent no change from before because they are already done. This is flat out wrong. They are done on other parts of port property, not at the terminal.

p.14 They do a "95th percentile queuing" study by "Sim Traffic." In other words, simulated traffic. We observe queuing at the Hwy 20/Moore intersection at all hours of the day currently. The WBLT lane often spills backward far enough to block all west-bound traffic. Their observation that adding 100 truck trips to this mix won't change anything is seriously flawed. They should spend some time observing rather than keyboarding. Instead, they say (p.15): "Available queue storage is expected to be adequate for the expected increase in traffic," This is computer-induced fantasy.

p.16 Their recommendations that foliage be removed for better visibility neglects the landslide hazard area. A geologic permit may be in order here.

p.17 They re-state their previous assumption that thousands of logging trucks running over a partially collapsed road segment are fine because a few fish meal trucks use it now.

In their structural analysis, they state "No aggregate depth information is provided. We assume that the base soil material was taken into account." I thought that this was a study rather than a series of assumptions.

No core was taken from the collapsed section of road. One out of six cores was taken from the Geohazard zone. Shouldn't this warrant more attention?

923 SE Bay Blvd
184
Barry A. Davis

RECEIVED
MAR 07 2013
By

March, _____ 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens , City Manager Voetberg and Planning Director Derrick Tokos

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Sincerely,

DAVID ECKUS

RECEIVED
MAR 07 2013
By

March, 5 2013

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Sincerely,

Gail Green
923 SE. Bay #10
Newport, OR 97365

RECEIVED
MAR 07 2013
By_____

March, _____ 2013

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Sincerely,

Lois Ann Haskell
923 SE Bay Blvd #23
Newport, Or

RECEIVED
MAR 07 2013
By

March, 6 2013

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923 S.E. Bay Blvd.

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By

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Sincerely,

123 SE Bay Blvd.

RECEIVED
MAR 07 2013
By

March, 5 2013

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Sincerely,

Barbara J. Johnson
1270 SE Sherman Ct
Newport, OR 97365

RECEIVED
MAR 07 2013
By

March, 5, 2013

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Sincerely,

Glendaff Johnson RN, MSN
1270 S.E. Shermer Ct
Newport, OR 97365

RECEIVED
MAR 07 2013
By

1270 SE
SHERMAN ST

March, 2013

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By

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Sincerely, T. C. Johnson

1270 SE Sherman Ct.
Newport, OR

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Sincerely,

Sandra Keines
923 S.E. Bay Blvd #14
Newport, Oregon. 97365

RECEIVED
MAR 07 2013
By

March, 5 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens , City Manager Voetberg and Planning Director Derrick Tokos

Dear Mayor, Council Members, City Manager and Planning Director:

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Sincerely,

Tammy Kitchen

656 NE Cherry Ln Toledo OR
97391

RECEIVED
MAR 07 2013
By

March, 6 2013

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Sincerely,

Dorothy A Knutson
1151 SE Harbor Crescent Drive
Newport, OR 97365

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MAR 07 2013
By_____

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Sincerely,

Fred Mazzeo
923 SE Bay Blvd Spot 6
Newport Or. 97365

RECEIVED
MAR 07 2013
By

March, 5 2013

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Sincerely,

Molly Murphy
1314 S.E. Rio Vista Dr.
Newport, OR 97365

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MAR 07 2013
By

March, 5 2013

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Sincerely,

Leslie J. Portune
15070 Siletz Hwy
Siletz 97380

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MAR 07 2013
By

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Sincerely, Eric W. Marshall SP. 35 NEWPORT

RECEIVED
MAR 07 2013
By

March, 6 2013

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Sincerely,

STAN SHELL
895 SE Crescent St
Newport Oregon 97365
541-574-7825

RECEIVED
MAR 07 2013
By

March, 6th 2013

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Sincerely,

Eugene A. Blodgett
557 S.E. 7th St
Newport, Oregon 97365

RECEIVED
MAR 07 2013
By

March, 10 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens , City Manager Voetberg and Planning Director Derrick Tokos

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Sincerely,

Susie Lambert
557 SE 4th St
Newport, OR
97365

Sheet

RECEIVED
MAR 07 2013
By

March, _____ 2013

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Sincerely,

Nancy Smock

923 S.E. Bay Blvd #26
Newport

RECEIVED
MAR 07 2013
By

March, 5 2013

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Sincerely, Jacob Sutter 1455 South Funsiver Rd.

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MAR 07 2013
By

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Sincerely,

Jackie Chalian

1328 S.E. Rio Vista
Newpt. OR 97365

RECEIVED
MAR 07 2013
By

March. 4 2013

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Sincerely,

Roger E. Jackson
1326 S.E. Rio Vista
Newport

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MAR 07 2013
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Sincerely, Alan Tucker
423 SE Bay Blvd #37
Newport, OR 97365

MAR 07 2013
By

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Sincerely,

Michael L. Turner

925 S.E. Bay Blvd #25

RECEIVED
MAR 07 2013
By

March, _____ 2013

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Sincerely,

Hazel Turpen

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By

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Sincerely,

Stella M. White

923 S.E. Bay Blvd.
Newport, OR. 97365

RECEIVED
MAR 07 2013
By

March. 6 2013

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Sincerely,

Melores Williams
448 SW Surf St. Apt J
Newport, OR 97365

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MAR 07 2013
By

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Sincerely, [signature]

923 SE Bay Blvd.
Npt OR 97365

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The "95th percentile queuing" study by "Sim Traffic" (pg 14) is merely simulated traffic. In reality, the West Bound Left Traffic lane often spills backward far enough to block all west-bound traffic. Without actually observing the traffic flow, the statement that adding 100 truck trips to this mix won't change anything is seriously flawed. In addition, the conclusion that "Available queue storage is expected to be adequate for the expected increase in traffic," (pg 15) is merely a computer generated fantasy.

The recommendations that foliage be removed for better visibility (pg 16) neglects to address that the City of Newport has designated this sector a landslide hazard area. Homeowners are required by city code to obtain a geological survey before any work is done on their property relating to tree and brush removal. A geological survey should be required without exception.

The restatement of a previous assumption that the tonnage of loaded logging trucks running over a partially collapsed road segment are fine because a few fish meal trucks use it now (pg 17) is preposterous. No core was taken from the collapsed section of the road and only one out of six cores was taken from the Geohazard zone. This certainly warrants more attention. The citizens of Newport deserve an impartial study.

Sincerely, [illegible]

1264 SE Sherlicer Ct.
Newport OR 97365

RECEIVED
MAR 07 2013
CITY OF NEWPORT

March, 6 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens , City Manager Voetberg and Planning Director Derrick Tokos

Dear Mayor, Council Members, City Manager and Planning Director:

I strongly object to the second version of the Kittelson traffic impact analysis. Little has changed in this 22 page document from the original analysis. Once again, the survey was completed during off season and does not reflect the true amount of traffic during peak summer months.

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Sincerely,

Rex L Mills – Owner Unit 105
The Landing at Newport.

March 6 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens, City Manager Voetberg and Planning Director Derrick Tokos

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Sincerely,

Thomas Shaukias

Thomas Shaukias

Derrick Tokos

From: Peggy Hawker
Sent: Wednesday, March 06, 2013 4:46 PM
To: Derrick Tokos; Jim Voetberg
Subject: FW: objection to Kittelson Traffic Report
Attachments: City of Newport Objection to the Kittelson Traffic Report.pdf

From: Thom Shauklas [mailto:tshauklas@obfc.net]
Sent: Wednesday, March 06, 2013 4:30 PM
To: City Council
Subject: objection to Kittelson Traffic Report

March 6, 2013

To: Mayor Roumagoux, City Council President Sawyer. Councilors Allen. Beemer, Swanson, Busby, Saelens, City Manager Voetberg and Planning Director Derrick Tokos

Dear Mayor, Council Members, City Manager and Planning Director:

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Sincerely,

Thomas Shauklas

Derrick Tokos

From: Peggy Hawker
Sent: Wednesday, March 06, 2013 4:23 PM
To: Derrick Tokos; Jim Voetberg
Subject: FW: Contact Us - Web Form

FYI

-----Original Message-----
From: thom.shauklas@obfc.net [mailto:thom.shauklas@obfc.net]
Sent: Wednesday, March 06, 2013 4:21 PM
To: City Council
Subject: Contact Us - Web Form

City of Newport, OR :: Contact Us - Web Form

The following information was submitted on 3/6/2013 at 4:21:27 PM

To: City Council
Name: Thomas Shauklas
Email: thom.shauklas@obfc.net
Subject: Objection to Kittelson Traffic Report

Message: March, ~ 2013
To: Mayor Roumagoux, City Council President Sawyer. Councilors Allen.
Beemer, Swanson, Busby, Saelens, City Manager Voetberg and Planning Director DeITick Tokos
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Derrick Tokos

From: Peggy Hawker
Sent: Tuesday, March 05, 2013 12:12 PM
To: Derrick Tokos
Subject: FW: Contact Us - Web Form

-----Original Message-----
From: s.leonard@msn.com [mailto:s.leonard@msn.com]
Sent: Tuesday, March 05, 2013 12:10 PM
To: City Council
Subject: Contact Us - Web Form

City of Newport, OR :: Contact Us - Web Form

The following information was submitted on 3/5/2013 at 12:10:25 PM

To: City Council
Name: steve leonartd
Email: s.leonard@msn.com
Subject: Stop Log Export Plan

Message: I am writing to ask the mayor and council to demand a comprehensive environmental impact Report that I expect will expose the faults in this proposal and will put a stop to this insane log exporting project.

This log exporting project is almost as stupid as the ship breaking project proposed a short time ago. Just plain dumb...

This project is not in the best interest of the people of Newport nor of the City. Don't let it happen, especially on your watch..

Thanks in advance for your prompt attention and response to this important matter, Steve Leonard

RECEIVED
MAR 04 2013
By DT

Mike Peterson
PO Box 1985
Newport 97365
Mar. 3, 2013

Newport City council
Derrick Tokos
Ms.' And Sirs:

I object to the second version of the Kittelson traffic impact analysis. I note that the 22 page document has little changed. This is problematic because they visited here in December. There was very little traffic here because the crab season was postponed from Dec. 1 to Dec. 31.

P. 11 They state that parcel delivery, refuse collection and septic pumping represent no change from before because they are already done. This is flat out wrong. They are done on other parts of port property, not at the terminal.

p.14 They do a "95th percentile queuing" study by "Sim Traffic." In other words, simulated traffic. We observe queuing at the Hwy 20/Moore intersection at all hours of the day currently. The WBLT lane often spills backward far enough to block all west-bound traffic. Their observation that adding 100 truck trips to this mix won't change anything is seriously flawed. They should spend some time observing rather than keyboarding. Instead, they say (p.15): "Available queue storage is expected to be adequate for the expected increase in traffic," This is computer-induced fantasy.

p.16 Their recommendations that foliage be removed for better visibility neglects the landslide hazard area. A geologic permit may be in order here.

p.17 They re-state their previous assumption that thousands of logging trucks running over a partially collapsed road segment are fine because a few fish meal trucks use it now.

In their structural analysis, they state "No aggregate depth information is provided. We assume that the base soil material was taken into account." I thought that this was a study rather than a series of assumptions.

No core was taken from the collapsed section of road. One out of six cores was taken from the Geohazard zone. Shouldn't this warrant more attention?

Mike Peterson

Has Mr. Tokos instructed Kittelson about the geohazard zone? It now appears that the City has not informed anyone on the east side about living in this zone.

Finally, this inadequate document has not been made whole by the few additions made. Traffic impact includes noise levels, carbon monoxide levels, dust and insect introduction, traffic jams, truck vibration of the Geohazard area, and the loss of millions of dollars in property values. These have not been addressed. Some turn lane paint will not remedy the many obvious safety hazards which will be imposed by this traffic.

This so-called analysis is a pitiful attempt to whitewash serious concerns.

Sincerely,

Mike Peterson

Mike Peterson

Derrick Tokos

RECEIVED
MAR 04 2013
By

Public comment to the second Kittelson TIA

submitted by Christy Peterson, PO Box 1985, Newport, OR 97365

March 4, 2013

To: City Councillors
Derrick Tokos

Why would a city have logging trucks go up and down Moore Road when there are numerous transit and school bus stops? There are several ball fields that are used by thousands of school age children for 3/4 of the year.

Why would Kittelson base any TIA during the month of December, the slowest month of the year?

What does Kittelson mean by "30 truck trips per day at inception?" Does this mean 30 trips up and 30 trips down the road? This appears deceptive. Also, nowhere is it mentioned how many trucks will be utilized to remove the bark from the International Port..

How can the authors of the report state that "these vehicle are also not expected to have a significant impact to the capacity and circulation of the transportation?" You are adding dozens more trucks to the road **per day.** How could they **not** have an impact?

I cannot believe Kittelson used "SimTraffic" to determine traffic backup. What use is this SimTraffic program when we can see traffic being backed up all the time due to the trucks already on the roads. A computer simulation does not show actual situations. Whatever happened to the scientific method of using real-time observation?

Kittleson came to Newport to do a TIA. They say that they may need to do more core samples. Did Mr. Tokos not inform them of the massive spring that surfaces on John Moore Road? Did he not make them aware of the landslide that occurred on Moore Road a few winters ago as well as the numerous landslides on Yaquina Bay Road as well as Yaquina Bay Blvd.? Did he not inform them that directly across from the International Port entrance is a road called "Running Springs Road?"

It appears they do not think it is necessary to look at the underlying soil beneath the several inches of asphalt on the road. The springs surface for a reason, most likely due to clay that does not allow the water to permeate to the layers below.

Did Mr. Tokos not inform Kittelson that this section of town is considered a geologic landslide zone? The city considers the threat of landslides serious enough to force all homeowners and businesses to have a geologic report done by a licensed geologic engineer if they so much as want to remove some brush? Are they not aware that truck vibrations are causing housing foundations to crumble across the country? Are they unaware of vibrations causing landslides?

The TIA lacked the most important impacts on the neighborhood, on PEOPLE:

Diesel fumes (carbon monoxide)
Noise pollution at which levels increase stress and cause hearing loss
Vibration causing infrastructure damage

Feb 25, 2013

RECEIVED
FEB 28 2013
CITY OF NEWPORT

Dear Jim Voelberg,

I am a land owner & property tax payer in Lincoln Co. My Wife & I manage a Certified Tree Farm near King Slough off Yaquina Bay. We are in favor of the proposed Export Facility by Teevin Bros Land & Timber Co.

With less cost to haul Logs to a distant mill or log yard, I can reinvest more money in the local economy, as to pay for labor to improve overall timber Quality on our property. This could be multiplied many times with the other private Timberowners in Lincoln Co. who are members of Oregon Small Woodlands Assc. or American Tree Farm System, and others.

Thank You for your Time.

Best Regards

Allan S Crandall

503-759-3305 cell

Commentary Feb 19, 2013 City Council

I'm Mike Peterson. I live in the city limits of Newport, and I've lived and worked here and paid city taxes for 10 years. You all know that a number of property owners on the east side are upset by the proposal to run thousands of log trucks through our neighborhoods, because of the danger, the noise and the decrease in our property values. There is another factor to consider.

In 2010, the city declared our area a landslide hazard zone, or Geologic Hazard Area. This includes the Walker Heights area and all the land above the international port, from above Highway 20 all the way down to and including Bay Blvd. The upper portion of the Embarcadero is also included, as is the middle portion of SE Moore Dr. above 5th St. This area has seen land movement and structural damage.

The Municipal Code 14.21.030 states: "All persons proposing development, construction, or site clearing (including tree removal) within a geologic hazard area as defined in 14.21.010 shall obtain a Geologic Permit."

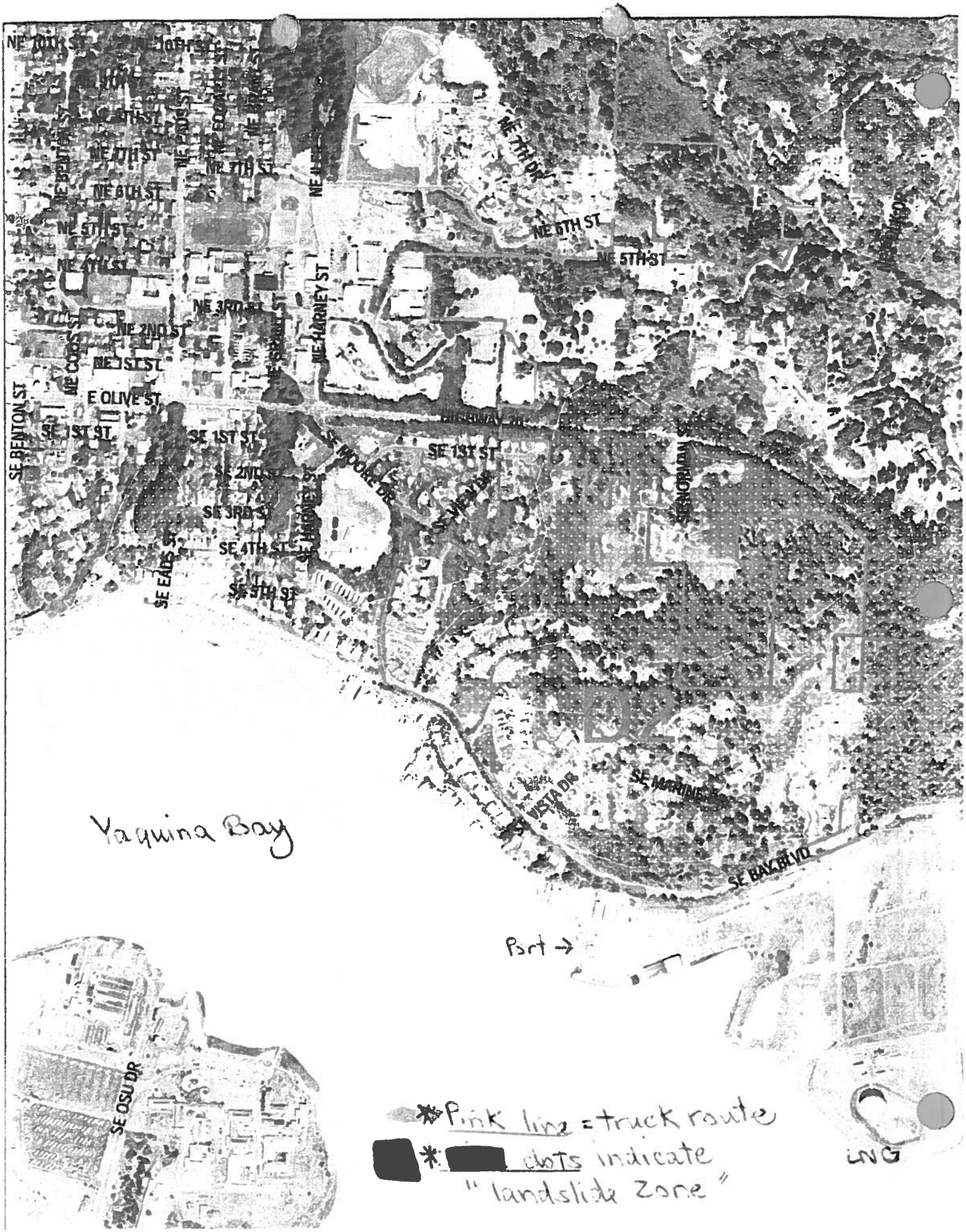
According to my understanding of the mechanics of this rule, if a landslide occurs anywhere in this zone, it is judged to be the fault of the person situated immediately below it on the slope. So if the vibration caused by thousands of Teevin trucks passing through this zone on Moore or Bay Blvd. resulted in a landslide onto either road, the City could be liable.

Since Teevin is applying for permits to run in these Geologic hazard zones, I urge the council to require them to obtain a Geologic Permit, to assess the stability of the underlying land. This would be even-handed since the property owners have to obtain such a permit just to cut down a tree. It's my guess that heavy load vibrations are a far greater hazard in this area than "site clearing."

I understand that some of you feel that the City is limited in what it can do about the proposed truck route. But the truck route is in the city limits, and the International Terminal is within the city limits. You could avoid shifting costs from Teevin onto the taxpayers by being even-handed about the permitting process. Teevin should pay their SDC charges just like any other business in Newport. Teevin should obtain a Geologic Permit just like the adjacent home owners.

Mike Peterson

See attached map



*Pink line = truck route

*[redacted] dots indicate "landslide zone"

Lloyd "Oly" Olson
882 SE Crescent Place
Newport, OR
541-574-0737; lolson0737@charter.net

Feb 19, 2013

Newport City Council-

It is my understanding that this coming March 19, 2013 has been set as the date for a public forum to hear comments from concerned individuals about the log truck traffic on Moore and Bay Blvd to the proposed Teevin Brothers log yard. It is also my understanding that the public forum will be a joint venture with the Port Commissioners and the City Council. This will be the first opportunity since the last public forum on April 18, 2012 (11 months ago) for the public to formally express their concerns about re-establishing log exporting in Newport.

As many of you are aware, the log exporting proposal has generated a lot of comments at City and Port meetings, in the local newspaper and other media; or at the neighbor level of conversations over a morning cup of coffee, or evening beverage. Unfortunately there has been misinformation, exaggerated numbers and erroneous facts that have whirled around ~~the~~ our community over this log exporting proposal.

We now have an opportunity to bring some clarity and understanding to this issue with the upcoming public forum on March 19th.

It is my recommendation that the public forum be set up in a two part format. The first part would bring together all of the game players of the log exporting process and have a panel discussion to explain how log exporting works and how they individually fit into the overall process. Members would include the forest landowners, in particular Hancock Forest Management the largest supplier of logs to the proposed Teevin facility; the log exporting companies, such as TPT US Limited which represents Hancock Forest Management, and Merrill and Ring a marketing company associated with Teevin Brothers; the panel would also include Teevin Brothers with their log yard operations; the longshoremen in ship loading operations; DEQ and/or the US Coast Guard with cargo ship compliance to State and Federal ballast water exchange requirements; and the Port in its terminal activities. This may not be a full list but it could be a starting point.

The advantage of the panel members is twofold - match a face to an organization (make it personal) and help bring clarity and understanding to the overall process by answering questions from the public.

The second part of my recommendation of the public forum is to provide adequate time to hear the concerns from individuals and businesses that view themselves as stakeholders in the log exporting process. Not all stakeholders have a vested interest in the success of a project, some may be affected by the project in a negative manner. Good leaders try to identify all of the stakeholders and involve them from the start in finding solutions that make the project acceptable.

The following information of possible panel members is my best effort at current addresses and phone numbers:

Hancock Forest Management:
Jerry Anderson, Regional Manager
955 N Main St
Independence, OR
503-838-1610

TPT US Limited:
Jerry Ashby, President
3600 Port Of Tacoma Rd
Fife, WA 98424
253-307-26042
53- 517-3700

Merrill & Ring Log Marketing & Export:
(Tom Fogarty - Newport Contact 541-260-4678)
813 East 8th Street
PO Box 1058
Port Angeles, WA 98362
Telephone: (360) 452-2367

Oregon Department of Environmental Quality (DEQ)
Rian vanden Hooff, Ballast Water Project Manager
(503) 229-6865

Port of Newport
Don Mann, Port Manager
600 SE Bay Blvd
Newport, OR
541-574-7758

ILWU - International Longshore And Warehouse Union
Pat Ruddiman, Manager
606 Sw 13th St
Newport, OR 73654
541-265-2191

OREGON
SMALL WOODLANDS
ASSOCIATION

RECEIVED
FEB 13 2013
CITY OF NEWPORT

To The City of New Port
Attn.: Jim Voetberg
169 SW Coast Hwy
Newport, OR 97365

February 10, 2013

RE: Teevin Brothers Newport Export Facility

Jim,

On January the 26th the Lincoln County OSWA Foresters held their annual meeting in Depoe Bay. The theme of the meeting was the economic impact of all the new legislation being imposed on forest owners, and the port facility as proposed by the Teevin Brothers. Eric Olen, their Project Manager, was the key speaker to this group whose interest is the additional marketing opportunities this port facility would present to the local growers.

The local Oregon Small Woodland Association (OSWA) organization, after a meeting with Eric, supports this Project, but we are concerned about the opposing groups who are infringing on the right for these free market opportunities, allowing local Tree Farmers to bring their goods to a market.

This community historically has been a major producer of forest products; having this Port opportunity would reduce the Timber Producers shipping expenses to them, reducing the road usage by many miles by shipping their goods to the port facility, creating some competition in the market place.

Shipping through the port produces income to the port, allowing them to pay the construction cost that was incurred in the form of a bond. The income from this new facility would help to provide the income needed to pay for these bonds, reducing the possibility of having that cost passed on to the property owners. Also it would reduce the overall coast timber traffic, major benefits for allowing that project to go forward.

The trucking along the coast has increased as a result in the increases in the population, not by the timber traffic. Newcomers to the area seem to want to eliminate that opportunity provided here to the forest owners, who contribute a good portion of the needed income and employment for the county.

Furthermore, this is a modern facility with a clean operation, and with no negative impact on the surroundings or environment, which would support the Tree Farmers in creating an additional marketing opportunity. These Tree Farmers not only contribute economically, but also provide clean air, clean water, wildlife habitat, recreational opportunities and a scenic environment that promote tourism to this county too.

We as OSWA members trust that you will help make this Port opportunity a reality for this county, providing additional employment opportunities to a needed location, with an already established record, of using a water highway to the sea that is presently under used, compared to the ports past history .

Sincerely,

Peter Bregman
Chairmen of the Lincoln county OSWA
1679 Bayview Drive Waldport
Cell # 209-604-7306

COAST RANGE CONIFERS LLC
Sara A. Leiman, general manager
Edward J. Cummings, associate manager
26240 Cherry Creek Rd., Monroe, Oregon 97456
Sara Cell 541-954-8338 Ed Cell 541-335-1472
bsleiman@peak.org eddiej40@gmail.com

RECEIVED
FEB 11 2013
CITY OF NEWPORT

TO: City of Newport, Jim Voetberg
Date: February 8, 2013
RE: Support for Newport Log Export Facility for Teevin Bros.

Dear Mr. Voetberg:

We are a small, family owned and operated company who owns and manages forest lands in Lincoln, Benton and Lane Counties. We are long-term, local owners interested in continued long-term management. All of our lands currently produce, or will produce, logs that can be used at an export yard in at the Port of Newport.

We support the proposed Teevin Bros. export facility at the Port of Newport.

We are desperately seeking markets located closer to our lands! With the closing of markets for forest products in the area over the decades, we now must truck our products further and further, adding to costs and reducing healthy competition for logs...adversely affecting our carefully planned sustainable management plans. The added miles adversely affect our roads and bridges, and increases emissions from trucks.

Lincoln Co. is also desperately seeking improved economic opportunities! Better markets mean better management of forest lands in the long run, and healthier communities. I have been to Teevin Bros export facility in Rainier, Oregon and can say without hesitation that they run a state-of-the-art, clean and efficient operation, entirely on pavement. We feel they would be a great addition to business in Newport and Lincoln Co.

Sincerely,

Sara Leiman, general manager/owner
Coast Range Conifers LLC

City of Newport, Attn: Jim Voetberg, 169 SW Coast Hwy, Newport, Oregon 97365

Date: 02/07/2013

RECEIVED
FEB 11 2013
CITY OF NEWPORT

Name: Gerald & Judith Pelletier, 1147 NE Canyon Dr., Toledo OR 97391

Re: 19.5 ac of merchantable timberland, Canal Cr. Rd & Hwy 34

Re; Teevin Brothers Newport Export Facility

Dear:

My name is Jerry + Judy Pelletier and I am writing to express my support of the proposed Teevin Bros. export facility at the Port of Newport. I have been a resident of Lincoln County for 43 years and currently own 19.5 acres of timberland that will be tributary to the Port of Newport. In my opinion a new export facility will increase competition for one of Lincoln County's most valuable natural resources and result in higher financial returns for timberland owners; funds that will ultimately be reinvested in Lincoln County. Additionally, by reducing the distance which logs must be hauled to market this facility will reduce diesel emissions and lessen the impacts on Oregon's aging highway infrastructure. Thank you for your time and consideration of my opinion.

Sincerely,

Judith Pelletier 2/7/13

2/8/13

415 SE Scenic Loop
Newport, OR
Feb 2, 2013

RECEIVED
FEB 07 2013
CITY OF NEWPORT

Mayor Sandra Roumagoux
City Council: Dean Sawyer
David Allen
Richard Beemer
Laura Swanson
Ralph Busby
Mark Saelens
Planning Director Derrick Tokos
City Manager Jim Voetberg
Dear Ms.' And Sirs:

We note the Teevin Bros. appeal of the System Development Charges, which are imposed across the board during new site development, and are used for city infrastructure maintenance and improvement. Teevin requests a 50% discount on its share of storm water charges, which would amount to as much as $100,000, even though the City has already extended credits which effectively waive SD Charges for streets, water, and sewer impacts.

As taxpayers, we resent this demand for further subsidy for the Teevin bark stripping business. They have shown no proof of a positive economic impact on the City of Newport which might justify such a subsidy, or for that matter, any subsidy at all. We have seen no report of any cash flow in the direction of the City, although the rest of the players in this proposal all stand to profit. All we can see for the City of Newport is infrastructure erosion and tax losses due to surrounding home devaluations.

We support the City imposition of the storm water System Development Charge on Teevin.

Sincerely,

Kirk Zumhoff
Nancy White

February 1, 2013

RECEIVED
FEB 04 2013
CITY OF NEWPORT

City of Newport
Attn: Jim Voetberg
169 SW Coast Hwy
Newport, OR 97365

Re; Teevin Brothers Newport Export Facility

Dear Mr. Voetberg:

My name is Annabelle Morgan. I am writing this letter in support of the proposed Teevin Bros. export facility at the Port of Newport. My family has resided in Lincoln County since the late 1800s. Throughout this time, members of each generation have worked, not only to provide for their families, but also to improve their land and their community. As a County Commissioner, my grandfather was involved in laying out and supervising road and bridge construction throughout the county. My father and uncle were involved in road construction both in the 30's and later when they owned a rock crushing company. Besides this, farming, mill construction and operating, harvesting and replanting timber are among our families' endeavors over the years. We presently own about 370 Acres of mixed age timber in Lincoln County. I believe that a new export facility will be beneficial, not only to us and to other small woodland owners, but it will create much needed jobs and subsequent funds that will benefit the county as a whole. Presently, harvested timber has to be hauled long distances and to a variety of facilities to be milled. This increases erosion of our already narrow, worn highways, creates more pollution, and uses ever-dwindling and higher-priced diesel necessary for truckers to make these long, tiring hauls. Besides creating needed jobs both at the export facility and in local communities where logging occurs, the facility will increase a market for logs which may or may not be accepted by domestic mills but which will be welcomed in other countries. It will also increase competition for one of Lincoln County's most valuable natural resources and will result in higher financial returns for timberland owners. This revenue will be reinvested in Lincoln County and boost the local, depressed economy. I truly believe the Teevin Brothers facility will work diligently with the community to be environmentally responsible, address safety concerns and have a positive impact on Newport and Lincoln County.

Thank you for your time and consideration of my opinion.

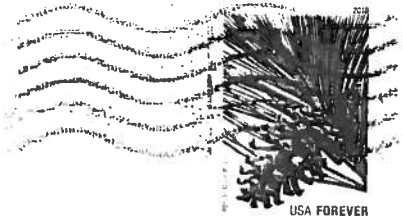
Sincerely,

Annabelle Morgan

Annabelle Morgan

Morgan / Barclay Family LLC
17235 N.W. Lorenzo Ln.
Beaverton, OR 97006-4613

PORTLAND OR 972



City of Newport
Attn: Jim Vatberg
169 S.W. Coast Hwy.
Newport, OR 97365

97365$3806

2-1-13

Port of Newport
Attn: Jim Voetberg
169 SW Coast Hwy
Newport, OR 97365

RECEIVED
FEB 04 2013
CITY OF NEWPORT

Dear Sir:

Having been a long time resident of Lincoln County and a professional forester, I was glad to see the Port do improvements to the Port facility that will enable Newport to become one of three vital port facilities that enable forest products to compete on a world market. Whether it's logs, lumber, paper, or bio fuels, Lincoln County forest lands can benefit as well as land owners, County, and city budgets, and state revenues.

I have worked with small mills, large Paper Companies and as a Forestry Consultant for over 60 years. I am a small woodland owner and need markets for my woodlands. High grade sawlogs have to be hauled 75-100 miles or more in Today's market. Costs can be extremely high as well as wear and tear on Trucks and highways. We need a local market.

In my career we hauled most logs into Lincoln County with employment high here. Today all employment and utilization is in the Willamette Valley, for the most part.

I encourage your development of an export facility at the dock facility to provide a close market for my products.

Thank you,

Jim Wilson
9602 Harlan Road Eddyville, OR 97343
Ph 541-875-2753

cc: City of Newport
Lincoln Co Commissioners

Derrick Tokos

From: Carl Fransham [carlf0273@sbcglobal.net]
Sent: Friday, February 01, 2013 4:48 PM
To: Derrick Tokos
Subject: Tevin Bothers Log Yard and it's negative impact on the community and environment

Common sense dictates that 25 logging trucks a day coming at 6AM five days a week is will impact the quality of life for those living in the vidinity of John Moore road and for all the inhabitants along the other routes involved. The increase in shipping willl have an negative effect on marine life in the bay and may introduce new invasive forms of sea life clinging to sides of foriegn vessels. Such shipping will orginate in the same region as the concrete dock that washed ashore and created great concern about the non-indigineous sea life attached. Yaquina bay is a small pristine body of water and it would be to the communities advantage to maintain its quality since much of our fishing and tourist industry depend on it. We as a community have attacted NOAA and now have an opportunity to develop deep water research and wave energy. Is it vital to the community's possible short term economic advantage to sacrifice the pristine and beautiful Yaquina Bay to a questionable and destuructive logging industry?

The Landing At Newport Condominium Association

890 S.E. Bay Blvd. Newport OR 97365 (541) 574-6777 Fax (541) 574-6236

RECEIVED
FEB 01 2013
CITY OF NEWPORT

February 1, 2013

Dear Mr. Tokos,

I am writing you as the General Manager and agent for The Landing at Newport Owners Association and Rental Pool. Our business is located at the corners of Moore Road and SE Bayfront Boulevard.

Any traffic study performed for consideration by council is required to contain a professional engineers stamp by a traffic engineer licensed in Oregon with current certifications. The study must contain current traffic counts for validation of the "ADT" (average daily traffic) based on annual and on seasonal counts within standards required for survey and analysis for city, state and federal funding purposes. Pedestrian and bicycle counts must also be considered and a 20 year projection of future traffic must be considered within the body of the report as well as impacts by additional trucking by this change in level of service to the corridor for the same 20 year period.

All information and assumptions within the report as well as recommendations must follow AASHTO and FHWA guidelines for current traffic analysis at the time of the study (2012 AAAHTO guidelines) as this road includes and utilizes state and federal facilities.

The report must be made available for review and comment by the public for a minimum of 2 weeks and must be corrected by omissions and other assumptions made by the stamping engineer prior to adoption by the council. This study will be reviewed by citizens and Civil Transportation Engineers within the community and we remind the commission that this sensitive study will be challenged for accuracy and completeness prior to its adoption by the city and commission.

Respectfully,

Dee Shannon
General Manager
THE LANDING AT NEWPORT

Hugh & Kim VanderHeul
2660 SE 3rd Street, Corvallis OR 97333
Phone: 360-912-0086 E-mail: boefster@msn.com

RECEIVED
FEB 01 2013
CITY OF NEWPORT

January 27, 2013

Dear Mayor and City Council Members:

I am writing you as owner of unit 316 at The Landing at Newport, located at the intersection of John Moore Rd and SE Bay Front Blvd. Originally this unit was purchased as our primary residence.

My concerns are the negative impacts, including safety, livability and economy for The Landing and the surrounding neighborhood resulting from the proposed logging truck routing currently under consideration for the Port of Newport logging export operations. I have witnessed many traffic/vehicular hazards at the corners of John Moore Rd and SE Bay Blvd, while a full time resident at The Landing. I'm certain by now you are made aware of traffic, environmental, economic and health issues by various sides of the issue.

As segments of towns change and business/industry experiences decade's long ebbs and flows, enabling adjacent land use development, the older streets and routes seem no longer compatible with their intended use. Such is the case of the John Moore Rd link between Highway 20 and SE Bay Blvd.

Using the stated averages of ~60 full and ~60 empty truck loads daily per ship/month, with references to higher volumes, like 2 ships/month, that's ~120 loads + ~120 empties traversing up empty but worse, ~120 trucks of 96,000 GVW down the very steep John Moore Rd. In addition, at the intersection of Highway 20 & John Moore Rd, a school (children) and Elks club (seniors). Children and seniors do not make attentive traffic participants, let alone heavy traffic consisting of 96,000 GVW loaded tractor trailer rigs making daily round trip ~60 to ~120 times per day.

I am aware of the Traffic Impact study provided by Teevin Brothers Logging. I appeal to you not to accept the results of this study. I feel this study contains many miscalculations and unfair assumptions regarding traffic flow on Highway 20 at John Moore Rd. and SE Bay Blvd. at John Moore Rd. This study was done during a time of year which has the least seasonal residents residing at their homes and tourists visiting the area. It does not adequately address the peak season in Newport.

Essentially the traffic study says it is feasible, the Port and City of Newport see the project as a source of revenues and employment, while Teevin Brothers Logging downplays scope, impacts and risks. It is risk that I'd believe the Port, City and Teevin Brothers Logging need to share in.

Hugh & Kim VanderHeul

2660 SE 3rd Street, Corvallis OR 97333

Phone: 360-912-0086 E-mail: boefster@msn.com

There are no upsides for property owners adjacent to the proposed route, especially the owners, occupants and guests directly in the path of ~60 to ~120 fully loaded 96,000 lbs. trucks traveling downhill every day, down John Moore Rd. intersecting SE Bay Blvd are exposed to additional risks few of the surrounding properties are subjected to.

Although I am in full favor of economic growth in Newport, I feel it should be done in a manner which takes into consideration all of the members of the community, including full time and part time residents and visitors in potentially impacted areas, with risk factors highlighted in the previous paragraph.

To add incentive to the decision on the John Moore Rd, the decision makers for the Port and City of Newport and the petitioner, Teevin Brothers Logging, all need to share in the risk the Landing property owners, occupants and guests are exposed to by allowing ~60 to ~120 fully loaded 96,000 lbs. trucks to descend down John Moor Rd. This is your combined decision; as such, you do share not only in the glory of its economic benefits, but in its risks and inevitable damages.

What damages?

Loss of property value.
Loss of economic value due to noise, pollution and traffic impediments.
Direct property damage.

Has any of you seen what happens when a 96,000 lbs. behemoth has brake failure or swerves to avoid running over/into something or somebody? Do you really think that a couple of thousand dollars of signage etc. is going to do any good or the current study protects you from liability? As long as this route and intersection cannot be classified as "intrinsically safe", you are making the wrong decision and as such are exposed to legal damage recoveries.

I feel the City of Newport Mayor, Commissioners and Manager needs to consider the concerns of all of their constituents. As I speak with our neighbors, I find there are many more unanswered questions than answered. I would respectfully ask for a public forum before the Port proceeds with acceptance of any proposal from Teevin Brothers in order to hear facts and not suppositions.

Respectfully,

Hugh & Kim VanderHeul

Comments regarding the TIA forTeevin Brothers log yard

RECEIVED
FEB 01 2013
CITY OF NEWPORT

January 31, 2013

Christy Peterson
PO Box 1985
Newport, OR 97365

Derrick Tokos
Community Development Director
City Hall
169 SW Coast HWY
Newport, OR 97365

Dear Mr. Tokos,

The Kittelson Associates TIA regarding Teevin Brothers plans to use our local streets for log trucks covers a few of important issues but appears to be flawed as is does not take into account realistic pertinent data.

To do a fair and real Traffic Impact Analysis for SE Moore Street and Yaquina Bay Road, the City Council should do the following:

1. Schedule this TIA to occur on a beautiful warm sunny weekday in February or March.

2. Employ 1 or 2 fully loaded log trucks to come down SE Moore Street and out to the International Port every 5 minutes from 7AM to 6PM.

3. Employ 1-2 empty log trucks to drive from the International Port and head west on Yaquina Bay Road and then drive up SE Moore Street every 5 minutes from 7AM to 6PM.

4. City Council Members sit in chairs along SE Moore Street and Yaquina Bay Road during these times as a typical resident might or (along the same route) engage in activities such as gardening, bicycling, walking one's dog, playing ball with a child at the school, washing the house windows, sweeping sidewalks. They will have the opportunity to experience the effects firsthand of the logs trucks added on to the normal

traffic that travels these routes (imagine this experience X 5 to appreciate that this will go on for 5 days each week.)

5. On this same day, set up a sound machine at the International Port that mimics volume of the debarking machine Teevin will set up down there. Have various equipment along the route measuring the following in various locations:

sound in decibels
vibrations in the ground and in houses
carbon monoxide levels
carbon dioxide levels
engine particulate matter
bark dust, debris
insects

6. After 6PM, have the City Council walk along the route and notice the spring surfacing on SE Moore Street, the site of the landslide on SE Moore below the school, the asphalt being pushed down at the base of SE Moore Street, Running Springs Road (it gets its name from the spring that underlies the area). Ask Council members if they are stressed from the noise, fumes, vibrations, etc. they experienced all day.

In summary, the Kittelson report is incomplete and filled with unwarranted assumptions. It is totally inadequate for what I have talked about above.

Sincerely,

Christy Peterson

Christy Peterson

Valerie Patterson
890 SE Bay Blvd. #313
Newport OR 97365
January 29, 2013

City of Newport
Derrick Tokos
169 SW Coast Highway
Newport OR 97365

Dear Mr. Tokos:

I am a full-time owner/resident at The Landing at Newport and I will be fully impacted by the Teevin Brothers operation at the Port.

I read the TIA posted on the City website and feel this is very misleading. First, the fact it was done in December is ludicrous. December is a very poor choice of months to use. During our summer tourist season, that intersection is a continual danger to drivers, walkers, bicyclists, and especially to the tourist who is unfamiliar with the T-intersection. One of the items not addressed is the turning of trucks (usually refrigerated trucks picking up fish) from Moore Road, going right onto Bay Blvd. (west). They usually have to stop on Moore Rd and make their turn into BOTH lanes of Bay Blvd. in front of Englund Marine. This requires everyone behind that truck to stop Moore Rd., whether that traffic is making that fast left turn to go east or not. The traffic going east on Bay Blvd. at that point must either pull over to the side or get hit. This stops everything. Also, anyone turning right from Moore Road onto Bay Blvd. to enter either the driveway at The Landing or Englund Marine, must often stop to allow traffic to pass prior to making the left turn. The traffic behind them, coming down Moore Road, turning right, can't see them until the corner is rounded. They have to stop quickly which means these fully loaded log trucks behind that traffic must do the same.

Overall, this whole idea is a terrible one for those of us who depend on that intersection on a daily basis. It is difficult now to cross Bay Blvd. on the marked crosswalk due to the speed of traffic turning left from Moore Road, I can't imagine how many accidents will happen when these trucks are running at 50 per day.

The City and Port of Newport have made a terrible, life-changing decision for those living in that area.

Sincerely,

Valerie Patterson

CC: S. Roumagoux
D. Allen
R. Beemer
L. Swanson
R. Busby
M. Saelens
J. Voetberg

RECEIVED
JAN 31 2013
By wh

P. O. Box 1105
Newport, OR.
January 31, 2012

Sandy Roumagoux, Mayor
City of Newport
169 S. W. Coast Hwy.
Newport, Oregon

RECEIVED
JAN 31 2013
CITY OF NEWPORT

Dear Mayor,

I ask that you will review a little of the history of truck traffic on the John Moore Road.

This road was built to accomodate commercial traffic going to the International Terminal Dock. The dock property at the time had a sawmill, a planning mill and a little later a gang mill. Residue was disposed of by a wigwam burner. This operation created noise and smoke, as well as truck traffic.

Houses were built on the hill. Residential and commercial traffic were accomodated by the John Moore Road. People were employed and self supporting, there was no need for food share programs, homes for abused women, very few foster homes and no homeless people.

In the late 50's, early 60's the economy slumped and Lincoln Lumber closed. Buildings were torn down, machinery sold and the port developed a storage area for lumber on the property.

The Korean War started in the 50's, the Viet Nam War in 1964. These wars ended in approximately 1969 and 1973. The United States pledged to help rebuild these countries. Bids were given to timber companys for millions and millions of board feet of lumber to be exported.

Several Lincoln County lumber mills produced much of this lumber. Cascadia Lumber Company of Toledo trucked 10 to 15 truck loads of lumber per day, five days per week to the Newport dock for several years. Big ships were in and out on a regular basis. There was good employment. With trucks making round trips, this made 20 to 30 trips on John Moore Road per day and no children nor bicyclists were injured.

When the overseas market slowed, the shipping also slowed to mostly barge traffic and the logs shipping by Caffel Bros.

Now there is an opportunity being offered for good paying employment. John Moore Road can be used for the purpose it was constructed for. Please do not let Newport lose this opportunity.

Thank You,

Sincerely,

Donna Dougherty

CC: Port of Newport
News-Times

1/31/13

Dear Mr.Tokos,

This letter is in regard to the Kittleson & Associates Traffic Impact Analysis documents for the proposed Teevin Bros. Log Yard:

The report states that it evaluates transportation related impacts associated with the proposed development and concludes that the development will generate "acceptable traffic operations and safety at site driveways and study intersections." It states that the facility will generate 42 car trips and 100 truck trips per weekday once it is fully operational.

My observations:

1.The report ignores pedestrian and bicycle uses of the Hwy 20/ John Moore Dr. intersection, of John Moore Drive, the Bay Boulevard/ John Moore intersection and of Bay Boulevard. It states that, "Yaquina Bay Boulevard does not currently have sidewalks on either side of the roadway in the vicinity of the proposed site. Moore Drive and Highway 20 both have partial sidewalk connections and provide wide shoulders that may be used as bicycle lanes." The report ignores the fact that Bay Boulevard is a popular bicycling route and the report makes no mention of this use of the street and doesn't make any provision for this use.

I think the impact of 50 trips per day of trucks weighing 80,000 lb or more and 50 trips per day of unloaded trucks weighing 29,000 lb plus an additional 42 passenger vehicle trips per working day will have an impact on pedestrian and bicycle traffic that deserves more careful study and consideration than the breezy comment quoted above.

Moore Drive has sidewalks on the west side of the street only between HWY 20 and SE Harney St. / SE 2nd Street. are located The west side of SE Harney Street north of the HWY 20 intersection doesn't have a sidewalk – only a gravel shoulder. John Moore Drive has sidewalks on the east side of the street between HWY 20 and Bay Boulevard.

Many local children walk to and from the Newport Intermediate School to their homes south of Hwy 20 via the Hwy 20 /John Moore Drive intersection. These children, and other pedestrians and bicyclists, approach the intersection using the rave shoulder on the west side of SE Harney. They cross the intersection and must take care to avoid vehicles turning left or right. For pedestrians and cyclists who are going more than one block south on John Moore drive, or who are headed anywhere east of John Moore Drive, they must cross John Moore drive and avoid trucks and cars making left turns from Hwy 20 onto John Moore Drive, as well as the vehicles turning right. The truck traffic will create an even more dangerous situation for our local children and their families who desire to walk in their neighborhood.

The intersection of John Moore Drive and Bay Boulevard is heavily used by tourists as well as local families who walk from their homes to the Bayfront, especially during the summer months. This is already a dangerous intersection for pedestrians. Fully loaded log trucks rolling downhill and through this intersection without any requirement that they stop at the intersection before proceeding is unacceptable.

Is there sufficient room for a loaded log truck of the maximum predicted size (with loads greater than 88,000 lb) to safely navigate the left turn at the intersection of John Moore Drive and Bay Boulevard?

2. The report was prepared using traffic information gathered in December. December is a very quiet month here on the Oregon Coast. I am interested to learn what dates in December were used because if the public schools' winter break is part of the data, this is probably one of the very quietest times of year for traffic as school children aren't using this walking route and families are often out of town. It ignores the reality of tourism as a major source of revenue and traffic in Newport every summer. It also neglects to include the Trident Seafood plant truck traffic as part of the data. According to a footnote on page 16, Trident operates seasonally from June to September and runs trucks during those months.

I regard the analysis as incomplete and inaccurate based on these oversights and would like to see the results using August and September traffic numbers in order to include tourist traffic, Trident Seafood traffic and school traffic in the results.

3. I examined the maps and numbers assigned to the estimated traffic to be generated by the proposed development and wonder why the increase in V/C (critical volume to capacity ratio) was increase by only .02 for a.m. use and .01 for p.m. use. I suppose that they are planning on bringing only a few trucks through the intersection during each of the identified half hour or one hour periods. The report did not use the maximum projected number of vehicle trips to be generated by the Teevin Brothers project in figuring these numbers, instead it used the lower number of trips that will be generated in the early phase of the development.

This sidesteps the true impact of 142 extra vehicle trips per weekday, year round. The size of the trucks waiting at the intersection to turn will have an impact of backing up east/west traffic on Hwy 20, particularly during the summer months.

Northbound traffic on John Moore drive will also back up. Assuming that the eventual traffic of 142 trips per day (100 truck trips and 42 passenger vehicle trips) will take place during normal business hours gives 8 hours divided by 100, which gives an average of one truck every 4.8 minutes. In addition to this, we will see one passenger vehicle trip once every 11.42 minutes, on average. I would like to see an analysis which includes the impact of the traffic which includes all weekday hours that the facility will be operational. This amount of traffic will have a noticeable impact on neighboring homes and business with the probable result of reductions in values and tax revenues.

4. The sight line to the east at the east driveway is limited to 575 feet by topographical features. The report states that the adequate sight distance for passenger vehicles is 496.1 and for trucks it is 760.7. Based on these numbers, the sight distance to the east at the east driveway is inadequate for trucks. The report states that removal of all existing foliage and shrubbery would provide adequate sight and stopping distance for passenger cars at both driveways. The report then states, "However, the stopping sight distance requirement for trucks and passenger cars is met at the east driveway facing east and thus vehicles are expected to be able to slow down effectively for obstacles, based on the recommendations set forth in AASHTO reference manual."

In practice, this will mean that citizens who use Bay Boulevard for their vehicle trips into Newport will be expected to slow down and/or stop whenever the log trucks pull out in front of them. Log trucks pulling out in front of traffic due to inadequate sight distance from the east driveway to the east is to be expected, and appears to be part of the plan according to my understanding of this report. I will regard approval of this plan to be a dereliction of duty for the safety of drivers and bicyclists who use Bay Boulevard.

5. The report is not complete regarding structural capacity of the roadways to withstand the increased truck traffic. It states that information on the structural design of Bay Boulevard is not available. The report states that it appears that Bay Boulevard can handle the loads based on use by the Trident fish meal plant trucks. The report states, in small print as a footnote, "This seasonal facility typically operates from June through September as a shore-based frozen seafood and fish meal operation."
The report doesn't analyze the significant difference between a seasonal, June through September, operation and a year 'round Full time operation. The report doesn't indicate how many truck trips per day the fish meal plant generates.
I would like to see this deficiency of the report addressed. It also seems to me that information on the structural design of Bay Boulevard must exist and the traffic analysis should include it.

6. The impacts of noise and other pollution generated by the truck traffic aren't included in this report. The truck traffic will impact residential neighborhoods as well as businesses and tourist facilities along the Bayfront. I am sure that homeowners in the impacted neighborhoods and the condo owners at the Landing and the Embarcadero didn't choose Newport for its daily truck noises and smells.

7. The report doesn't address increase of wear and tear on the proposed routes. Who will be paying for the increase costs to maintain and repair the routes used by the Teevin Brothers trucks? The volume of traffic that they predict will break down the streets much faster than current uses. Will their company be paying for maintenance and repairs proportionate with use?

In conclusion I recommend rejection of this plan because of the lack of safety considerations for Newport residents and visitors, particularly pedestrians and cyclists; the use of December numbers

for assessing the Critical Volume to Capacity ratio minimizes the projected impact; the inadequate sight distance for trucks using the east entrance of the proposed facility will be an ongoing danger; incomplete information regarding the structural capacity of the roadways; the lack of any mention of the impacts that the noises and smells of the trucks will have on affected neighborhoods and businesses as well, the probable negative impacts on tourism and the lack of information regarding road maintenance and projected wear and tear on the proposed route. In short, based on this report, I recommend rejecting use of Bay Boulevard and John Moore Drive as a truck route.

I think that if this project is to move forward, the Port, City of Newport and Teevin Brothers should develop an alternative industrial access road from Hwy 20 to the proposed facility. The Lincoln County Economic Development office may have information on grants and loans available for such industrial development.

Thank you,

Danielle Cutler

Danielle Cutler
348A NW 55th Street
Newport, OR 97365
541-961-3868
danicutler@yahoo.com

Providing Opportunity to Family Forestland Owners

Received
Date unknown

January 30, 2013
City of Newport
Attn: Jim Voetberg
169 SW Coast Hwy
Newport, Oregon 97365

Re; Teevin Brothers Newport Export Facility

Dear Mr. Voetberg,

I am the Executive Director for the Oregon Small Woodlands Association (OSWA). OSWA is a membership organization that promotes the interests of family forest owners in Oregon. We have an active chapter in Lincoln County and all the surrounding counties. OSWA supports the creation of a log export facility at the Port of Newport being proposed by Teevin Brothers. Such a facility will create a closer market for logs harvested from local forests and also help the Port of Newport become a more successful port in attracting business.

OSWA members in the vicinity of the Port of Newport manage thousands of forested acres that are tributary to the Port of Newport. A local market will increase competition for one of Lincoln County's most valuable natural resources and result in higher financial returns for timberland owners. These returns will ultimately be reinvested in Lincoln County and in communities like New Port. Shorter log hauling distances will reduce the impact on Oregon's highways and reduce overall coast area traffic. Please support the creation of a log export facility at the Port of Newport.

Sincerely,

Jim James

Jim James
Executive Director
Oregon Small Woodlands Association

Oregon Small Woodlands Association 187 High Street NE. Suite 208. Salem. OR 97301
Phone: 503.588.1813 - Fax: 503.588.1970 – Web: www.oswa.org

January 30, 2013

To: City of Newport
Mayor of Newport & City Council Members

From: David & Jill Capri
Re: Newport's International Terminal Project

Dear Sirs,

We are writing this letter to express our support for the Newport Terminal operations coming to fruition and becoming operational.

We have owned a residence on John Moore Road since 1981. When we purchased the property there was a thriving trucking operation which traveled down John Moore Rd. daily hauling logs to the terminal for export. John Moore Rd. was designed specifically to direct trucking traffic. This traffic never affected us negatively in any way, despite the fact that our house is directly on John Moore Rd. In our opinion, hearing a truck meant economic progress, just as smelling fish on the bay front meant economic progress. Both logging and fishing are natural resources, which are renewable and managed. Our community is fortunate to be blessed with both.

We all know what happened to logging in Oregon...the Spotted Owl. Operations of exporting ceased and Newport's Terminal sat empty except for a few fishing boats that used it for moorage when needed. Now the voters have passed a fifteen million dollar bond to rebuild Newport's International Terminal and get things rolling again. It is our understanding that the log loading operation is ready to begin and now people are attempting to shut it down before it's in operation. Quite frankly, we think it is ridiculous and we are growing tired of special interest groups pushing their thoughts and agendas on those of us who don't agree.

This is Newport's chance for economic growth and opportunity. We need to diversify our economy and allow for job growth, not only for our generation but for generations to come. We support the terminal project and the logging operation. We implore you to support this opportunity for Newport's growth and economic stability.

Respectfully submitted,

David & Jill Capri

RECEIVED
JAN 30 2013
By

Linda Shubert, Ph.D.
Eugene L. Shubert
557 SE 4th St.
Newport, OR. 97365
Email: Lbshubert@aol.com
Tel: 541-265-5935

RECEIVED
JAN 30 2013
CITY OF NEWPORT

January 29, 2013

Mayor Roumagoux, President Sawyer, City Council Members Allen, Beemer, Swanson, Busby, Saelens, City Manager Voetberg.
Newport City Hall
169 SE Coast Highway
Newport, OR 97365

Dear Members of Newport City Government:

The Traffic Impact Analysis submitted by Kittelson & Assoc. concerning traffic patterns on SE Moore Rd. and Bay Blvd. is seriously flawed and does not present an accurate study of the foot, bicycle and automobile traffic patterns in the affected residential area.

This analysis was undertaken during the month of December 2012 when sunset is at approx. 4:00 pm and when there was little more than 8 hours of daylight. During this relatively dark winter month, bicycle and tourist traffic is at a minimum, and children are unlikely to be outside playing. Furthermore, children are attending school only half of the month due to Christmas vacation. "December was also the cloudiest month of the year with 94% of days being more cloudy than clear" according to weatherspark.com. This study was flawed from the get-go and should be summarily dismissed as inaccurately reflecting year round traffic and usage along Moore Rd and Bay Blvd.

There is one other point that we would like to bring to your attention regarding traffic in our city. Teevin Bros. has suggested that their facility in Rainier, OR. is the site that Newport can use as a "model". The site may or may not be a model, but the community in which is sits is not. What they have failed to mention is that Rainier, OR is a community of 1,867 people (per 2010 census) that has grown by only 200 people in the previous 10 years.

Rainier is located on the southern bank of the Columbia River and has access to both rail and barge transportation, which we do not.

Rainer is also best known as the site of the Trojan nuclear power facility, Oregon's only nuclear power plant , which was shut down in 1992. The nuclear waste is still being stored on site. Rainier is nothing like Newport! It has no tourism, no commercial fishing industry, no beaches nor magnificent coastline, no bay, estuary, scenic byways, and no population growth, thus no traffic issues. The whole town is not much bigger than our beautiful neighborhood of Walker Heights.

We are not opposed to progress or jobs creation, but this entire project does not meet the standards that have been set for Newport for the 21st century.

Sincerely,

Eugene and Linda Shubert

P.S. We also oppose any concession to Teevin Bros for City of Newport fees. Threatening to gravel the log yard rather than pave it is nothing more than economic blackmail.

Derrick Tokos

From: M. Wakefield [wakefieldm_2000@yahoo.com]
Sent: Wednesday, January 30, 2013 4:58 PM
To: Derrick Tokos
Subject: Log Yard Comment

Mr. Derrik Tokos
Community Development Director
City Hall
Newport, OR 97365

Dear Sir,
I have two comments on the Log yard issues.

First regarding traffic. We live near HWY 20 and Fruitvale; and must use Hwy 20 to get anywhere. Not a day goes by that we do not hear the sounds of sirens, squealing of brakes and often sounds of metal crunching. HWY 20 has posted speeds that are too fast for the road conditions [curves, fog, blind spots, side roads...], with people often exceeding the posted limit. More traffic statistically will mean more accidents.

Log trucks are like any large trucks - they cannot stop or maneuver in a short distance. Any smaller vehicle does not stand a chance when involved in collision with the behemoths. I will not even address the noise issue; however, it is also there.

Second comment.
The log truck traffic issue is a misdirection. It is like arguing about the brand of tires while the lug nuts are missing. Newport should not consider log shipping at all.

Coos Bay has been called the "Timber Capital of the World", and has an operational bulk shipping port operating below capacity. Why is that port not being utilized?
Yaquina Bay is an ecological treasure house and should be protected from shipping. For the sake of maybe 60 max jobs, destroying the area is poor choice.

I lived in Texas 8 years ago- the county opened the area to fracking, saying it would add jobs. Truth of the matter was, less than half the number of jobs promised ever happened; and they all paid less than promised. And when the oil/gas were gone- they left.
Long story short- The town did NOT gain any economic benefit. Few jobs that left. The town water was made undrinkable [it smelled teriible, was brown and almost could be set afire], which made many leave. Trucks servicing the drilling rigs were ripping up the roads; and the fracking process is using enormous amounts of groundwater during a record drought. People/animals and ecology suffered.

I see strong parallels between what happened there and what is happening in Newport. When the trees/logs are gone and the 'promised' jobs don't happen; aren't what was expected; or go away, leaving Newport with a scarred land, what then?

I appreciate you considering my input.

Respectfully,

MARIE WAKEFIELD
3054 Hwy 20
Newport, OR 97365
wakefieldm_2000@yahoo.com

Derrick Tokos

From: Annie Catalano [anniecatalano@yahoo.com]
Sent: Wednesday, January 30, 2013 1:41 PM
To: Derrick Tokos
Subject: traffic analysis input

Mr. Tokos,

I wanted to take this opportunity to comment on the traffic analysis report for the proposed log yard. I am the mother of six children. We live on Scenic Loop and as such, our house backs onto Moore Rd.

We will have five school aged children in the fall. The company that provides busing for the elementary school offered us two options since the bus cannot make the steep turn from Moore Rd onto our street. We could either cross the street (Moore Rd) to catch the school bus on 5th Street or they would put a bus stop on Moore Rd behind our house. While both options are not appealing, I do not want to cross the street with all of my children (my oldest is 8 and my youngest is 2) and then walk a few blocks down the street to catch the bus. The only other option we have if my children ride the bus is to request a bus stop on Moore Rd. The increase in traffic (log trucks) is an obvious concern for us.

Additionally, what consideration has been given to safety of children walking along Moore? I realize the traffic report states that the road can handle the load of the proposed trucks, but that is only one factor in the road's adequateness for log trucks. The area bordering Moore Drive is primarily residential. The increased traffic impacts hundreds of people. The area surrounding Moore Drive and the section of Bay Blvd most affected by the increase in traffic has changed considerably in the past 15 years. It is not suitable as a heavily used truck route in and area with so many homes.

I am also deeply concerned with the intersection of Moore and Olive (Hwy 20). I see many children walking home in the afternoon from school (my own children will someday be walking home as well) and must cross this busy intersection. The right hand turn from Moore onto HWY 20 is also, unfortunately, on the side of Moore Rd that has the sidewalk. This means children crossing over HWY 20 must be hypervigilant to get the corner where the sidewalk begins. The increased risk of being hit by a commercial truck is a reality for several children. My children will inevitably have to negotiate that intersection, including the logging trucks turning from both HWY 20 onto Moore and from those trucks turning from Moore onto HWY 20. The very least the city can do to increase the safety of pedestrians is to build a pedestrian overpass at this location. The loss of any life, especially one of a child because of a careless driver or the poor judgement of a child, is a tragedy we should prevent at all cost. This should also factor into the suitability of Moore Rd as primary logging truck route.

The homes that border Moore Rd pay a lot of money in taxes. Some of that money will be allocated by the city to maintain the roads that Teevin Bros. plans to use. It is adding insult to injury to subject the residents who are most affected to the increase in noise, pollution, and traffic to also pay some of the highest residential property taxes in Newport. The traffic analysis conducted on the suitability of Moore Rd and Bay Blvd is woefully incomplete and more information should be obtained before a decision regarding this route is final.

Sincerely,

Dr. Giovanni and Mrs Annie Catalano

1/25/2013
To: Mayor Sandra Roumagoux, City Council Members Dean Sawyer, David Allen, Richard Beemer, Laura Swansen, Ralph Busby, Mark Saelens
City of Newport, City Hall
169 SW Coast Hwy
Newport, OR 97365

RECEIVED
JAN 29 2013
CITY OF NEWPORT

From: Joseph and Eileen Kane
890 SE Bay Blvd
Unit 308
Newport, OR 97365

Re: Human Impact Analysis of Proposed Teevin Brothers Log Yard Development - Port of Newport

As permanent part-time residents and condominium owners at The Landing at Newport, overlooking Yaquina Bay (SE Bay Blvd & Moore Rd), we are informed and have communicated with our neighbors about the proposed Teevin Brothers log yard development on property at The Port of Newport. We read the "Traffic Impact Analysis for the Proposed Teevin Bros. Log Yard-Newport, OR" recently submitted to the City Manager for review by the Mayor and City Council members.

We wish to inform you of our strong objections to the proposed log yard project based on the human and environmental impact of the log yard development and the effect of anticipated 100 truck trips daily by large heavy trucks hauling timber (w/ estimated total weights of 80,000-96,000 lbs) using access roads Hwy 20, Moore Dr, and Bay Blvd. Our objections are based on safety issues, excess noise issues, excess vibration, and potential for air pollution and chemical pollution at the proposed log yard site at The Port of Newport.

The proposed access routes on Moore Drive and Bay Boulevard include dense residential neighborhoods with homes, condominiums, rentals, and schools. There would be significant risks of motor vehicle and pedestrian accidents causing severe human injuries and death by these heavy trucks traveling down the steep grade of Moore Drive and making sharp turns onto Bay Boulevard. Although the posted speed limit on Moore Drive is 25 mph, we regularly observe cars and trucks traveling at speeds in excess of this limit, and believe that for wet, slippery or icy road conditions or even dry road conditions, stopping distances for these large heavy trucks are increased beyond acceptable safety standards. These problems increase the risk of human injury and death to adults and children who are residents or visitors to these areas. If a truck with cargo weighing 80,000+ lbs experiences brake failure or other stopping failure while coming down Moore Drive, there is risk for crashing across parking areas and directly into condominium and rental units resulting in human injury and property loss at The Landing at Newport, which is at the foot of Moore Drive at Bay Boulevard.

The Teevin Bros. proposed log project has NOT addressed the real safety issues of the Moore Rd and
SE Bay Blvd. areas. We feel their project will create a real danger to people living and travelling in these
specific areas.

In addition to safety risks, we believe that there will be unacceptable noise and vibration pollution which will affect the quality of life for residents, students, and visitors in the planned access and Port areas. In the past 20 years, Newport has grown and benefited as a tourist destination. We believe that tourism will be severely impacted by safety, noise, and vibration effects of use of the access routes to The Port of Newport proposed by Teevin Brothers.

We have been informed that logging operations planned at the property at The Port of Newport will include bark-stripping, which would result in dusts, particulates, and other air pollution and anticipated use of chemicals, resulting in adverse environmental impact with risks to humans in the vicinity and Yaquina Bay wildlife below and above the water surface. This will also have an adverse effect on the fishing and tourism industries.

As permanent part-time residents of Newport, we are stakeholders in these issues and will be affected by the outcome of your decisions. Based on the above safety, quality of life, and environmental issues we raise, we implore you to NOT grant permission to Teevin Brothers to proceed with their proposed project. We appreciate your attention and deliberations on these matters.

Sincerely,

Joseph Kane, MD

Eileen Kane, PhD
890 SE Bay Blvd
Unit 308
Newport, OR 97365
Mobile phone: 971-219-5549
Email: josephakane@gmail.com

Kevin Redding
890 SE Bay Blvd
Newport, OR
97365

RECEIVED
JAN 29 2013
CITY OF NEWPORT

January 25, 2013

Office of the Mayor and City Council
Newport City Hall
169 SW Coast Highway
Newport, OR 97365

Dear Mayor and City Council Members:

I urge the prohibition of logging trucks from using the proposed John Moore Road and SE Bay Boulevard route. Such activity will have a deleterious effect on a currently peaceful neighborhood.

A hazardous stream of trucks will greatly affect those who are full-time residents and will suffer through this day in and day out. Beyond that it will have a catastrophic effect on rentals such as The Embarcadero and The Landing.

Tourists coming to the coast for relaxation will find themselves annoyed by logging trucks jolting them out of bed and threatening their lives as they deal with them in traffic. In this day of social media and travel websites it only takes a couple of bad reviews to destroy a business.

In summer most use nature's own air conditioning by opening their windows. It will be a difficult choice to sit sweltering inside with the windows sealed or having one's ears assaulted by a continuous parade of logging trucks.

The City of Albany faced a similar issue and stood up for their citizens. Can Newport fail to do the same?

Linn County Planning Director Robert Wheeldon regarding the Teevin Brothers' operation in Albany stated:

> "Neighbors were upset by what they believed was excessive noise, the early morning hours when operations began and potential hazards for nearby schoolchildren caused by the increased truck traffic. ... It's my conclusion that this is a heavy industrial use and should not take place in the middle of a rural residential community."

If it is considered noxious in a rural residential community, then what can it possibly be in this neighborhood that includes a school? Do people from Newport vacation in Albany? No, it's vice versa. Why would you destroy the lure of the jewel of the central coast for the sake of enriching the few -- none of whom live in this neighborhood?

State Representative David Gomberg commenting on the US 20 project stated:

> "Because vehicles over 53 feet cannot navigate turns on Highway 20, an average of 50 log trucks a day will be forced to detour through Lincoln City, Depot Bay and downtown Newport. The result is continuing problems with congestion, effecting tourism, safety and livability along Highway 101."

Do safety and livability apply to the people of this Newport neighborhood? Apparently not, if this is allowed to happen.

Sad to say, and without a doubt, one day one of these logging trucks will cause injury and, god forbid, a fatality. I take no pleasure in predicting it will be at the intersection of John Moore and Bay Boulevard.

I beg you to preserve this neighborhood and not allow this outrage.

Respectfully,

Kevin Redding

January __, 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens and City Manager Voetberg

Copy: Derrick Tokos, Planning Director

Newport City Hall
169 SW Coast Highway
Newport, Oregon

Dear Mayor, City Council Members and City Manager:

We live in the neighborhood affected by a potential truck route that would utilize John Moore Road and Bay Boulevard and are aware of the Traffic Analysis commissioned by Teevin Brothers. This study contains numerous errors and unwarranted assumptions and should be rejected by you as our representatives. We were never asked whether it was acceptable to have a logging and debarking operation in our backyards.

As our neighbors and stewards, it is disheartening that you would consider taking such a step without allowing our input on this important issue. Without a doubt, logging activity will have a grave impact to our lives. A log truck route through our neighborhood will jeopardize our safety as well as our children's, damage tourism and result in a drastic devaluation of our property.

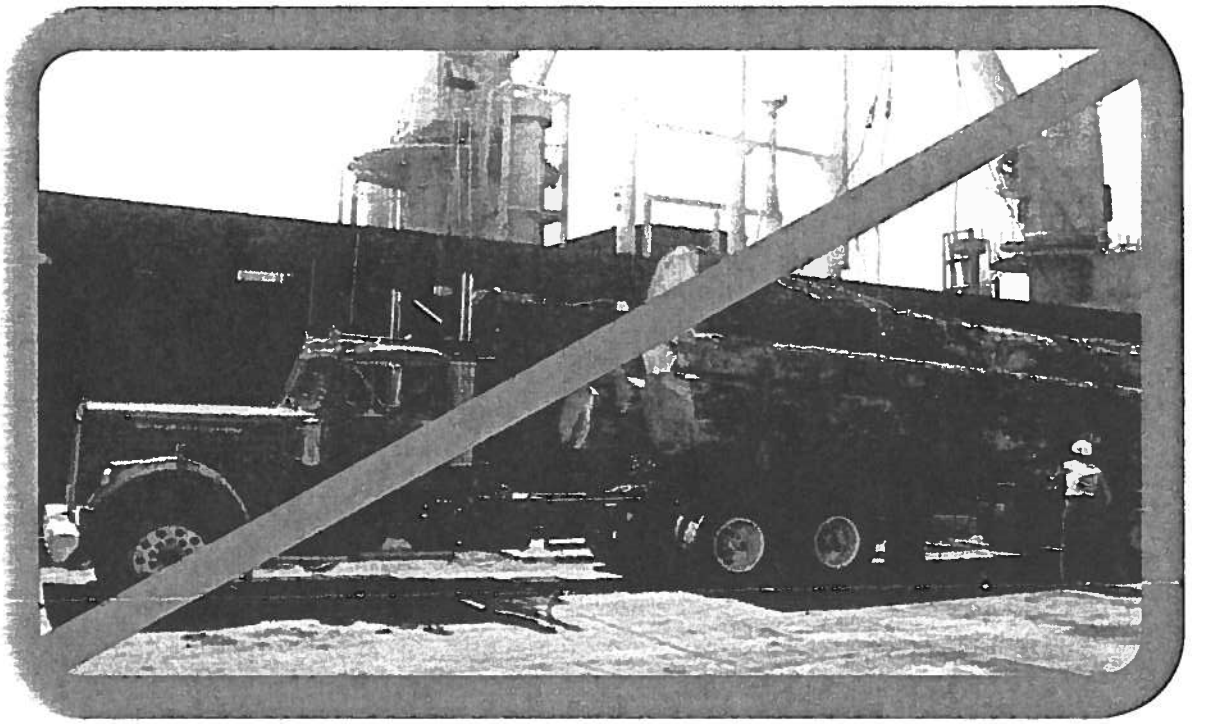
A heavy industrial operation in our high density residential neighborhoods will have enormous repercussions on current residents and guarantee the inability to attract new residents. The noise, pollution of the Bay, hazardous air quality and complete disregard for us as citizens will result in the potential exodus of homeowners. We urge you to consider the overall negative impact that this activity will have on both the residents directly affected as well as Newport as a whole.

Sincerely,

Lottie Hughett
923 SE Bay Blvd #37
Newport Or
97365

Jean Tucker
923 SE. Bay Blvd. #37
Newport, OR 97365

IS THIS THE ROAD TO OUR FUTURE?



SAFETY:

- 100 Log trucks a day roaring down John Moore Rd. and along Bay Blvd. causing heavy load vibration, pollution and threatening our children, residents and tourists.
- Toxic pollutants released by debarking process.

RECEIVED
JAN 29 2013
CITY OF NEWPORT

ENVIRONMENTAL ISSUES:

- Noxious chemical drainage into our precious bay.
- Windblown pollutants carrying up to a mile in radius.
- Noise pollution affecting up to half mile.

NEWPORT TODAY:

Our economy is based on three complementing factors:

1) Working Fisheries
2) Marine Science, Research & Development
3) Tourism (ULTIMATELY THE MOST CRITICAL).

Say NO To Heavy Industry On Our Bayfront

JOIN US AT THE 'SAVE NEWPORT ALLIANCE'

quickwrit2002@yahoo.com for more info

RECEIVED
JAN 29 2013
CITY OF NEWPORT

The Landing At Newport
Condominium Association
890 S.E. Bay Blvd. Newport OR 97365 (541) 574-6777 Fax (541) 574-6236

January 22, 2013

Dear Mayor and City Council Members:

I am writing you as the General Manager and agent for The Landing at Newport Owners Association and Rental Pool. Our business is located at the corners of John Moore Road and SE Bayfront Boulevard.

My concerns are the negative impacts including safety, livability and economy for The Landing and throughout the surrounding neighborhood. I personally, have witnessed many potential hazards at the corners of John Moore Rd and SE Bay Blvd. Numerous drivers traveling south on John Moore Road may or may not stop even though they have no traffic control other than a yellow blinking light. The same is for those traveling west on Bay Blvd. There is a sign which clearly states that they do not have to stop if making a right turn, yet most still do. They wait as though it is a three way stop. Those drivers traveling east on Bay Blvd., tend to think that this corner is a three way stop and proceed after stopping, assuming cross traffic is going to stop also.

I realize that many traffic signs have been placed to instruct drivers as to the conditions at this intersection, but they do not appear to be helping. This corner creates a great deal of confusion for drivers and no protection for pedestrians. Horns blowing, people yelling and near catastrophic accidents are daily occurrences. Even though a Task Force was initiated, the Port was identified as the primary entity, and determined the scope under which the Task Force was to work, while the City had the most at stake with regards to safety issues of City roads. After seeing the Task Force recommendations, I do not believe this will resolve the safety issues along the trucking route. It does not sufficiently address the safety and well-being of the many joggers, bicyclists and walkers which use John Moore Rd. SE Bay Blvd/Yaquina Drive scenic bypass.

I do understand that John Moore was historically used as a truck route for logging; however, of the 215 homes in the communities accessed by the truck route 159 or 74% were new home constructions and/or purchases between 1992 and 2012 and never experienced the past log truck traffic. They did not purchase existing or build new homes in the impacted areas knowing there would be environmental, economic and safety effects of a heavy commercial log truck route.

The Landing At Newport Condominium Association

890 S.E. Bay Blvd. Newport OR 97365 (541) 574-6777 Fax (541) 574-6236

I am aware of the Traffic Impact study provided by Teevin Brothers Logging. I appeal to you not to accept the results of this study. I feel this study contains many miscalculations and unfair assumptions regarding traffic flow on Highway 20 at John Moore Rd. and SE Bay Blvd. at John Moore Rd. This study was done during a time of year which has the least amount of seasonal residents staying in their homes, and tourist visiting the area. It does not adequately address the peak season in Newport.

Although I am in full favor of the economic growth of Newport, I feel it should be done in a responsible manner which takes into consideration all of the members of the community, including full time and part time residents and visitors in potentially impacted areas. I feel the City of Newport Mayor, Commissioners and Manager needs to consider the concerns of all of their constituents. As I speak with our neighbors, I find there are many more unanswered questions than answered. I would respectfully ask for a public forum before the Port proceeds with acceptance of any proposal from Teevin Brothers in order to hear facts and not suppositions.

Respectfully,

Dee Shannon

General Manager
THE LANDING AT NEWPORT

RECEIVED
JAN 29 2013
CITY OF NEWPORT

Mayor Roumagoux; President Sawyer; Councillors Allen, Beemer, Swanson, Busby, Saelens; City manager Voetberg
Newport City Hall
169 SW Coast Hwy
Newport. OR
Ms. And Sirs:

We live in the neighborhood affected by a potential truck route down John Moore Rd. and Bay Blvd. We are dismayed that you, our neighbors, would take such a step behind our backs, which would ruin our property values and compromise our health and welfare.

We are aware of the Traffic Impact Analysis done by Teevin Bros. which contains many errors and unwarranted assumptions, and urge you to reject this monstrous intrusion. You have never asked us whether we wanted to have a logging yard and debarking station in our backyards. They will grind our streets to dust and drive us away. You will turn the east side of town into a slum. We urge you to reject this document.

Most Sincerely,

Rene Bolduc
(owner Landing)

RECEIVED
JAN 29 2013
CITY OF NEWPORT

January 27, 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens and City Manager Voetberg

Copy: Derrick Tokos, Planning Director

Newport City Hall
169 SW Coast Highway
Newport, Oregon

Dear Mayor, City Council Members and City Manager:

We live in the neighborhood affected by a potential truck route that would utilize John Moore Road and Bay Boulevard and are aware of the Traffic Analysis commissioned by Teevin Brothers. This study contains numerous errors and unwarranted assumptions and should be rejected by you as our representatives. We were never asked whether it was acceptable to have a logging and debarking operation in our backyards.

As our neighbors and stewards, it is disheartening that you would consider taking such a step without allowing our input on this important issue. Without a doubt, logging activity will have a grave impact to our lives. A log truck route through our neighborhood will jeopardize our safety as well as our children's, damage tourism and result in a drastic devaluation of our property.

A heavy industrial operation in our high density residential neighborhoods will have enormous repercussions on current residents and guarantee the inability to attract new residents. The noise, pollution of the Bay, hazardous air quality and complete disregard for us as citizens will result in the potential exodus of homeowners. We urge you to consider the overall negative impact that this activity will have on both the residents directly affected as well as Newport as a whole.

Sincerely,

Robert Cogle
826 SE Vista Dr
Newport OR
97365

RECEIVED
JAN 29 2013
CITY OF NEWPORT

January 28 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens and City Manager Voetberg

Copy: Derrick Tokos, Planning Director

Newport City Hall
169 SW Coast Highway
Newport, Oregon

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Sincerely,

Deborah A. Crespo
826 SE Vista Dr
Newport, OR
97365

RECEIVED
JAN 29 2013
CITY OF NEWPORT

January 28, 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens and City Manager Voetberg

Copy: Derrick Tokos, Planning Director

Newport City Hall
169 SW Coast Highway
Newport, Oregon

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Sincerely,

Emily A. Ty, Sr

1190 SE Bay Blvd.
Newport, OR 97365

RECEIVED
JAN 29 2013
CITY OF NEWPORT

January 28, 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens and City Manager Voetberg

Copy: Derrick Tokos, Planning Director

Newport City Hall
169 SW Coast Highway
Newport, Oregon

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Sincerely,

Jackie Flahan
1328 SE Rio Vista
Newpt.

RECEIVED
JAN 29 2013
CITY OF NEWPORT

January 28 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens and City Manager Voetberg

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169 SW Coast Highway
Newport, Oregon

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Sincerely,

Roger P. Trahan
1328 S.E. RIO VISTA LANE
NEWPORT, OR 97365

RECEIVED
JAN 29 2013
CITY OF NEWPORT

January 28, 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens and City Manager Voetberg

Copy: Derrick Tokos, Planning Director

Newport City Hall
169 SW Coast Highway
Newport, Oregon

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Sincerely,

Eunice Forinash
1202 SE Wade Way
Newport, OR 97365

RECEIVED
JAN 29 2013
CITY OF NEWPORT

January 28 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens and City Manager Voetberg

Copy: Derrick Tokos, Planning Director

Newport City Hall
169 SW Coast Highway
Newport, Oregon

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Sincerely,

Vera Alene Young
1264 S.E. Sherwer Ct.
Newport, OR 97365

RECEIVED
JAN 29 2013
CITY OF NEWPORT

January 22, 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens and City Manager Voetberg

Copy: Derrick Tokos, Planning Director

Newport City Hall
169 SW Coast Highway
Newport, Oregon

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Sincerely,

Lynda H Johnson RN MSN, GNP
1070 SW Sherman Court

RECEIVED
JAN 29 2013
CITY OF NEWPORT

January 29, 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens and City Manager Voetberg

Copy: Derrick Tokos, Planning Director

Newport City Hall
169 SW Coast Highway
Newport, Oregon

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Sincerely,

Laurence L. Johnson
1270 SE. Sherman Ct.
Newport, OR.
97365

RECEIVED
JAN 29 2013
CITY OF NEWPORT

January 27, 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens and City Manager Voetberg

Copy: Derrick Tokos, Planning Director

Newport City Hall
169 SW Coast Highway
Newport, Oregon

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Sincerely,

STAN SHELL
895 SE CRESCENT PL.
NEWPORT

RECEIVED
JAN 29 2013
CITY OF NEWPORT

January 22, 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens and City Manager Voetberg

Copy: Derrick Tokos, Planning Director

Newport City Hall
169 SW Coast Highway
Newport, Oregon

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Sincerely,

George J. Mpitsos

747 SE Vista Drive
Newport, OR 97365

RECEIVED
JAN 29 2013
CITY OF NEWPORT

January 23 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens and City Manager Voetberg

Copy: Derrick Tokos, Planning Director

Newport City Hall
169 SW Coast Highway
Newport, Oregon

Dear Mayor, City Council Members and City Manager:

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As our neighbors and stewards, it is disheartening that you would consider taking such a step without allowing our input on this important issue. Without a doubt, logging activity will have a grave impact to our lives. A log truck route through our neighborhood will jeopardize our safety as well as our children's, damage tourism and result in a drastic devaluation of our property.

A heavy industrial operation in our high density residential neighborhoods will have enormous repercussions on current residents and guarantee the inability to attract new residents. The noise, pollution of the Bay, hazardous air quality and complete disregard for us as citizens will result in the potential exodus of homeowners. We urge you to consider the overall negative impact that this activity will have on both the residents directly affected as well as Newport as a whole.

Sincerely,

Molly Murphy
1314 S.E. Rio Vista
Newport, OR 97365

RECEIVED
JAN 29 2013
CITY OF NEWPORT

January 24, 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens and City Manager Voetberg

Copy: Derrick Tokos, Planning Director

Newport City Hall
169 SW Coast Highway
Newport, Oregon

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Sincerely,

Charles B. Pierce
1346 SE Rio Vista
Newport

RECEIVED
JAN 29 2013
CITY OF NEWPORT

January 22, 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens and City Manager Voetberg

Copy: Derrick Tokos, Planning Director

Newport City Hall
169 SW Coast Highway
Newport, Oregon

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Sincerely,

Kay Byrd
The Landing at Newport
Unit #325

RECEIVED
JAN 29 2013
CITY OF NEWPORT

January 22, 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens and City Manager Voetberg

Copy: Derrick Tokos, Planning Director

Newport City Hall
169 SW Coast Highway
Newport, Oregon

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Sincerely,

Nancy Smock
923 N.E. Harbor Village
Bay Blvd, Mobile Home Park

RECEIVED
JAN 29 2013
CITY OF NEWPORT

January 22, 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens and City Manager Voetberg

Copy: Derrick Tokos, Planning Director

Newport City Hall
169 SW Coast Highway
Newport, Oregon

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Sincerely,

Michael Ward
Harbor Village #43

RECEIVED
JAN 29 2013
CITY OF NEWPORT

January 24 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens and City Manager Voetberg

Copy: Derrick Tokos, Planning Director

Newport City Hall
169 SW Coast Highway
Newport, Oregon

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Sincerely,

Paul Allen
923 SE Bay Blvd. #10
Newport, OR 97365

RECEIVED
JAN 29 2013
CITY OF NEWPORT

January __, 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens and City Manager Voetberg

Copy: Derrick Tokos, Planning Director

Newport City Hall
169 SW Coast Highway
Newport, Oregon

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Sincerely,

Fred Mazzeo
Harbor Village Mobile Home Park

RECEIVED
JAN 29 2013
CITY OF NEWPORT

January __, 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens and City Manager Voetberg

Copy: Derrick Tokos, Planning Director

Newport City Hall
169 SW Coast Highway
Newport, Oregon

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Sincerely,

DAVID ELKUS
923 SE BAY BLVD. #42

RECEIVED
JAN 29 2013
CITY OF NEWPORT

January 23, 2013

To: Mayor Roumagoux, City Council President Sawyer, Councilors Allen, Beemer, Swanson, Busby, Saelens and City Manager Voetberg

Copy: Derrick Tokos, Planning Director

Newport City Hall
169 SW Coast Highway
Newport, Oregon

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Sincerely,

Joe McClarman
The Landing
#305

169 SW Coast Hwy
Newport, OR 97365

255 NW 17th St.
Newport, OR 97365

January 26, 2013

Honorable Mayor Sandra Roumagoux and City Council Members,

I would like to address the issue of log trucks accessing the Port of Newport International Terminal via Moore Drive. I've been a resident of Newport for almost 60 years. During those years I've seen the terminal busy with log and lumber loading activity, then fall into disrepair. More recently I've seen the local community's vote of confidence in the future of the terminal by burdening themselves with a 15 million dollar bond issue to renovate it. This renovation is nearing completion and has generated interest and economic opportunity for our community. The citizens could start seeing a return on their investment very soon.

A log loading operation at the terminal grounds could provide family wage jobs right away and a more diverse economic base for our thriving area. Long term it will provide opportunity for some of our local youth to be able to stay in the community.

The terminal will have diversity potential beyond log loading operations. Most likely, these opportunities will require the use of truck and/or heavy equipment. I implore you *not* to ban or restrict truck traffic on Moore Drive. This short section of road has a long history of truck traffic with no incidents. These trucks have not only been log trucks, but trucks that service our working waterfront and the upper bay. This is a public road that belongs to all the public. Go with the will of the people who voted optimistically for the future of our community.

Sincerely,

Rex Capri

Rex Capri

RECEIVED
JAN 23 2013
By

TO: Derek Tokos

FROM: Patricia (Bearden) Holler

DATE: January 24, 2013

This is in response to your request for public comment regarding the proposed changes for Moore Drive.

I have lived in Newport since 1957. In those years, I've seen a lot of things come and go.

I remember the log trucks of years ago. For the past 10 years I have also worked part time at Oregon Coast Bank. I know that many different kinds of trucks already go up and down that hill, all day long, never ceasing. They are not a problem, in my opinion.

I also remember when Newport had many longshoremen who lived and worked here. I went to school with numerous kids whose fathers were so employed. It would be a good thing if longshoremen again had opportunity to work from our Port.

I was City Recorder/Finance Director for the City of Newport from 1965-2000, and am quite familiar with public hearings and zoning laws, etc. so I understand the processes involved with changes like this.

I cast my vote for welcoming the return of log trucks and shipping from our Port.

I also think the proposed changes to the intersection of Moore Drive & SE Bay Boulevard are a good idea for the safety and well-being of our citizens.

Sincerely,

Patricia P Holler

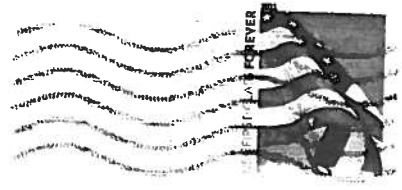
Patricia (Bearden) Holler

541 265-7117

RECEIVED
JAN 25 2013
By LT

Ms. Patricia Holler
1029 S. Pine St.
Newport, OR 97365-4526

SALEM OR 973
24 JAN 2013 PM 2 L



Mr. Derek Tokos
City of Newport
169 SW Coast Hwy.
Newport OR 97365

97365$3806

Derrick Tokos

From: parrentn@yahoo.com
Sent: Thursday, January 24, 2013 10:13 AM
To: Derrick Tokos
Subject: Contact Us - Web Form

City of Newport, OR :: Contact Us - Web Form

The following information was submitted on 1/24/2013 at 10:13:17 AM

To: Derrick Tokos
Name: nan parrent
Email: parrentn@yahoo.com
Subject: traffic on Moore and Bay Rds

Message: I read the analysis of the impact that the logging operation will have and also what the city is planning. I have to say that I would like to see it approved.

I understand the homeowners concerns and sympathize with them, but feel that they are not a reason to stop the logging operation from continuing.

The people complaining remind me of the people who build in cities and are told that they are in an airplane traffic area. Then years later when it actually happens they are shocked and complain. They were warned.

The people on Moore Rd and Bay Rd knew they were on an approved heavy traffic road and have had years without it. Now that it is coming back they don't like it.

This will be good for Newport and inconvenient for a few. I feel the many should outweigh the few.

Thank you
nan

Derrick Tokos

From: sandy@peak.org
Sent: Thursday, January 24, 2013 10:16 AM
To: Derrick Tokos
Subject: Contact Us - Web Form

City of Newport, OR :: Contact Us - Web Form

The following information was submitted on 1/24/2013 at 10:16:26 AM

To: Derrick Tokos
Name: Sandy Hayden
Email: sandy@peak.org
Subject: John Moore Road Changes

Message: This is a comment about the changes to John Moore & Bay roads.
As a pedestrian, that intersection is one of the two worst, along with Olive and Nye streets. I have literally been in the crosswalk in the middle of Bay Road, and had all three directions of traffic want to mow me down! First, there's the vehicle coming down the hill without a stop sign, and then there's the Bay Road vehicle that has signage saying it doesn't have to stop. Then there's the visitor heading east up the Bay Road not paying any attention to lawful pedestrians.
I can't adequately see all the illustrations with my computer that are online. I just want to be sure that if this logging venture goes through that I'm not road kill, along with other pedestrians. And if it doesn't go through, that intersection needs major help to prevent a fatal pedestrian/vehicle accident in the future!
Sandy

Derrick Tokos

From: Corinne Eastburn [cthje4@gmail.com]
Sent: Thursday, January 24, 2013 12:17 PM
To: Derrick Tokos
Subject: John Moore road

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Tikis,

As a 21 year resident of Newport , I feel like we really deserve to have a working port, again. I can remember coming to visit and seeing what a productive port Newport had !

I also had a daughter that attended Yaquina View Elementary school and I know that there was a lot more activity on John Moore Road at that time. But, even then, there were complaints made by residents on the hill. So, it seems to me to be another case of not pleasing everyone all of the time!

I feel that this is a case that must be decided by the majority of tax paying citizens, not just the few on John Moore! We, as a community, voted to have the dock repaired and made ready for new business! Now, we have an opportunity to make use of it!!! So, I feel that there is only one logical conclusion and that is to thank the logging company and get those trucks on the road to Newport !

Sincerely,

Mrs. Corinne Eastburn
344 SW 7th St. Ste.A
Newport,OR

Derrick Tokos

From: Kitty Bone and Tonner Hays [fishfeet@peak.org]
Sent: Thursday, January 24, 2013 12:49 PM
To: Derrick Tokos
Subject: Moore Drive logging truck traffic study

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Derrick Tokos,

I was born in Newport...long enough ago to remember the log shipping. I don't believe you can go backwards...you can't just say, "we did it before". There has been a huge amount of growth along Moore Drive and out to the terminal. The number of businesses and homes to be impacted far exceeds the number of jobs to be made.

I also think this would be a hit to the City. People will want to sell their houses and move...land values will go down. One accident with a lost and confused tourist will bring the wisdom of this into question.

Tt was the port who allowed Embarcadero and got the ball rolling for all this growth. Embarcadero is built on land leased from the port.

Although the port did get a bond passed, there was no talk of log trucks. Cruise ships would fit the community so much better.

Thank you for listening,

Kitty Bone and Tonner Hays

P.S. Our logs should sent to mills in Oregon.

--
Kitty Bone & Tonner Hays
Seal Rock, Oregon
541-563-5542
fishfeet@peak.org

Derrick Tokos

From: Weston Morrill [weston.morrill@gmail.com]
Sent: Thursday, January 24, 2013 1:36 PM
To: Derrick Tokos
Subject: Logging traffic on Highway 20 and Moore Blvd.

Follow Up Flag: Follow up
Flag Status: Flagged

The traffic impact study for the logging traffic contains some errors and does not address the noise pollution that many trucks will create.

1. The study indicates that there is no parking on Moore Blvd. However there are many cars parking on the street during softball games at the Newport HS diamond with many young people present.

2. While there are signs indicating that exhaust or Jake brakes are prohibited, there is no enforcement. Moore Blvd is steep and trucks going down often use exhaust brakes. The same is true on Highway 20 approaching Moore from the East. From our home on SW 1st Street we are very aware of trucks using exhaust brakes. We have never seen any enforcement. Trucks going down Moore will be a noise nuisance and will impact the quality of life Please take another look at this.

Absolutely do not reduce the fees for the logging company.

--

NOTICE: This email message is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply email and destroy all copies of the original message.

Derrick Tokos

From: jenny black [jennyraeblack@gmail.com]
Sent: Thursday, January 24, 2013 3:44 PM
To: Derrick Tokos
Subject: Comments for Log Trucks on Moore Dr.

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Tokos,
I am writing to you and expressing my opinion as a resident who has lived in this town for 28 years. I grew up in Newport at a time when shipping was alive and thriving. I now live as a resident raising my family and am more than frustrated with the actions of the "Save Newport" group. When they moved into this community they should have done their research on the history of our town and what actions were being made to help the growth of the community.

As retiree's they obviously don't care about the working class of Newport, but our unemployment rate is outrageous and there are no jobs to keep family's who contribute to this community here. As a parent I see kids leaving our school system everyday and our children's education is failing in this county. We are now in a time where professionals are leaving our community which should be a huge wake up call to all citizens. Tourism can only take our community so far and the logs trucks on Moore Dr are not going to stop tourists from visiting the coast. Tourism only lasts in Newport for 5 months, the rest of the year businesses depend on the locals. Without full time living wage jobs there aren't any locals to help support those businesses. Moore Dr isn't a road used by tourists anymore; they don't stay that far down the bayfront because they all come here for an oceanview not a bay view. Log Trucks going up and down Moore Dr would be no different than the trucks that are currently transporting seafood off the bayfront. I personally walk that road all the time during the summer and would not be afraid of the passing log trucks. I can not recall a single accident involving a log truck back when the shipping was thriving. There is half the traffic that used to be on that road now that Yaquina View School is shut down. People are acting like the log trucks are going to be speeding down the hill and running stop lights. I have passed numerous log truck this last week coming in and out of Newport on highway 20. There haven't been any accidents and they are all driving just as responsible as the other trucks passing through.

People are forgetting the citizens of Newport passed the bond measure which means the residents of Newport wanted to bring shipping back to our Community. If anyone had a problem they should have brought up these issues long before now. A small group of people who moved into this community, have put nothing back into this community, should not be given the time of day. The longtime residents who have been paying the higher property taxes and who voted for this, they are the ones who should have a say in what happens with this dock. I'm sorry but anyone who buys a home near the International Terminal or Moore Dr. should be well aware that they are in an Industrial Zone. The fact that this has gotten strung out for as long as it has is a total waste of every ones time & energy. Please do all of us a favor and do what the voters of Newport have requested, get this terminal back up and running. I personally am tired of wasted tax money. If the City of Newport doesn't hurry up and put an end to this ridiculous bantering of the retiree's, its going to cost us tax payers more money to pay for an empty terminal.

Sincerely,
Jenny Black

RECEIVED
JAN 24 2013
CITY OF NEWPORT

Dear City Manager

Jan 23, 2013

I own property at The Landing at Newport and request an appeal of the traffic report completed in December 2012 regarding traffic on John Moore Road and Bay Blvd. I believe a more accurate traffic study should be completed in the high traffic time of June, July or August.

Sincerely,

Kathy Rose

Kathy Rose

890 SE Bay Blvd. #219 Newport

1/24/13

City of Newport
Attn: Jim Voetberg
169 SW Coast Hwy
Newport, OR 97365

RECEIVED
JAN 24 2013
CITY OF NEWPORT

CC: Port of Newport
Attn: Don Mann
606 SE Bay Blvd
Newport, OR 97365

Jim Voetberg,

I am writing in favor of expediting the process to sign a lease with Teevin Brothers in order to make a positive difference in our community. From what I have read the Joint Road Safety Task Force has come up with some great solutions to make Moore Road adequate for log trucks and to safely resume business in this historic working neighborhood. I've read over the Teevin Bros. truck study and agree with their findings and I urge the city council to adopt this study.

Forty to sixty jobs are a big step in Newport supporting working families and benefiting our struggling community. I am disheartened to see an elite few with the money to persuade ruin this opportunity and string out negotiations longer just to fit their agenda of having a "tourist town" to like in. What a waste of time and money. My wife and I are both third generation residents of the Newport area and are trying to raise our family of four in our home town. We are educated and sensible about wanting to preserve the beauty and environmental safety of our home. I am convinced that Newport needs and deserves this opportunity just as much as places like Astoria or Ranier. We must follow the intent of the bond measure our community voted for and get our port back in working order.

Thank You,

William Ruddiman

Rita Ruddiman

RECEIVED
JAN 23 2012
CITY OF NEWPORT

Attn: Joe Voetberg
Newport City Manager

I'm am writing to in regards to the recent up roar in the news paper over the log trucks that will be going up and down John Moore RD once the Teevin operation starts. Granted I will not be directly impacted by the noise of those trucks from where I live but I do live one block off of 101. I also own a small business here in Newport that is less than 100' from 101 and I never here my customers complain about truck noise and my business has been established at its present location for over 16 years. Family wage jobs are very important to me not only to my business but for the well being of others. I do charity dinners every year at the Newport Eagles Lodge and I always like to donate money to the local food share for the less fortunate. I have lived here since 1980 and I am well acquainted to the fact that John Moore Rd has always been the main artery to International Terminals for all the business that takes place there. So for Teevin Bros. to have spent their money for a truck study made no sense but I'm glad to find out that there would not be any adverse affects to the road or to the safety of the neighbors. I also would like to urge the City to adopt Teevin Bros. truck study. Thank you for your time.

Sincerely;

Diana Ruddiman

CC: Don Mann, Newport Port Manager

RECEIVED
JAN 23 2015
CITY OF NEWPORT

Attn: Jim Voetberg
Newport City Manager
-

I'm sending you this letter in support of the Ports venture with Teevin Bros. With the value added jobs to our community will not only help with ports needed infrastructure repairs but will also help with someone in our community by having a better quality of life. There are many children in our community that are homeless and not by their choice. I'm assuming their either parents don't have a job or the job they have doesn't pay them enough money to provide housing for their family. Our community needs these jobs family wage jobs. My understanding is these jobs will be hired locally except for a few key positions and not imported from somewhere else. I've taken the time to read the proposed truck study that Teevin Bros. has provided the city (under City's required scope of work) and have accepted their findings due to the fact that this route was used in this fashion in the past but on a greater scale of what Teevin's projected truck use. I want to see the City Council adopt this truck study and not land lock the Ports property. I commend the individuals that have participated on the joint task force Road Safety Committee for the short term solution ideas that they have come up with. In February the Road Safety Committee will be looking into the long term fix and the community needs to work together not against one another.

Cc: Port Manager Don Mann

Sincerely:

Pat Ruddiman
Newport Resident

January 21, 2013

RECEIVED
JAN 23 2013
CITY OF NEWPORT

Mr. Don Mann
Port Manager
Port of Newport
600 S.E. Bay Boulevard
Newport, Oregon 97304

Dear Don:

Thank you for the opportunity to write to Port of Newport in support deep draft shipping and support for Teevin Bros to hopefully be the Port's long-term log yard operator. As you know, deep draft shipping has been going on at the Port of Newport International Terminal since the sinking of the two liberty ships. Even before that, shipping has been a part of the working waterfront in Newport for many years before that.

I am a native Oregonian and was born and raised in Newport Oregon. A member of my family has been working as a longshoreman for over 60 years. I left Newport in 1997 because I couldn't find a family wage job after I left my long-term employment with the Port of Newport. In 1997, there was very little shipping activity going on that would support my family in hopes of following in the footsteps of my father and brother. I had a causal longshoremen union card, but there was very little opportunity for myself to earn enough wages to get weather until I could become a full-time longshoreman.

With the completion of the terminal project and a long-term log yard operator (Teevin Bros.), I hope to have the opportunity to move back to Newport and become a full-time longshoreman and productive member of the community.

There are many other benefits to renewing the deep drafting shipping in Newport, increased family wage jobs, community businesses will be supported by the shipping operations and most of all, the Port of Newport will have increased revenues to support the mission statement of the Port.

In closing, thank you again for allowing me to provide my support for deep draft shipping and Teevin Bros as a potential long-term log yard operator.

Sincerely

Tom Ruddiman

Tom Ruddiman
1778 Redwing Court NW

Salem, Oregon 97304
503-991-5718

Cc: Jim Voetberg
City Manager
City of Newport
169 SW Coast HWY
Newport, Oregon 97365

Jan 22, 2013

The City of Newport

169 SW Coast HWY

Newport, OR 97365

RE: Teevin traffic impact study

RECEIVED
JAN 24 2013
CITY OF NEWPORT

Dear Mayor, Councilors, and Staff,

I'm writing you today to urge the acceptance of and to comment on the traffic impact analysis submitted by Teevin Brothers reviewing the impact of truck traffic on John Moore Road and Bay Boulevard. I would like to note this Study was performed by a premier traffic engineering and planning firm with over 25 years experience and operations throughout the United States.

As noted in the Study this route is currently used for heavy trucks with no significant impact. It should be noted that within the current list of trucks using the route there are many that weigh significantly more than the trucks proposed by Teevin Bros.

Another key factor is that no significant safety issues were identified in the study taking in all accounts of traffic patterns and uses. I would like to point out that hundreds of thousands of trucks have safely used this route over decades. Trucks used for hauling cargo to and from the international terminal. Trucks used for construction for the many projects on the bay. Trucks used to haul seafood to market as well as supplies and gear back to the fleet. Plus the many trucks servicing the all the other business that are in the Yaquina bay region. The decades long safety record alone is proof the route is adequate and safe to haul commerce to and from the taxpayer supported International Terminal.

One last important fact pointed out by the study is that in 1989 ODOT reconstructed Moore Drive to ODOT Industrial Standards at substantial an expense. This standard is designed to support heavy loaded trucks in excess of 88,000 LBS. This is a well documented improvement so there should be no question of the ability of the roadway to handle the proposed traffic. It is my recollection this project was done to handle the volume of heavy trucks hauling cargo to and from the International Terminal shipping docks, the current intended use.

Sincerely,

Yale Fogarty

President ILWU Local 53

606 SW 13th St.

Newport, OR 97365

RECEIVED
JAN 23 2013
BY

Mike Peterson
PO Box 1985
Newport, OR 97365
Jan. 21, 2013

Derrick Tokos
Newport City Hall
169 SW Coast HWY
Newport, OR
Mayor Roumagoux; President Sawyer; Councillors Allen, Beemer, Swanson, Busby, Saelens; City manager Voetberg
Ms. And Sirs:

A Traffic Impact Analysis has been submitted to the City by Kittelson Assoc. concerning the use of John Moore Rd. and Bay Blvd. as a logging truck route to a proposed logging yard run by Teevin Bros. trucking within the city limits. I note that this was bought and paid for by Teevin Bros.

The analysts may have visited Newport once or twice during December, and did their analysis in the most traffic-free month of the year. Their selected ATR is a road near Coos Bay, which has 4 travel lanes and is a poster area for heavy industry, hardly comparable to Newport.

Their report is based on assumptions. They assume that Moore and Bay Roads are structurally capable of handling 100 log trucks a day because they now support intermittent fish trucks. They make no measurements, interview no residents. They photograph a single hole in Moore Rd. and assume that the remainder of the two streets looks the same. They even claim that Highway 20 has 4 travel lanes at the Moore intersection, and that the crab fishing began on Dec. 1, when it began Dec. 31.

I see no mention of the spring which flows under Moore Rd. and surfaces every winter. There is no mention of the landslide onto Moore Rd. two years ago. There is no mention of the uneven vibration-induced settling on our property, with cracking concrete and walls, and of the creep of topsoil over the curb and into Bay Blvd. There is no mention of the heavy vibration of the entire ground floor of our home when a loaded truck brakes and bounces its wheels down the Moore grade.

This is a cursory and inadequate document, shoddy and unscientific, and should be rejected.

Michael T. Peterson
842 SE 5th St.

January 19, 2013

Newport City Council

Dear Councilwoman Laura Swanson,

Subject: Use of John Moore Road to deliver logs to the International terminal

Our home abuts John Moore Road about half way between Highway 20 and Bay Road. Needless to say, we are not in favor of using John Moore to transport logs to the international terminal. I believe members of the city council in 1990 agreed with us when they prioritized the construction of an alternative route to the east in their road construction funding plans.

Since that time, whole neighborhoods (with high property taxes) have been built along the John Moore – Bay Road corridor making the route even more unsuitable for heavy traffic.

Now is the time to again prioritize funding an alternative route for the logging traffic BEFORE transporting begins.

Kirk Zumhoff & Nancy White

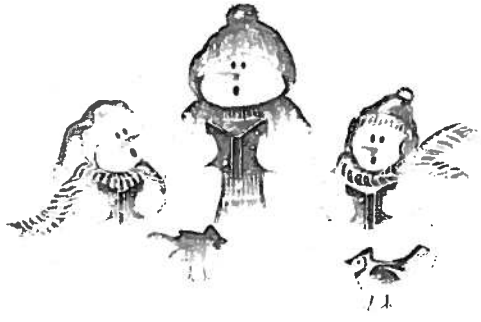
415 SE Scenic Loop

Newport OR 97365

Mr. Kirk Zumhoff
1189 Dorchester St
Pt Charlotte FL 33952-1444

FT MYERS FL 339

22 JAN 2013 PM 1 L



Councilwomen Laura Swanson
Newport City Hall
169 SW Coast Hwy
Newport, OR 97365

97365380669

Oregon
John A. Kitzhaber, MD, Governor

Department of State Lands
775 Summer Street NE, Suite 100
Salem, OR 97301-1279
(503) 986-5200
FAX (503) 378-4844
www.oregonstatelands.us

State Land Board

John A. Kitzhaber, MD
Governor

Kate Brown
Secretary of State

Ted Wheeler
State Treasurer

January 23, 2013

Don Mann
Port of Newport
600 SE Bay Boulevard
Newport, OR 97365

Re: Wetland Delineation Report for McLean Point, Lincoln County; T11S R11W Sec. 9D Tax Lot 100; WD #2012-0269

Dear Mr. Mann:

The Department of State Lands has reviewed the wetland delineation report prepared by Pacific Habitat Services, Inc. for the site referenced above. Please note that the study area includes only a portion of the tax lots described above (see the attached map). Based upon the information presented in the report and additional information submitted upon request, we concur with the wetland and waterway boundaries as mapped in revised Figure 6 of the report. Please replace all copies of the preliminary wetland map with this final Department-approved map. Within the study area, 18 wetlands (totaling approximately 1.76 acres), one ditch meeting wetland characteristics, and an undetermined area of estuarine habitat were identified. The estuarine habitat below the line of highest measured tide and the associated Wetland Q are subject to the permit requirements of the state Removal-Fill Law. All other wetlands on site are constructed in upland fill and less than one acre in size and are therefore not state regulated.

The Yaquina Bay estuary and all hydrologically-connected wetlands are designated essential salmonid habitat; therefore, fill or removal of any amount of material within Wetland Q or within Highest Measured Tide (HMT) may require a state permit. The elevation of HMT along the Yaquina Bay estuary in South Beach is 12.25 feet above MLLW or 11.51 feet above NAVD88.

This concurrence is for purposes of the state Removal-Fill Law only. Federal or local permit requirements may apply as well. The Army Corps of Engineers will review the report and make a determination of jurisdiction for purposes of the Clean Water Act at the time that a permit application is submitted. We recommend that you attach a copy of this concurrence letter to both copies of any subsequent joint permit application to speed application review.

Please be advised that state law establishes a preference for avoidance of wetland impacts. Because measures to avoid and minimize wetland impacts may include reconfiguring parcel layout and size or development design, we recommend that you work with Department staff on appropriate site design before completing the city or county land use approval process.

This concurrence is based on information provided to the agency. The jurisdictional determination is valid for five years from the date of this letter, unless new information necessitates a revision. Circumstances under which the Department may change a determination are found in OAR 141-090-0045 (available on our web site or upon request). In addition, laws enacted by the legislature and/or rules adopted by the Department may result in a change in jurisdiction; individuals and applicants are subject to the regulations that are in effect at the time of the removal-fill activity, or complete permit application. The applicant, landowner, or agent may submit a request for reconsideration of this determination in writing within six months of the date of this letter.

Thank you for having the site evaluated. Please phone me at 503-986-5300 if you have any questions.

Sincerely,

Lynne McAllister
Wetland Specialist

Approved by Anna Buckley
Anna Buckley
Wetlands Program Manager

Enclosures

ec: John van Staveren, Pacific Habitat Services, Inc.
City of Newport Planning Department
Debra Henry, Corps of Engineers, Portland office
Kirk Jarvie, DSL

WETLAND DELINEATION / DETERMINATION REPORT COVER FORM

This form must be included with any wetland delineation report submitted to the Department of State Lands for review and approval. A wetland delineation report submittal is not "complete" unless the fully completed and signed report cover form and the required fee are submitted. Attach the form to the front of an unbound report and submit to: **Oregon Department of State Lands, 775 Summer Street NE, Suite 100, Salem, OR 97301-1279**

Mail a copy of the completed form with payment of the required report review fee to: **Oregon Department of State Lands, P.O. Box 4395, Unit 18, Portland, OR 97208-4395.**

For new credit card payment option, see DSL web site.

☒ Applicant ☐ Owner Name, Firm and Address: **Margaret Hall, Rondys Inc.** **5647 229th Avenue SE** **Issaquah, WA 98029-8908**	Business phone # **425-392-6324** Mobile phone # (optional) FAX # E-mail: **mags_h@msn.com**
☒ Authorized Legal Agent, Name and Address: **Don Mann, Port of Newport** **600 SE Bay Boulevard** **Newport, OR 97365**	Business phone # **541-265-7758** FAX # **541-265-4235** Mobile phone # E-mail: **portman@portofnewport.com**

CR# 245151 RECEIVED 2012 DEPARTMENT OF STATE LANDS REMITTANCE $378.00

I either own the property described below or I have legal authority to allow access to the property. I authorize the Department to access the property for the purpose of confirming the information in the report, after prior notification to the primary contact.

Typed/Printed Name: DON MANN Signature: [redacted]

Date: Special instructions regarding site access:

Project and Site Information (for latitude & longitude, use centroid of site or start & end points of linear project)

Project Name: **McLean Point**	Latitude: **44.625991 N** Longitude: **124.02746 W**
Proposed Use: **Development**	Tax Map # **11S11W09**
Project Street Address (or other descriptive location): **Yaquina Bay Road**	Township **11S** Range **11W** Section **9D** QQ Tax Lot (s) **portion of 100**
City: **Newport** County: **Lincoln**	Waterway: **Yaquina bay** River Mile: **n/a** NWI Quad(s): **Newport North and South, OR**

Wetland Delineation Information

Wetland Consultant Name, Firm and Address: **Pacific Habitat Services, Inc.** **Attn.: John van Staveren** **9450 SW Commerce Circle, Suite 180** **Wilsonville, OR 97070**	Phone # **503-570-0800** Mobile phone # **503-708-8320** FAX # **503-570-0855** E-mail: **jvs@pacifichabitat.com**

The information and conclusions on this form and in the attached report are true and correct to the best of my knowledge.

Consultant Signature [redacted] Date: 6/22/12

Primary Contact for report review and site access is ☒ Consultant ☐ Applicant/Owner ☐ Authorized Agent

Wetland/Waters Present? ☒ Yes ☐ No Study Area size: **45 acres** Total Wetland Acreage: **1.76**

Check Box Below if Applicable:	**Fees:**
☐ R-F permit application submitted	☒ Fee payment submitted **$ 378.00**
☐ Mitigation bank site	☐ Fee ($100) for resubmittal of rejected report
☐ Wetland restoration/enhancement project (not mitigation)	Name of Payor:
☐ Industrial Land Certification Program Site	

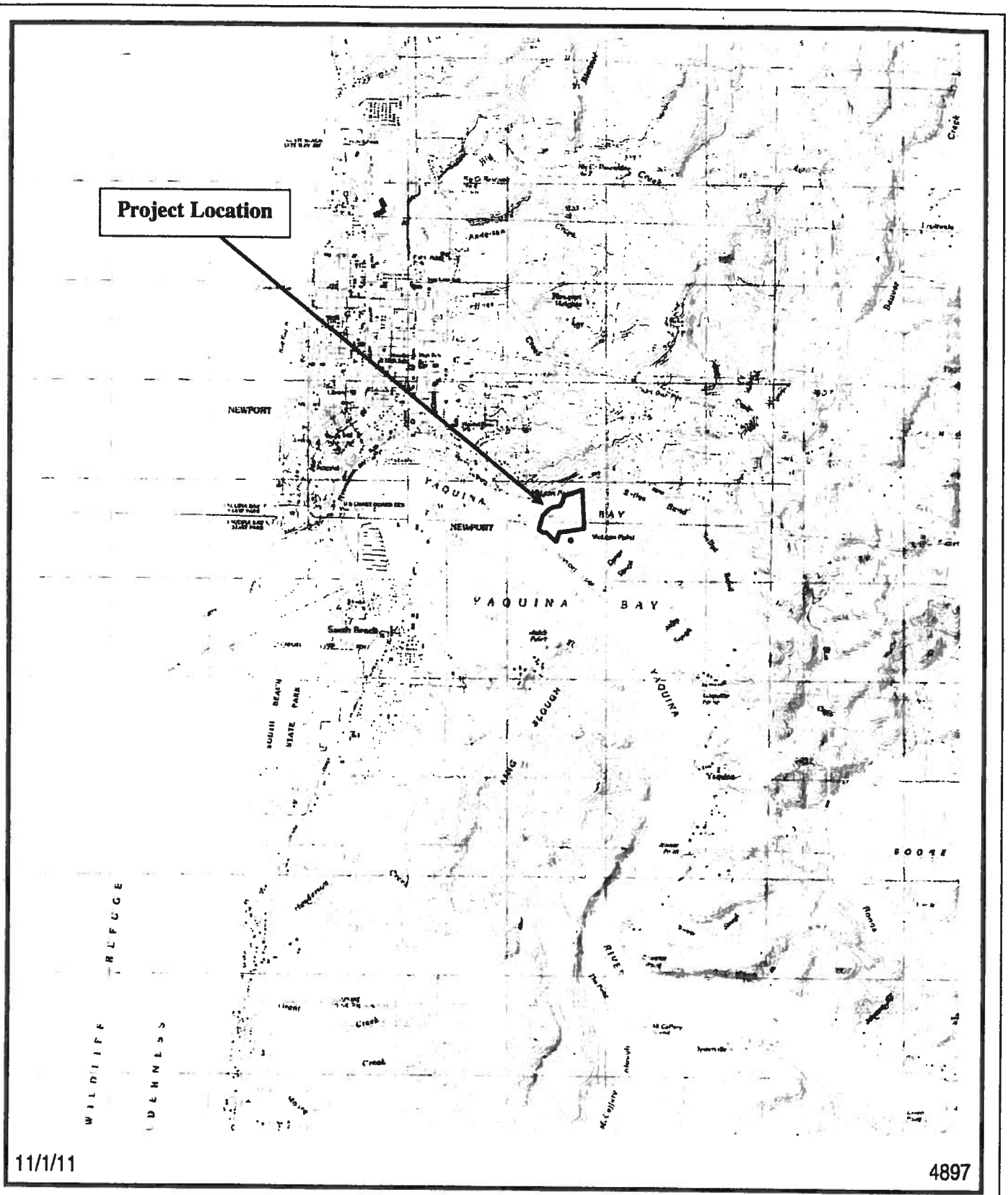
Other Information:	Y	N	
Has previous delineation/application been made on parcel?	☐	☒	If known, previous DSL #
Does LWI, if any, show wetland or waters on parcel?	☒	☐	

For Office Use Only

DSL Reviewer: M	Fee Paid Date: / /	DSL WD #
Date Delineation Received: / 25 /	DSL Project #	DSL Site #
Scanned: ☒ Final Scan: ☐	DSL WN #	DSL App. #

App# 44953 - yes
App# 45965 - yes
App# 45966 - yes
App# 46006 - yes

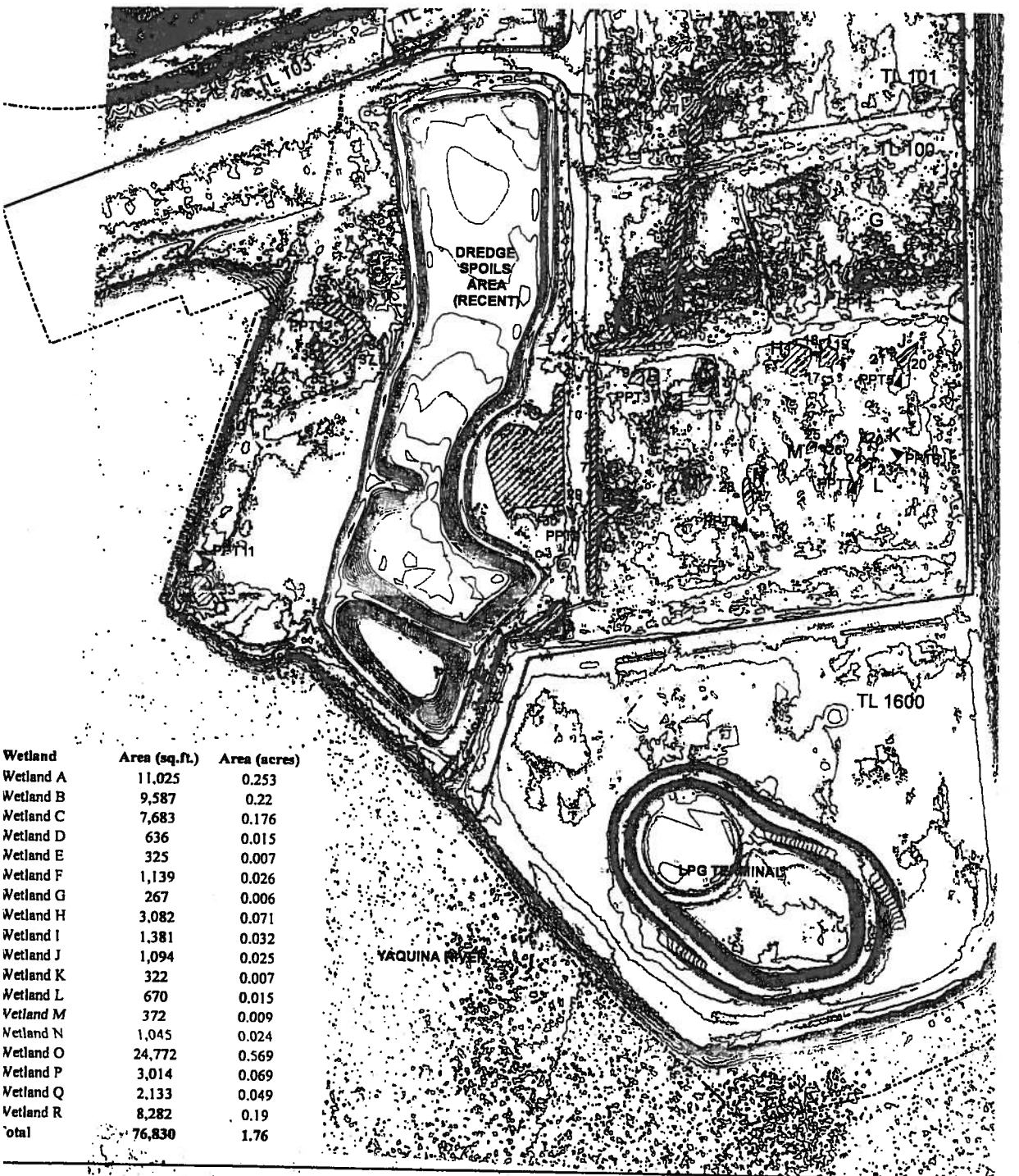
Same site - Link?



Location and general topography for the McLean Point project site in Newport, Oregon (USGS Newport North and South quadrangles, 1984).

FIGURE 1

Pacific Habitat Services, Inc.



Wetland	Area (sq.ft.)	Area (acres)
Wetland A	11,025	0.253
Wetland B	9,587	0.22
Wetland C	7,683	0.176
Wetland D	636	0.015
Wetland E	325	0.007
Wetland F	1,139	0.026
Wetland G	267	0.006
Wetland H	3,082	0.071
Wetland I	1,381	0.032
Wetland J	1,094	0.025
Wetland K	322	0.007
Wetland L	670	0.015
Wetland M	372	0.009
Wetland N	1,045	0.024
Wetland O	24,772	0.569
Wetland P	3,014	0.069
Wetland Q	2,133	0.049
Wetland R	8,282	0.19
Total	76,830	1.76

N

Feet
200 400

ey provided by
ison Surveying, Inc., 2011
ey accuracy is +/- 0.1 meter.
erlying LIDAR imagery provides
t contours in NAVD88 vertical datum.

Legend

- Study Area
- Data Point
- Photo Point
- Wetlands
- Creek
- Spoils
- LIDAR Existing Contours
- Tax Lot Lines
- Highest measured tide (11.51 Ft. NAVD88)
- Culverts

FIGU
Wetland Deline
McLean Point - Newport, Or

PHS

PHS #4897 12/20/2012

PACIFIC HABITAT SE

Derrick Tokos

From: GRIGG DEVIS Valerie [Valerie.GRIGGDEVIS@odot.state.or.us]
Sent: Tuesday, January 22, 2013 9:54 AM
To: Derrick Tokos
Cc: SQUIRE Joe; Tim Gross; 'Jim Buisman'; DETAR John G; RAMSDELL Amy J; BATTEN Ann M; KARGEL Angela J; UPTON Dorothy J; INFANTE Julie K
Subject: RE: Traffic Impact Analysis - Teevin Bros. Log Yard

Hello Derrick -

As per your request, our traffic engineering staff has considered the analysis provided for the Teevin Bros Log Yard site by Kittleson & Associates. Since there are particular local concerns about the length of the turn lane in relation to the increase in queuing, we suggest that the City to request that a queuing analysis be completed for the highway left turn at the signalized intersection before you sign off on the TIA. Please let me know if there are further questions.

With Best Regards,

Valerie Grigg Devis
Senior Region Planner
Oregon Department of Transportation
3700 SW Philomath Boulevard
Corvallis, OR 97333
Office: 541-757-4197
Fax: 541-757-4290
valerie.griggdevis@odot.state.or.us

Valerie's Regular Office Hours: 7:30 a.m. to 5 p.m. Monday to Thursday, 7:30 a.m. to 11:30 a.m. Friday

---

From: Derrick Tokos [mailto:D.Tokos@NewportOregon.gov]
Sent: Friday, January 11, 2013 1:56 PM
To: 'Jim Buisman'; DETAR John G; GRIGG DEVIS Valerie
Cc: SQUIRE Joe; Tim Gross
Subject: Traffic Impact Analysis - Teevin Bros. Log Yard

Good afternoon,

The City of Newport recently received a Traffic Impact Analysis prepared by Kittleson & Associates, Inc., on behalf of Teevin Bros. for a proposed log yard at 1554 Yaquina Bay Road, adjacent to the Port of Newport's International Terminal.

The link below will take you to the City of Newport webpage where the report and appendices are posted. Let me know if you have any difficulty accessing the documents as I would be happy to make other arrangements for getting you the information.

Please review the analysis and let us know if you have any comments. We would appreciate receiving feedback no later than **Friday, February 1, 2013**.

http://thecityofnewport.net/dept/pln/default.asp

Thank you,

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

Page of Bay Blvd. under City Jurisdiction? I [illegible] concerned that portions of both SE Moore and definitely Bay Blvd. are past the [illegible] point of their expected lifetime and that add[illegible] truck traffic and weight will accel[illegible] that decay. I'm not sure if that concern is applicable for this proce[illegible] though.

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.5230 F 503.273.8169

January 8, 2013

Project #: 13132.0

Paul Langner
Teevin Bros.
P.O. Box 247
Rainier, OR 97048

RE: Traffic Impact Analysis for the Proposed Teevin Bros. Log Yard - Newport, OR

Dear Paul,

This letter presents the results of the traffic impact analysis (TIA) for the proposed Teevin Bros. Log Yard development located at 1554 Yaquina Bay Boulevard, Newport, Oregon 97365. This study concludes that the industrial site can be developed while maintaining acceptable traffic operations and safety at the site driveways and study intersections. In addition, the analysis concludes that the public streets serving the site are capable of handling expected truck loads. Our analysis methodology, pertinent findings, and recommendations are documented herein.

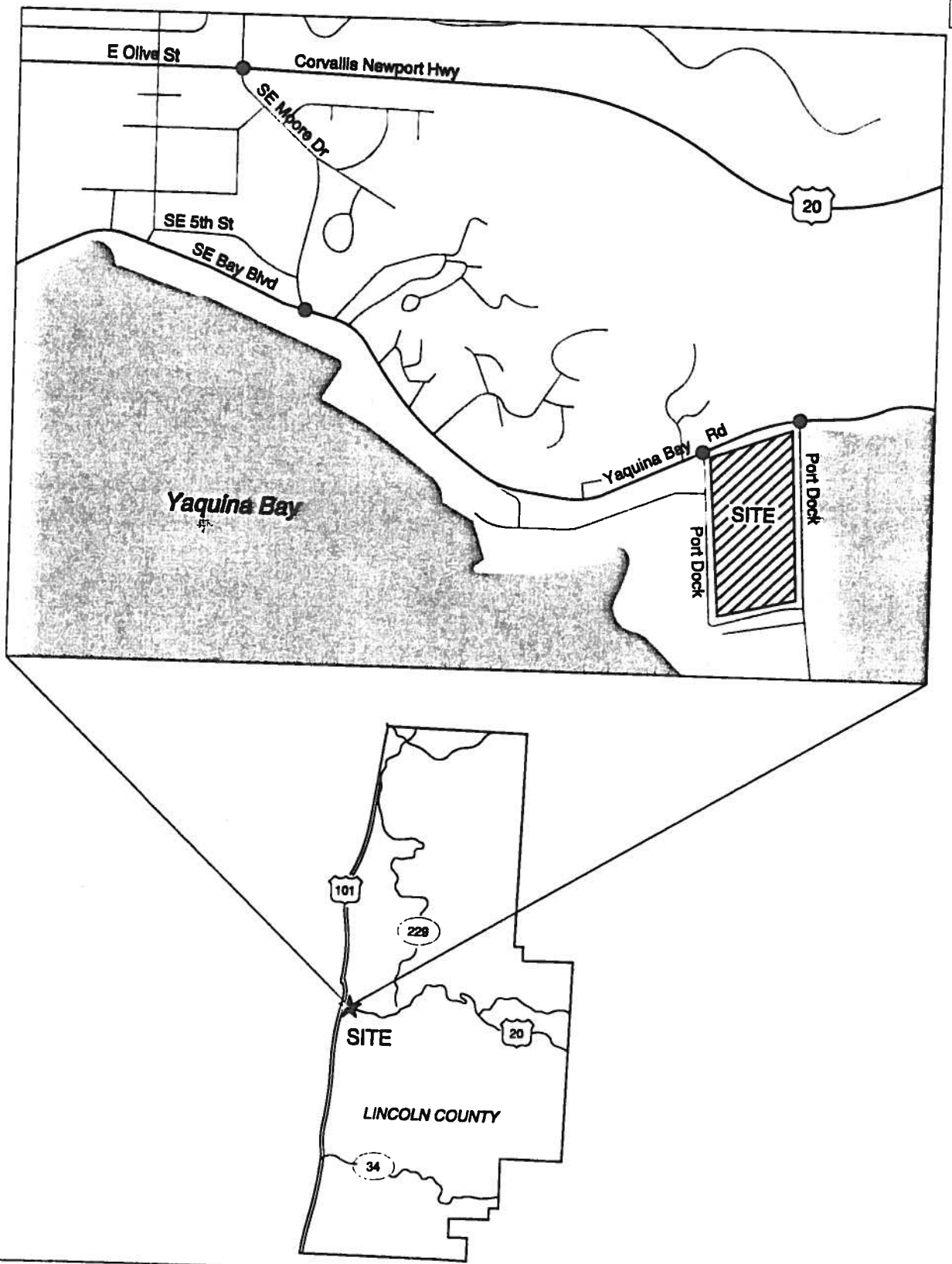
INTRODUCTION

Teevin Bros. is proposing to develop a log yard located along Yaquina Bay Boulevard, east of the Port of Newport located in Newport, Oregon. The site is currently vacant and is appropriately zoned I-3 Industrial; as such, the site is proposed for development in conformance with the existing zoning. Per conversations with City staff, the site previously operated as a log yard in the late 1980s and early 1990s, at which point the site was vacated and has been unused for approximately the last 15 years.

The preliminary site plan proposes to use the two existing driveways from Yaquina Bay Boulevard to access the site. The site will be divided into areas of processed log storage, raw log storage, and log roll-out area toward the north of the site. Vehicles are anticipated to primarily use the west access, and the east access will provide an alternative access for larger, one-way circulating vehicles. The development is expected to be built out and occupied by 2013. Figure 1 illustrates the site location and vicinity and Figure 2 illustrates the proposed development plan.

SCOPE OF THE REPORT

This analysis determines the transportation-related impacts associated with the proposed development and has been prepared in accordance with City of Newport direction for a TIA. The study intersections and scope of this project were based on consultation of City of Newport Code and with City and County staff. Per the Newport Development Code, a TIA is required for this development



LEGEND

- STUDY INTERSECTIONS

SITE VICINITY MAP
NEWPORT, OREGON

FIGURE 1

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

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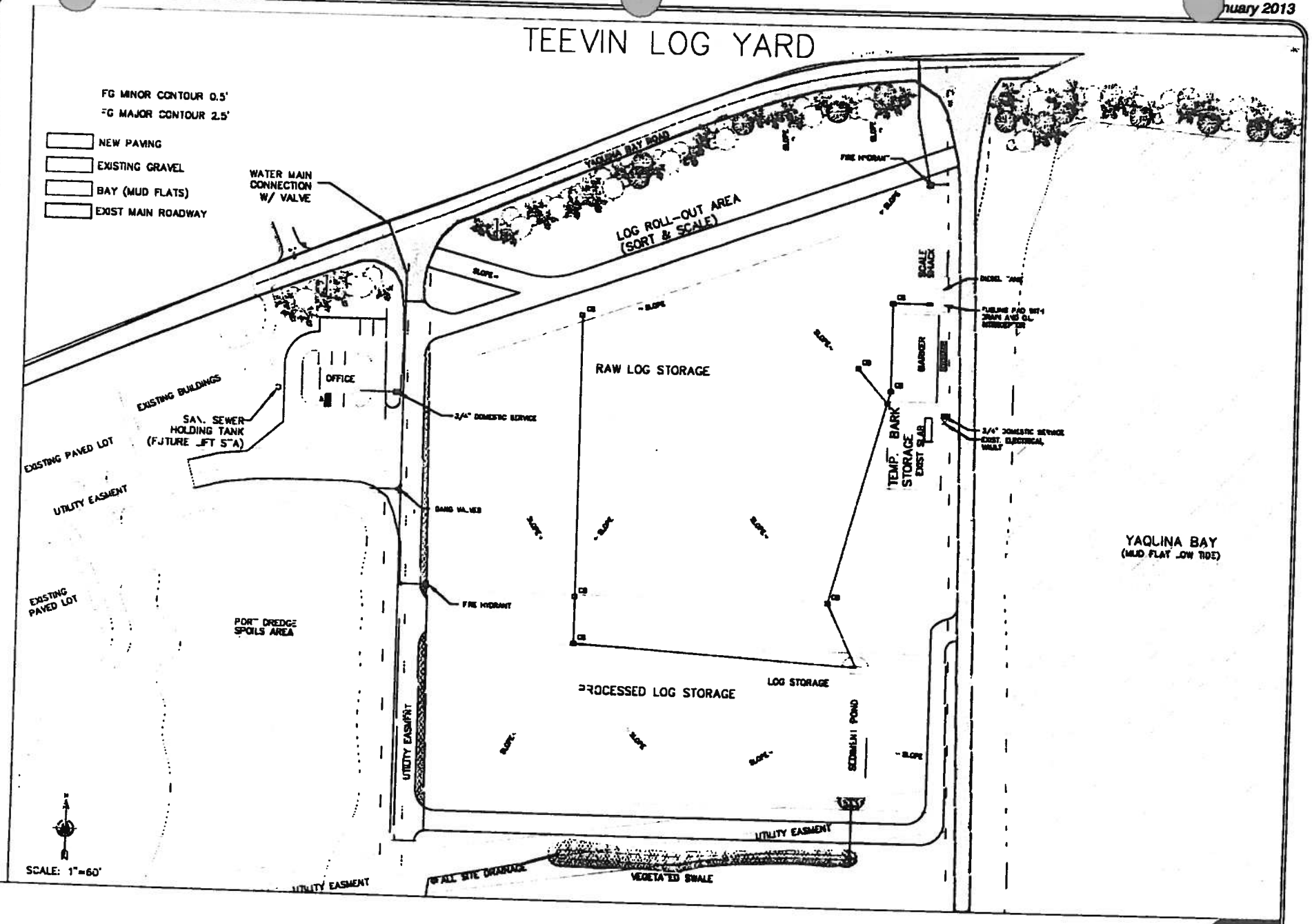

PROPOSED SITE PLAN
NEWPORT, OREGON

FIGURE 2

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

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based solely on the size of anticipated log trucks (expected to exceed 26,000 pounds). The TIA requirements and scoping correspondence with City staff is included in *Attachment "A."*

Operational analyses were conducted at the following four intersections:

- SE Moore Drive/Highway 20
- SE Moore Drive/SE Bay Boulevard
- Site Driveway (west)/Yaquina Bay Boulevard
- Site Driveway (east)/Yaquina Bay Boulevard

This report evaluates the following transportation issues:

- Year 2012 existing transportation-system conditions within the site vicinity during the weekday a.m. and p.m. peak periods;
- Trip generation estimates and distribution for the proposed development; and
- Forecast year 2013 total traffic conditions during the weekday a.m. and p.m. peak periods with build-out of the site.

EXISTING CONDITIONS

The existing conditions analysis identifies the site conditions and current operational and geometric characteristics of roadways within the study area. These conditions will be compared with future conditions later in this report.

The proposed development site and surrounding study area was inventoried in December 2012. At that time, information was collected regarding site conditions, adjacent land uses, existing traffic operations, and transportation facilities in the study area.

Site Conditions and Adjacent Land Uses

The redevelopment site is approximately 15 acres and is currently vacant. The site is appropriately zoned as I-3 Industrial and no change to the zoning is proposed. The site is located directly east of the Port of Newport and is bordered by Yaquina Bay Boulevard to the north and Yaquina Bay to the east and south. Land uses surrounding the site are primarily residential to the east, with mixed industrial uses along Yaquina Bay Boulevard to the west. Access to the site will be provided from Yaquina Bay Boulevard, and, as shown in Figure 2, one driveway will be located along the east frontage and one along the west.

Transportation Facilities

Table 1 summarizes the existing transportation facilities and roadways in the study area.

Table 1 Existing Transportation Facilities and Roadway Designations

Roadway	Functional Classification[1]	Number of Lanes	Posted Speed (MPH)	Sidewalks	Bicycle Lanes	On-Street Parking
Highway 20	Principal Arterial	3 Lanes	30	No	No[2]	No
SE Moore Drive	Minor Arterial	2 Lanes	25	Yes[3]	No	No
SE Bay Boulevard/Yaquina Bay Boulevard	Minor Arterial	2 Lanes	35[4]	No	Yes	No

[1] Classifications from the Newport Transportation System Plan (TSP), 2008.
[2] Striped shoulder provided on state highway
[3] Partial sidewalks are located on east side of SE Moore Drive
[4] Posted speed is 35 mph west of proposed West Site Driveway, and 45 mph to the east

Bay Boulevard does have sidewalk at the intersection of Bay & SE Moore for a good length down Bay Rd to the East

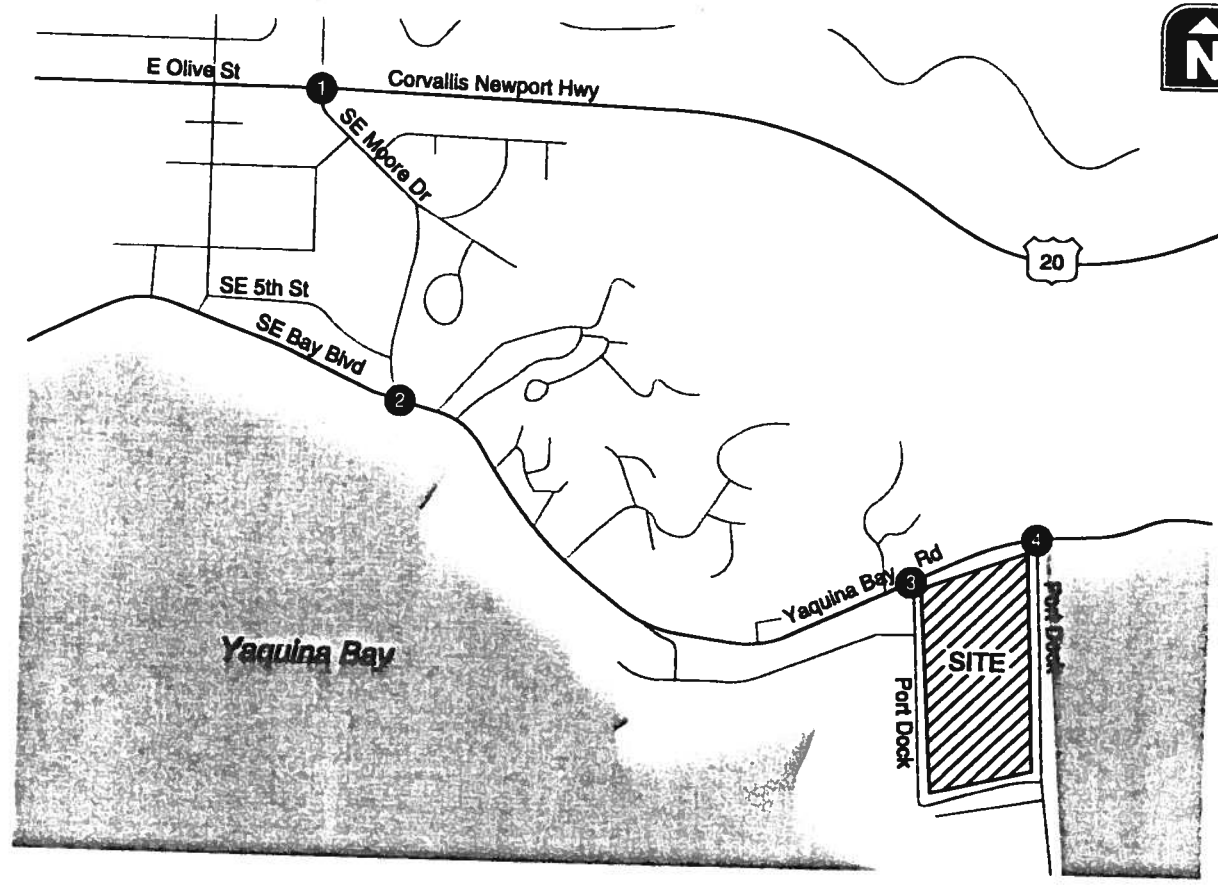
Figure 3 illustrates the existing lane configurations and traffic control devices in place at the study intersections.

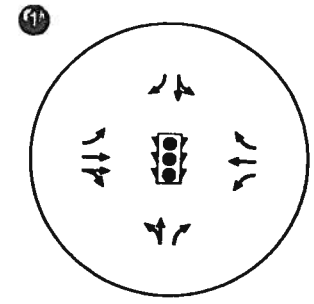
Pedestrian and Bicycle Facilities

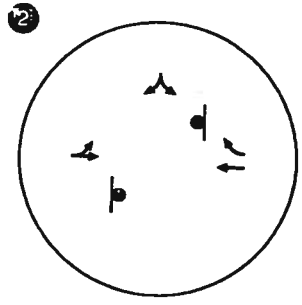
Yaquina Bay Boulevard does not currently have sidewalks on either side of the roadway in the vicinity of the proposed site. Moore Drive and Highway 20 both have partial sidewalk connections and provide wide shoulders that may be used as bicycle lanes. SE Moore has a sidewalk along the entire east side

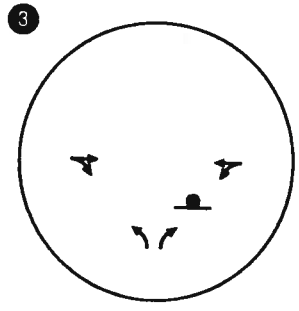
Transit Facilities

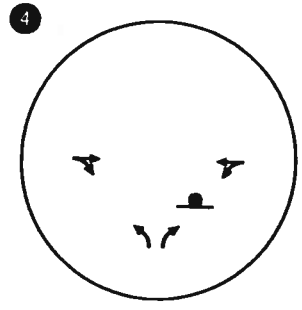
Local transit services are not provided within the immediate vicinity of the site. However, there are currently two public transit systems operating north of the Yaquina Bay Bridge in Newport. Lincoln County provides a Free Shuttle and runs three bus services linking Newport with Yachats, Siletz / Toledo, and Lincoln City. Lincoln County's bus service operates year round, from Monday through Saturday, with all services beginning at the Newport City Hall. The Free Bay & Beach Shuttle currently operates year round, linking major business areas and tourist attractions in the city. During the summer months (July, August and September), the Shuttle operates between 9 am and 9 pm. The rest of the year the Shuttle runs on weekends (Saturday and Sunday) only, from 10 am to 5 pm.











LEGEND

- STOP SIGN
- TRAFFIC SIGNAL

EXISTING LANE CONFIGURATIONS AND TRAFFIC CONTROL DEVICES
NEWPORT, OREGON

FIGURE 3

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

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Current Levels of Service

All level-of-service analyses described in this report were performed in accordance with the procedures stated in the 2000 *Highway Capacity Manual* (Reference 1). *A description of level of service and the criteria by which they are determined is presented in Attachment "B"*. Attachment "B" also indicates how level of service is measured and what is generally considered the acceptable range of level of service.

All intersection level-of-service evaluations used the peak 15-minute flow rate during the weekday a.m. and p.m. peak hours. Using the peak 15-minute flow rate ensures that this analysis is based on a reasonable worst-case scenario. For this reason, the analysis reflects conditions that are only likely to occur for 15 minutes out of each average peak hour. The transportation system will likely operate under conditions better than those described in this report during all other time periods.

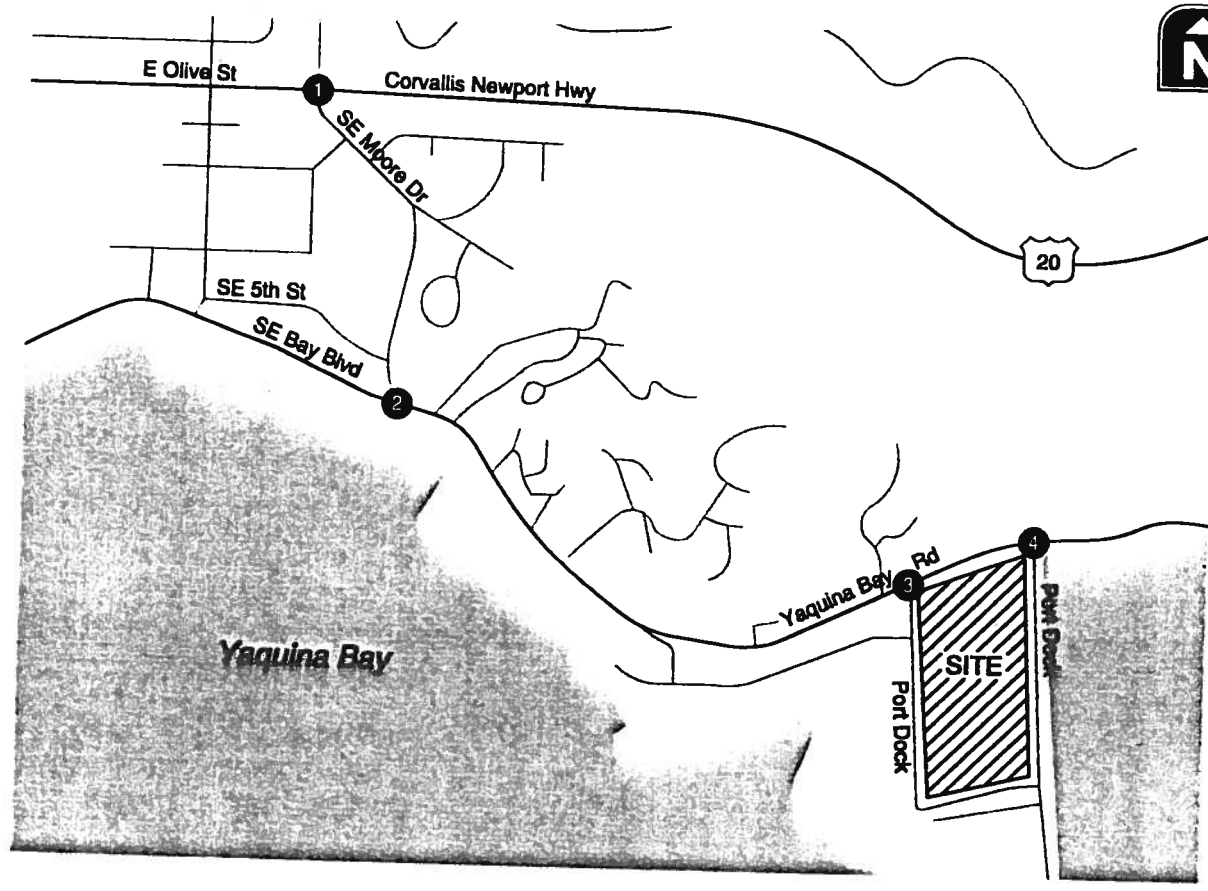
The City of Newport defaults to ODOT mobility targets along Highway 20. As defined by the latest edition of the *1999 Oregon Highway Plan* (Reference 2), Highway 20 is considered a Statewide Highway, within the urban growth boundary, non-MPO, outside an STA (special transportation area), and where non-freeway speeds are 35 miles per hour or less. As such, the mobility target along Highway 20 is a volume-to-capacity (v/c) ratio of 0.80.

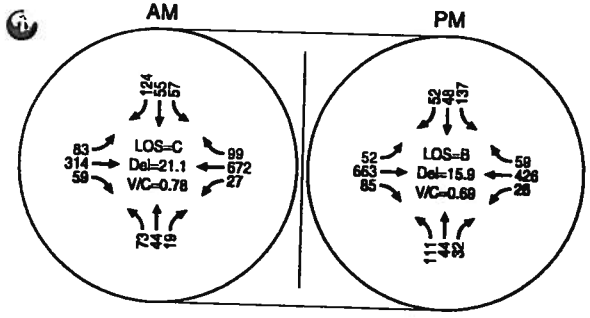
Traffic Volumes and Peak Hour Operations

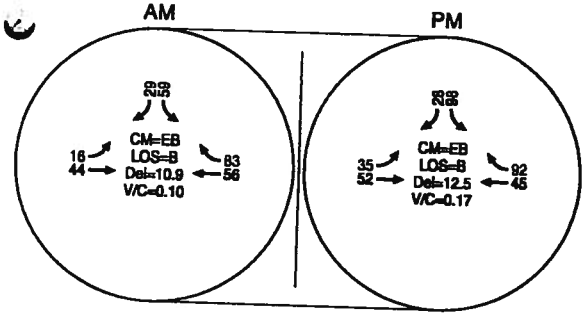
Manual turning-movement counts were obtained for all the existing study intersections in December 2012. All counts used in this analysis were conducted on a typical mid-week day during the morning (7:00 a.m. to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak time periods. The system-wide morning and evening peak hours were found to occur between 7:35 and 8:35 a.m. and 4:30 and 5:30 p.m., respectively. *Attachment "C" contains the traffic count data used in this study*

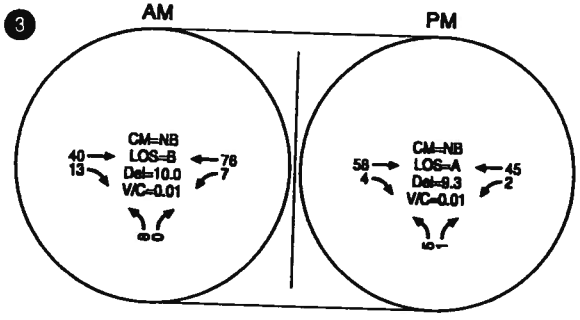
The existing traffic volumes along Highway 20 were adjusted to 30th highest hour design volumes (30HV) in accordance with the methodology described in the ODOT *Analysis Procedures Manual* (APM – Reference 3). Based on this methodology, the through volumes (east/west) along Highway 20 were adjusted by a factor of 1.28 to represent 30HV. *Attachment "D" contains additional data on the calculation of the seasonal adjustment factor.*

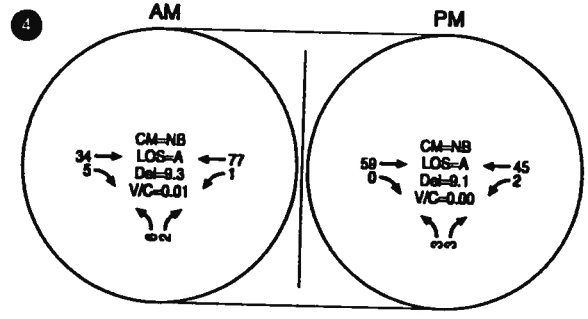
Figure 4 summarizes the intersection operations for the study intersections under the weekday a.m. and p.m. peak hour existing traffic conditions. As shown in Figure 4, all study intersections and site driveways currently operate acceptably during the seasonally-adjusted weekday a.m. and p.m. peak hours. *Attachment "E" includes the level-of-service worksheets under year 2012 existing traffic conditions.*











LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

EXISTING TRAFFIC OPERATIONS (SEASONALLY ADJUSTED VOLUMES)
WEEKDAY AM AND PM PEAK HOURS
NEWPORT, OREGON

FIGURE 4

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

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TRANSPORTATION IMPACT ANALYSIS

The transportation impact analysis identifies how the study area's transportation system will operate with buildout of the proposed development. The impact of traffic generated by the proposed development during the typical weekday a.m. and p.m. peak hours was examined as follows:

- Planned developments and transportation improvements planned in the site vicinity were identified;
- Site-generated trips were estimated for build-out of the site;
- Site trip-distribution patterns were determined based on a review of the existing transportation network and the nature of the proposed development;
- Year 2013 (build-out year) total traffic conditions were analyzed at each of the study intersections and site-access points during the weekday a.m. and p.m. peak hours;
- Sight distance and circulation was reviewed.

Planned Developments and Transportation Improvements

City of Newport staff was contacted to identify any in-process developments or transportation improvements that may affect the roadway network in the vicinity of the proposed project. No in-process developments were identified. The following projects within the vicinity of the project study area have been identified in the Newport *North Side Local Street Plan, July 2008*, and are summarized in Table 2. However, these projects are not anticipated to occur within the buildout year of the proposed development and therefore have not been assumed as part of the future analysis scenarios.

Table 2 Newport Transportation System Plan Identified Improvements Within the Site Vicinity

Project Description	Functional Class	Sidewalks	Bicycle Lanes	Priority	Estimated Cost ($2012)	Source
North Side Local Street Plan Street and Roadway Projects						
Alternative Port Access Road Improvements; Evaluate improvements to SE Benson Road and/or SE John Moore Drive to improve access to waterfront area	Collector (Benson) Arterial (John Moore)			Medium/ Low	Planning study needed to determine alignment and cost	*2008 North Side TSP update*

Location/ Limits	Project Description	Priority	Estimated Cost ($ 2012)	Source
North Side Local Street Plan TSM Improvement Projects				
US 20 at SE John Moore Drive	Add north/south left turn lanes and adapt signal phase. Combine northbound right/through lanes.	Medium	$220,000	*2008 North Side TSP update*
John Moore Drive at Bay Blvd.	Stripe John Moore for separate left and right turns. Modify curb radii to enhance right turns from John Moore onto Bay. Add eastbound left turn lane and pedestrian crossing.	High	$400,000	*2008 North Side TSP update*

Regional Background Traffic Growth

This analysis considers the impact of the proposed development's site-generated trips on the roadway network using future year (2013) traffic volumes. Although no in-process developments were identified, regional background traffic growth along Highway 20 was estimated based on ODOT future volume table forecasts. An excerpted piece of the future volume tables for Highway 20 (ODOT Hwy 033) is shown below in Table 3.

Table 3 Existing Transportation Facilities and Roadway Designations

HWY	MP	Direction	HS	Description	2009	2010	2011	2031	RSQ
033	0.76	I		East city limits of Newport	12300			18200	0.7321

Based on the data in Table 3, the east-west traffic volumes along Highway 20 were increased by 2.2 percent[1] to account for a one-year growth in volumes.

Proposed Development Plan

The proposed development (2013 buildout) includes redevelopment of approximately 15 acres of vacant I-3 zoned property into a log yard. The proposed log yard is expected to have 17 employees and generate approximately 30 truck trips per day at inception. Upon full development of the log yard operations, the site is estimated to generate up to 50 log trucks per day. For a reasonable worst-case impact, this analysis considers 50 trucks on the adjacent street system. This full buildout is expected to occur gradually over the next five years with a full 50-truck fleet in year 2017. The site plan shown in Figure 2 illustrates the proposed layout with the proposed site driveway locations.

Trip Generation

Typically, a trip generation estimate for a proposed development is based on empirical data from the standard reference manual *Trip Generation, 9th Edition,* published by the Institute of Transportation Engineers (ITE) (Reference 4) or from actual traffic counts at similar developments. However, given the uniqueness of the proposed facility, an independent trip generation profile was developed based on the projected maximum operating capacity. To develop the profile, projected employee and truck delivery information was obtained from Teevin Bros. as outlined in *Attachment F.* Using this information, Table 4 summarizes the estimated site trip generation of the proposed development plan during a typical weekday, as well as typical weekday a.m. and p.m. peak hours.

[1] [(18,200/12,300) – 1] / 22 years = 2.18 percent per year

Table 4 Estimated Trip Generation

Mode	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
		Total	In	Out	Total	In	Out
Passenger cars	42	4	4	0	6	0	6
Trucks	100	12	6	6	4	2	2
Total	142	16	10	6	10	2	8

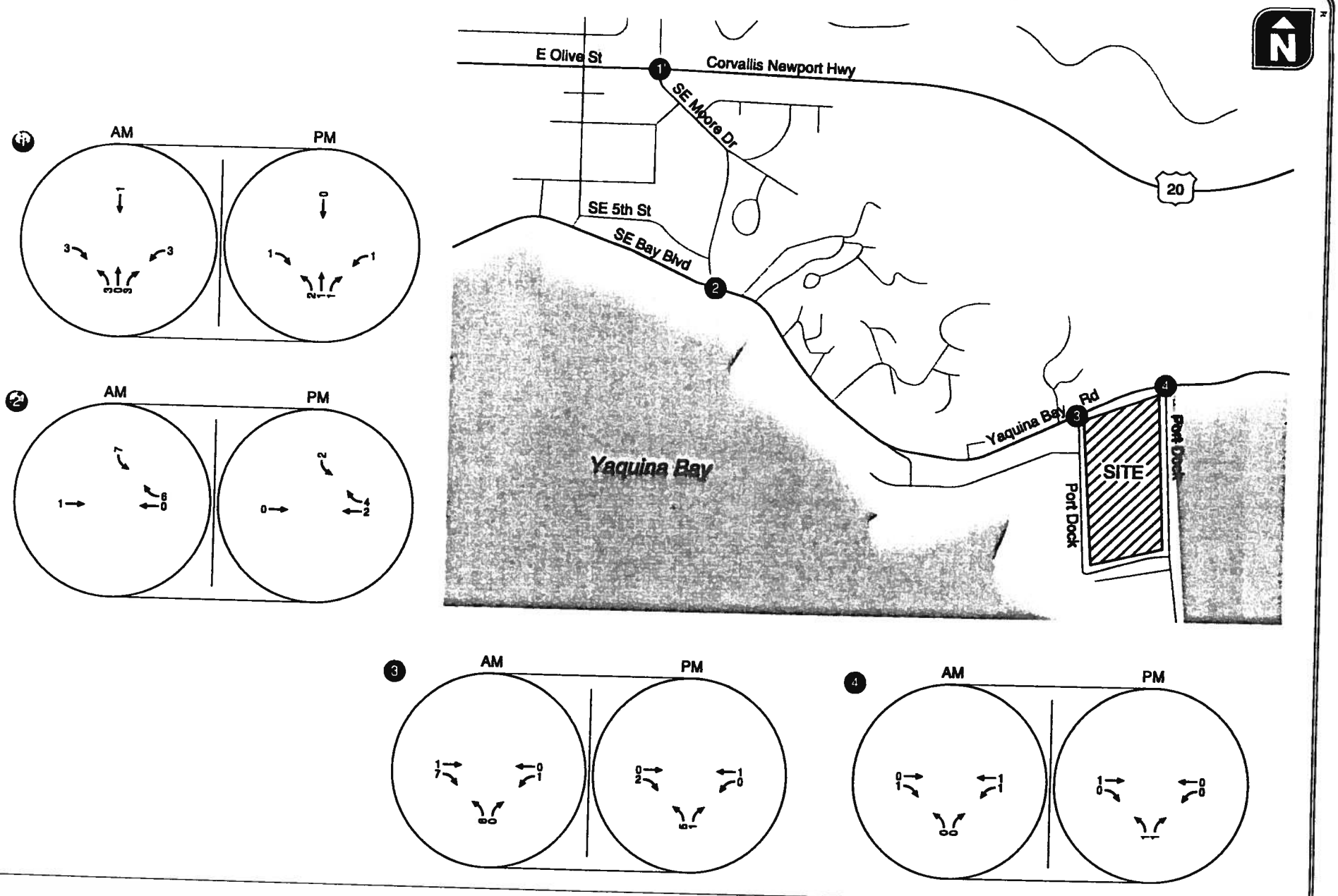
Site Trip Distribution/Trip Assignment

The distribution of site-generated trips was determined based on a review of the existing transportation network, current turning movement patterns, and the nature of the proposed development. The estimated trip distribution pattern is shown in Figure 5.

The estimated site-generated trips were assigned to the network by distributing the trips shown in Table 4 according to the trip distribution pattern shown in Figure 5. Figure 5 also illustrates the net new site-generated trips that are expected to use the roadway system during the weekday a.m. and p.m. peak hours.

Year 2013 Total Traffic Conditions

The total traffic conditions analysis forecasts how the study area's transportation system will operate with the traffic generated by the proposed development. As discussed previously, the appropriate growth rate for through volumes on Highway 20 were applied. As such, the forecast site-generated traffic (shown in Figure 5) was added to the existing traffic volumes during the weekday a.m. and p.m. peak hours (shown in Figure 4) to arrive at the total traffic volumes that are shown in Figure 6. Note that east-west through volumes at the Highway 20/Moore Drive intersection have been increased by 2.2 percent to account for anticipated background regional growth.



ESTIMATED TRIP DISTRIBUTION PATTERN AND SITE-GENERATED TRIPS
WEEKDAY AM AND PM PEAK HOURS
NEWPORT, OREGON

FIGURE 5

KITTELSON & ASSOCIATES, INC.
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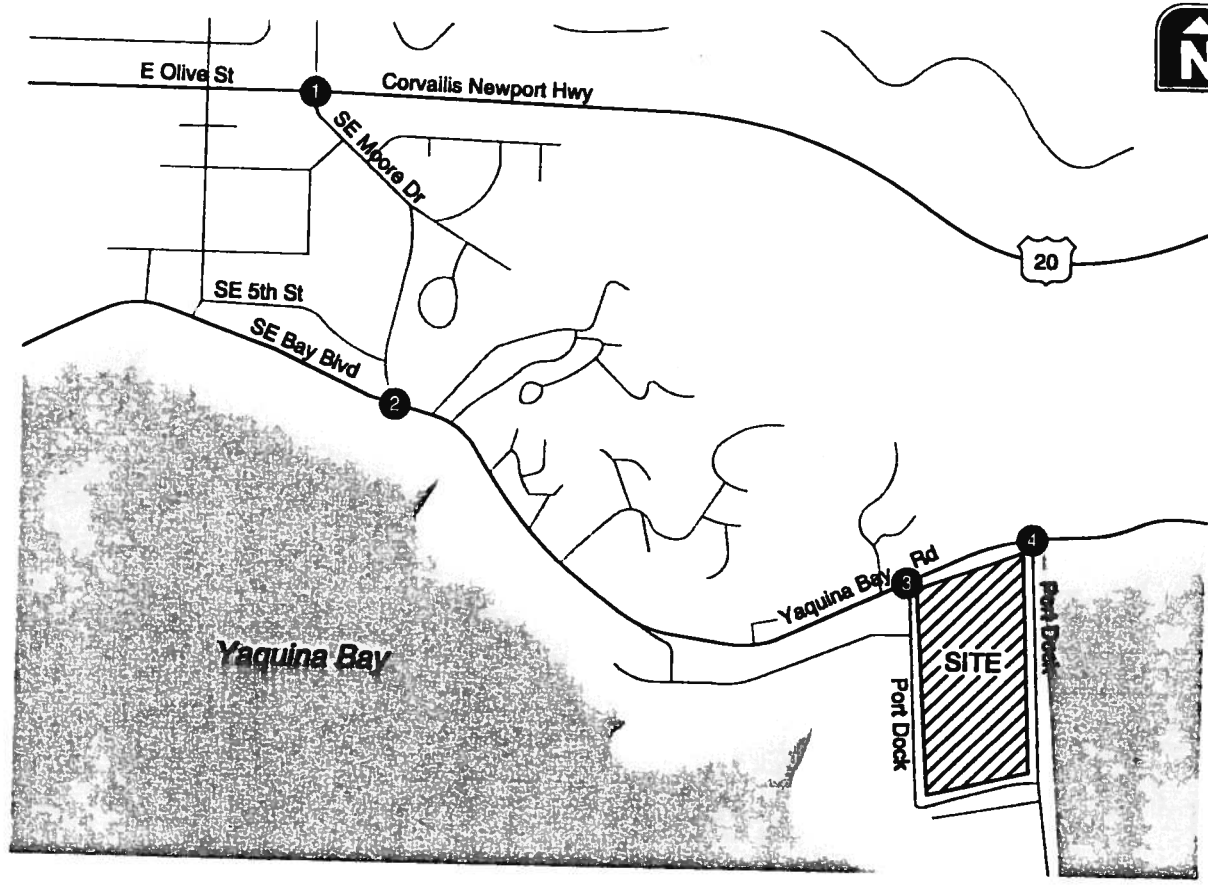

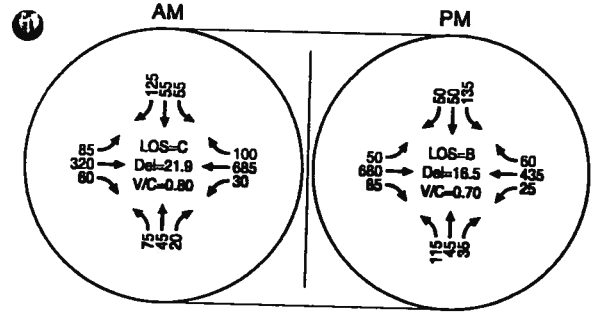

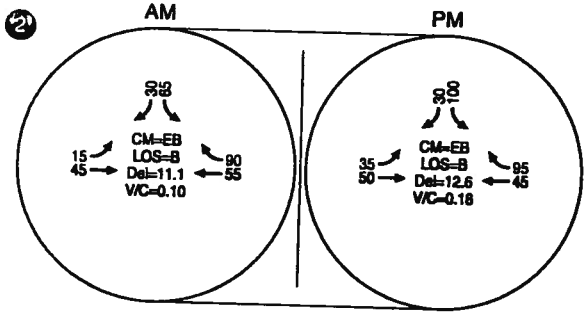

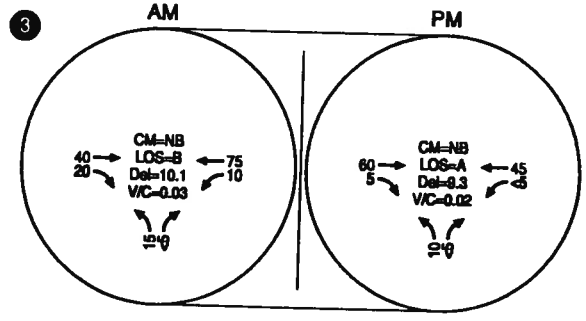

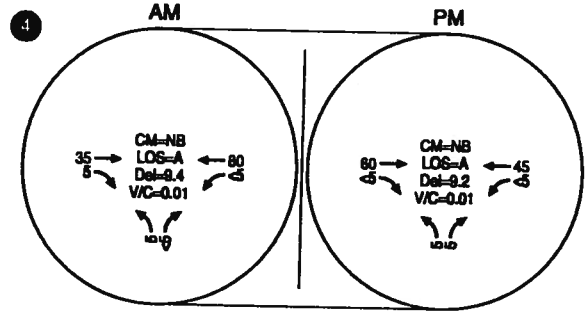

LEGEND

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V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

TOTAL TRAFFIC OPERATIONS
WEEKDAY AM AND PM PEAK HOURS
NEWPORT, OREGON

FIGURE 6

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Intersection Operations

The weekday a.m. and p.m. peak hour turning-movement volumes shown in Figure 6 were used to conduct an operational analysis at each study intersection. The results of the 2013 total traffic analysis shown in Figure 6 indicate that the site driveways and study intersections are forecast to continue to operate acceptably during the weekday a.m. and p.m. peak hours. *Appendix "F" includes the level-of-service worksheets under year 2013 total traffic conditions.*

CIRCULATION ASSESSMENT

The following sections address on-site and off-site circulation of vehicles to the proposed development.

On-Site: Preliminary Sight Distance Verification

A preliminary sight distance evaluation was conducted at the Bay Boulevard intersections with each of the site driveways to assess whether sufficient stopping and intersection sight distance can be provided. Based on preliminary investigation, sufficient stopping sight distance exists under existing conditions and sufficient intersection sight distance is expected to be provided with removal of shrubbery along the south side of Bay Boulevard between the west and east driveways.

Per the standard reference manual *A Policy on Geometric Design of Highways and Streets,* published by the American Association of State Highway and Transportation Officials (AASHTO), the sight distance requirements for passenger cars and combination trucks are summarized in Table 5 below.

Table 5 AASHTO Sight Distance Requirements (assumes 45 mph posted speed)

Mode	Stopping Sight Distance Required (feet)	Intersection Sight Distance Required (feet)	West Driveway Facing West	West Driveway Facing East	East Driveway Facing West	East Driveway Facing East
Existing Sight Distance						
Passenger cars	360	496.1	> 800	700[2]	300[3]	575
Trucks	360[1]	760.7				
Mitigated Sight Distance						
Passenger cars	360	496.1	> 800	>760	>760	575
Trucks	360[1]	760.7				

[1] Passenger car stopping sight distances are typically also used for trucks due to the height advantage of trucks to see for longer distances (AASHTO).
[2] Increases to >760 feet with clearance of shrubbery on south side of Bay Boulevard.
[3] Increases to >760 feet with clearance of shrubbery on south side of Bay Boulevard.

Per field observation, sight distance was measured to exceed the minimum recommended intersection and stopping sight distances for passenger cars as documented in the AASHTO reference manual at all driveways in all directions except at the east driveway facing west. Removal of the existing foliage and shrubbery on the south side of Bay Boulevard would provide adequate intersection and stopping sight distance for passenger cars on all approaches at both driveways.

For trucks, sight lines for obtaining adequate intersection sight distance are limited by existing shrubbery along the south side of Bay Boulevard. With the removal of the foliage and shrubbery, the west driveway is expected to have sight distance in the east and west direction that exceeds the 760-foot requirement for intersection sight distance. The east driveway is also expected to exceed the 760-foot requirement to the west. The sight line to the east at the east driveway is limited to 575 feet due to topographic features on the north side of Yaquina Bay Boulevard. However, the stopping sight distance requirement for trucks and passenger cars is met at the east driveway facing east and thus vehicles are expected to be able to slow down effectively for obstacles, based on the recommendations set forth in AASHTO reference manual.

As such, with the redevelopment of the site, it is recommended that the foliage and shrubbery on the south side of Bay Boulevard between the two driveways be removed to provide sight lines to allow for heavy vehicle entry and exit onto Yaquina Bay Boulevard.

It is further recommended that any landscaping, above ground utilities or signage associated with the proposed development be located and maintained to ensure that adequate intersection sight distance.

Off-Site

This section considers the routes of traffic expected to visit the site, composition of vehicle types, and the adequacy of those streets to accommodate expected loads.

Vehicles Visiting Site

Based on the trip generation summary in Table 4, there will be an expected 42 passenger car trips and 100 truck trips generated by the site on a typical weekday. Teevin Bros. expects to operate this log yard in a similar manner to the three yards it currently operates. Accordingly, Teevin Bros. currently operates log yards in three Oregon locations – Eugene, Crabtree (between Albany and Lebanon) and Rainier. Based on statistics from those yards, 44% of the trucks using the sites have a gross vehicle weight (GVW) of 80,000 lbs.; 54% of the trucks using the sites have a GVW of 88,000 lbs., and 4% of trucks accessing the sites have GVW greater than 88,000 and less than 105,000 lbs. No truck in the regular timber haul runs weighs in at more than 96,000 lbs.

Of the expected 100 weekday truck trips, half will be *entering* the site loaded, weighing an average of approximately 88,000 lbs., and half will be *departing* the site unloaded at approximately 29,000 lbs.

Truck Routes

Based on the distribution of trips to the site shown in Figure 5, the key streets expected to be impacted by trucks include: Highway 20, Moore Drive, and Bay Boulevard. All truck trips to/from the site will use Bay Boulevard west of the site to Moore Drive to Highway 20. The adequacy of these streets to accommodate expected truck loads on these streets is discussed below. The expected loads to be

generated by the site (less than 105,000 lbs. GVW) comply with legal limits for public streets, and thus, these streets can be expected to support these legal loads.

Bay Boulevard

Currently, a fish meal operation[2] runs trucks that weigh approximately 98,000 lbs. (average weight) loaded with fish meal, and can weigh as much as 105,000 lbs. These trucks use the section of Bay Boulevard that would be used by the subject site (Moore Drive to the Port property). Thus, it is assumed that this section of Bay Boulevard is structurally capable of handling the expected logging loads. Based on discussions with County staff, information regarding the structural design of Bay Boulevard is not available. However, conversations with County staff indicated that Bay Boulevard currently appears to be capable of handling legal truck loads (less than 105,000 GVW).

The section of Bay Blvd. under county jurisdiction is likely built to a different section than that under city jurisdiction. Rather than taking someone's "word" for it, it may be prudent to take a core sample.

Moore Drive

Trucks making deliveries to/from the fish meal operation also use Moore Drive to access Highway 20. Based on this continued use, it is assumed that Moore Drive is structurally capable of handling the expected loads from the logging operation. In addition, Moore Drive was reconstructed by ODOT in 1989 to ODOT Industrial standards adequate to support live truck loads above 88,000 lbs. Based on examination of the design plans, in 1989 Moore Drive was constructed with 12 inches of compacted aggregate and 6 inches of Class "B" mix asphalt. Since 1989, Moore Drive has been overlaid, and based on a physical examination currently has approximately 9 inches of asphalt. *Attachment H includes information documenting the structural capacity of Moore Drive including design drawings and cross-sections, and a recent cross-sectional photo taken in December 2012.*

It is assumed that the road has been designed to handle truck loads. Could easily cause the road to fail if loaded improperly.

Highway 20

Highway 20 is designated a Statewide Highway in the Oregon Highway Plan, and as such, is intended to carry truck freight movements. Accordingly, it is reasonable to assume that the highway is structurally adequate to accommodate the expected truck movements generated by the proposed site. In addition, in 1989 the intersection of Highway 20/Moore Drive was reconstructed to accommodate truck movements.

In summary, it is reasonable to conclude that the streets that will be expected to carry truck trips to and from the site are structurally capable of carrying projected loads.

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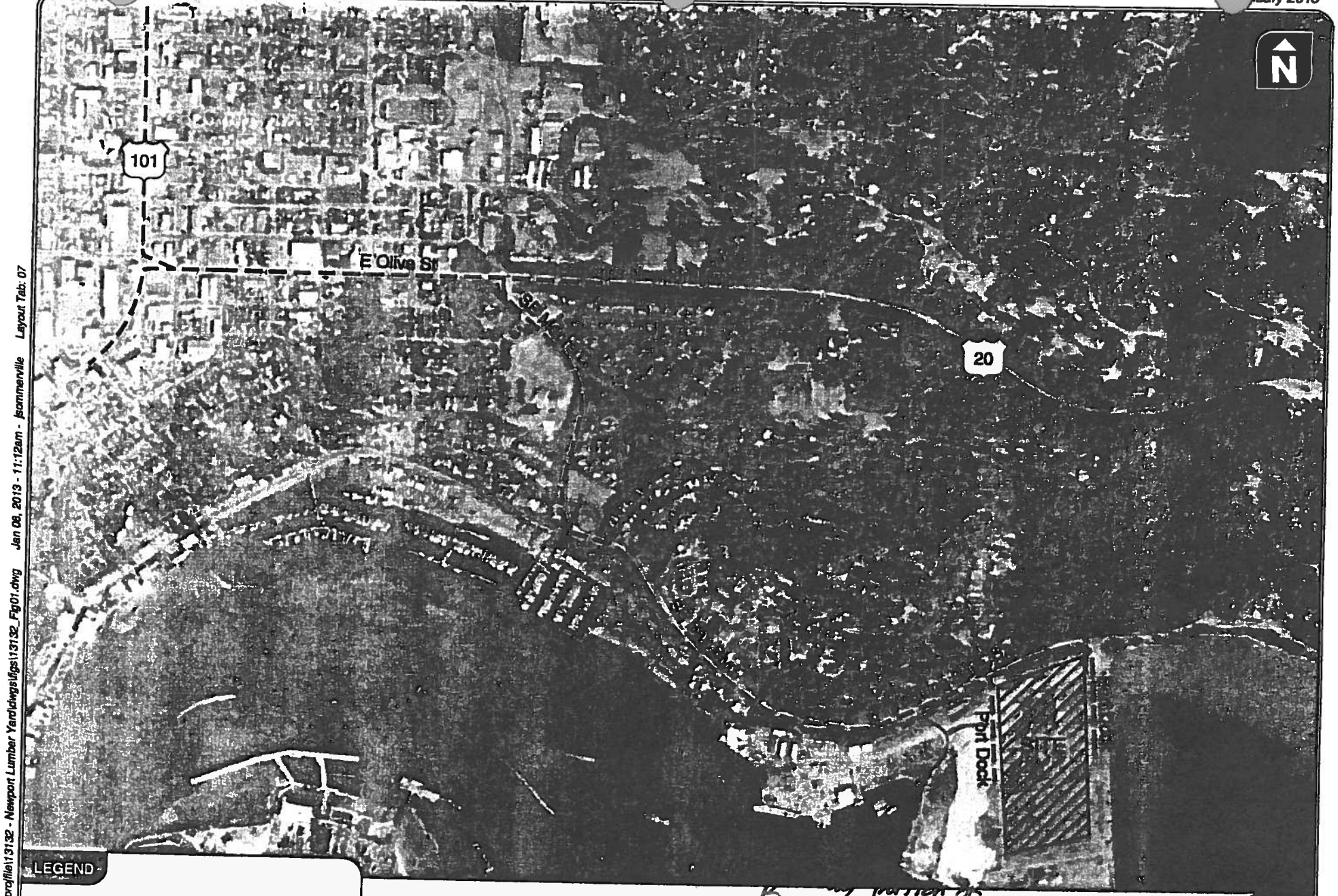
[2] Trident's Newport facility is located midway along the Oregon coast. This seasonal facility typically operates from June through September as a shore-based frozen seafood and fishmeal operation. The Newport plant will process up to 1 million pounds of Pacific whiting per day, yielding a combination of surimi, fillet blocks, mince, fishmeal and oil. The plant employs approximately 120 people.

Teevin Log Yard

uary 2013



LEGEND

Proposed Truck Circulation Route

Bay Blvd.

PROPOSED TRUCK CIRCULATION ROUTES
NEWPORT, OREGON

FIGURE 7

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CONCLUSIONS AND RECOMMENDATIONS

The results of the traffic impact analysis indicate that the proposed log yard can be constructed while maintaining acceptable levels of service and safety on the surrounding transportation system assuming implementation of the study recommendations. The findings of this analysis and our recommendations are discussed below.

Conclusions

Year 2012 Existing Conditions

- All of the study intersections operate acceptably and within operations thresholds during the weekday a.m. and p.m. peak hours.

Proposed Development Plan

- At full operating capacity, the proposed development is estimated to generate approximately 142 net new one-way daily trips (71 in / 71 out), 16 weekday a.m. (10 in / 6 out), and 10 weekday p.m. (2 in / 8 out) peak hour trips.

Year 2013 Total Traffic Conditions

- All of the study intersections and site-access points are forecast to continue to operate acceptably during the weekday a.m. and p.m. peak hours.
- Sufficient stopping sight distance for passenger cars, trucks, and heavy vehicles is expected to continue to be available at both site-access driveways upon buildout with the removal of existing shrubbery.
- Sufficient intersection sight distance for passenger cars, trucks, and heavy vehicles is also expected to be available at both driveways upon removal of existing shrubbery. Due to topographic constraints, intersection sight distance is limited to approximately 575 feet to the west at the east driveway.
- Streets that will be expected to carry truck trips to and from the site, including Bay Boulevard, Moore Drive, and Highway 20, appear to be structurally capable of carrying projected loads based on conversations with City, County, and State staff.

* They do not address queing at the intersections, particularly at SE Moore Drive and Hwy 20. This is data that should be available through the LOS analysis. We need to know if queing will require striping / turn lane changes on Hwy 20.

Recommendations

The following list summarizes the mitigation measures recommended as part of this proposed redevelopment.

- Site-development related landscaping as well as above-ground utilities or signing near the site access points should be located and maintained to ensure adequate stopping sight distance is provided.
- Foliage and shrubbery along the south side of Bay Boulevard between the two driveway locations should be trimmed and maintained to improve existing sight distance for trucks and heavy vehicles.

We trust that the methodology and analysis of the proposed Log Yard impacts on the local transportation system adequately addresses the requirements outlined in the City of Newport Traffic Impact Analysis submittal requirements (included in Attachment "A"). Please contact us with any questions.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Diego Arguea P.E.
Senior Engineer

Dan Seeman, AICP
Principal Planner

Cc: *Derrick Tokos, AICP*
City of Newport Community Development Director

Tim Gross, P.E.
City of Newport Public Works Director/City Engineer

Paul Langner
Teevin Bros.

Eric Oien
Teevin Bros.

REFERENCES

1. Transportation Research Board. *Highway Capacity Manual*. 2000.
2. Oregon Department of Transportation. *1999 Oregon Highway Plan*. 2012
3. Oregon Department of Transportation. *Analysis Procedures Manual*. Transportation Planning Analysis Unit (TPAU). April 2006.
4. Institute of Transportation Engineers (ITE). *Trip Generation, 9th Edition*. 2012.

ATTACHMENTS

A. Scoping and Application Submittal Requirements

B. Description of Level-of-Service Methods and Criteria

C. Traffic Count Data

D. Traffic Volumes Seasonal Adjustment

E. Existing Conditions Traffic Operations Worksheets

F. Background Conditions Traffic Operations Worksheets

G. Total Conditions Traffic Operations Worksheets

H. Yaquina Bay Boulevard and SE Moore Drive Pavement Quality

Attachment A

Scoping and Application
Submittal Requirements

APPLICATION SUBMITTAL REQUIREMENTS

Traffic Impact Analysis

A Traffic Impact Analysis (TIA) shall be submitted to the city with a land use application under any one or more of the following circumstances:

- ☐ To determine whether a significant affect on the transportation system would result from a proposed amendment to the Newport Comprehensive Plan or to a land use regulation, as specified in OAR 660-012-0060.
- ☐ ODOT requires a TIA in conjunction with a requested approach road permit, as specified in OAR 734-051-3030(4). *(ODOT District 4 development review phone number is 541-757-4211.)*
- ☐ The proposal may generate 100 PM peak-hour trips or more onto city streets or county roads.
- ☐ The proposal may increase use of any adjacent street by 10 vehicles or more per day that exceeds 26,000 pound gross vehicle weight.
- ☐ The proposal includes a request to use Trip Reserve Fund trips to meet the requirements of Chapter 14.43, South Beach Transportation Overlay Zone.

Pre-Application Conference:

- ☐ The applicant shall contact the City Community Development Department to request that a meeting be scheduled with the City Engineer prior to submitting an application that requires a TIA. This meeting will be coordinated with ODOT when an approach road to US-101 or US-20 serves the property so that the completed TIA meets both City and ODOT requirements.

Study Area:

The following facilities shall be included in the study area for all TIAs:

- ☐ All site-access points and intersections (signalized and unsignalized) adjacent to the proposed site. If the proposed site fronts an arterial or collector street, the analysis shall address all intersections and driveways along the site frontage and within the access spacing distances extending out from the boundary of the site frontage.
- ☐ Roads through and adjacent to the site.
- ☐ All intersections needed for signal progression analysis.
- ☐ In addition to these requirements, the City Engineer may require analysis of any additional intersections or roadway links that may be adversely affected as a result of the proposed development.

TIA Requirements:

- ☐ The submitted TIA shall be prepared by an Oregon Registered Professional Engineer that is qualified to perform traffic engineering analysis and will be paid for by the applicant.
- ☐ The latest edition of the Trip Generation Manual (published by the Institute of Transportation Engineers (ITE)) shall be used to gauge PM peak hour vehicle trips unless a specific trip generation study that is approved by the City Engineer indicates an alternative trip generation rate is appropriate. An applicant may choose, but is not required, to use a trip generation study as a reference to determine trip generation for a

specific land use which is not well-represented in the ITE Trip Generation Manual and for which similar facilities are available to count.

- ☐ Intersection-level analysis shall occur at every intersection where 50 or more peak hour vehicle trips can be expected as a result of the proposal.
- ☐ The TIA shall comply with the requirements of OAR 660-012-0060.
- ☐ The TIA shall address the condition of the impacted roadways and identify structural deficiencies or reduction in the useful life of existing facilities related to the proposed development.
- ☐ If the proposal includes an increase in 10 or more vehicles per day that exceed 26,000 pounds GVW, the TIA shall address the structural conditions above for the routes used to reach US-101 or US-20.

Approval Process:

When a TIA is required, the applicable review process will be the same as that accorded to the underlying land use proposal. If a land use action is not otherwise required, then approval of the proposed development shall follow a Type II decision making process.

Approval Criteria:

When a TIA is required, a development proposal is subject to the following criteria, in addition to all criteria otherwise applicable to the underlying proposal:

- ☐ The analysis complies with the TIA requirements;
- ☐ The TIA demonstrates that adequate transportation facilities exist to serve the proposed development or identifies mitigation measures that resolve the traffic safety problems in a manner that is satisfactory to the City Engineer and, when state highway facilities are affected, to ODOT; and
- ☐ Where a proposed amendment to the Newport Comprehensive Plan or land use regulation would significantly affect an existing or planned transportation facility, the TIA must demonstrate that solutions have been developed that are consistent with the provisions of OAR 660-012-0060; and
- ☐ For affected non-highway facilities, the TIA establishes that any Level of Service standards adopted by the City have been met, and development will not cause excessive queuing or delays at affected intersections, as determined in the City Engineer's sole discretion; and
- ☐ Proposed public improvements are designed and will be constructed to the standards specified in Chapter 14.44 Transportation Standards or Chapter 13.05, Subdivision and Partition, as applicable.

Application Fee:

No fee is required for the review of a TIA report that is submitted in conjunction with another required land use action. The application fee for City review of a TIA report that is independent of another land use action is **$487**.

Diego Arguea

From: Matt Hughart
Sent: Friday, December 14, 2012 4:17 PM
To: Tim Gross
Cc: Derrick Tokos; darguea@kittelson.com
Subject: RE: Teevin Bros. Traffic Study

Thanks for the e-mail. Yes, we would like to obtain any counts you have within the site vicinity and at the study intersections. Please e-mail them at your next convenience. If they are too large to e-mail, let me know and I can arrange another transfer option. Thanks.

Matt and Diego

Matt Hughart, AICP
Kittelson & Associates, Inc.
Associate Planner
503.228.5230
503-936-1463 (cell)

From: Tim Gross [mailto:T.Gross@NewportOregon.gov]
Sent: Monday, December 10, 2012 1:54 PM
To: Matt Hughart
Cc: Derrick Tokos
Subject: RE: Teevin Bros. Traffic Study

Matt,

Sorry for the delay. Derrick wanted me to wait to reply until you had spoken with him.

This is substantially what we discussed on the phone. Couple of comments:

The fishing season has a significant impact on the truck traffic in the Bayfront area. I have included the season below and I think they should be taken into consideration for the study.

- Shrimp April 1 – October 31
- Hake June 15 Quota, this year the season ended in late November
- Crab December 1 this is good for a couple of month then drops off after that

Also, we have some traffic counts from the area if you are interested.

As part of the analysis, we need to know the impact to the areas in the study and then possible recommendations on ways to mitigate the impacts, if any. For example, turn lanes, lengthening an existing turn lane etc.

Thanks.

Timothy Gross, PE
Public Works Director/City Engineer

City of Newport
169 SW Coast Highway
Newport, OR 97365
P 541-574-3369
F 541-265-3301
C 541-961-5313

From: Matt Hughart [mailto:MHUGHART@kittelson.com]
Sent: Friday, November 30, 2012 11:59 AM
To: Tim Gross
Subject: Teevin Bros. Traffic Study

Tim,

Thank you for taking the time to talk with me over the phone regarding the proposed Teevin Bros. operation. I wanted to follow up with this e-mail to make sure I captured all of your comments. Here is a summary of what was discussed:

- Traffic study would be needed to address Item D of the Newport Traffic Impact Analysis requirements.
- Critical study intersections include:
  - Highway 20/Southeast Moore Drive
  - Bay Boulevard/Southeast Moore Drive
  - Two site access driveways off of Bay Road
- Critical time periods include:
  - Weekday a.m. (7:00-9:00 a.m.) and weekday p.m. (4:00-6:00 p.m.) peak periods
- Items to address in addition to the intersection impacts noted above:
  - Develop a customized trip generation profile of the operation recognizing there are no ITE Trip Generation land uses that would be applicable for the proposed operation.
  - Analyze the anticipated truck routing and quantify usage of these routes. Analyze structural impacts per TIA guidelines.

Please let me know if there is anything that I overlooked for misinterpreted. Thanks.

Matt

Matt Hughart, AICP
Associate Planner

Transportation Engineering / Planning
610 SW Alder Street, Suite 700
Portland, Oregon 97205
503.228.5230
503-535-7425 (direct)
503-936-1463 (cell)

Attachment B

Description of Level-of-Service Methods and Criteria

ATTACHMENT B LEVEL-OF-SERVICE CONCEPT

Level of service (LOS) is a concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. Six grades are used to denote the various level of service from "A" to "F".1

SIGNALIZED INTERSECTIONS

The six level-of-service grades are described qualitatively for signalized intersections in Table B1. Additionally, Table B2 identifies the relationship between level of service and average control delay per vehicle. Control delay is defined to include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Using this definition, Level of Service "D" is generally considered to represent the minimum acceptable design standard.

Table B-1 Level-of-Service Definitions (Signalized Intersections)

Level of Service	Average Delay per Vehicle
A	Very low average control delay, less than 10 seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	Average control delay is greater than 10 seconds per vehicle and less than or equal to 20 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for a level of service A, causing higher levels of average delay.
C	Average control delay is greater than 20 seconds per vehicle and less than or equal to 35 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	Average control delay is greater than 35 seconds per vehicle and less than or equal to 55 seconds per vehicle. The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle length, or high volume/capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Average control delay is greater than 55 seconds per vehicle and less than or equal to 80 seconds per vehicle. This is usually considered to be the limit of acceptable delay. These high delay values generally (but not always) indicate poor progression, long cycle lengths, and high volume/capacity ratios. Individual cycle failures are frequent occurrences.
F	Average control delay is in excess of 80 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation. It may also occur at high volume/capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such high delay values.

1 Most of the material in this appendix is adapted from the Transportation Research Board, Highway Capacity Manual, (2000).

Table B2 Level-of-Service Criteria for Signalized Intersections

Level of Service	Average Control Delay per Vehicle (Seconds)
A	<10.0
B	>10 and ≤20
C	>20 and ≤35
D	>35 and ≤55
E	>55 and ≤80
F	>80

UNSIGNALIZED INTERSECTIONS

Unsignalized intersections include two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections. The 2000 Highway Capacity Manual (HCM) provides models for estimating control delay at both TWSC and AWSC intersections. A qualitative description of the various service levels associated with an unsignalized intersection is presented in Table B3. A quantitative definition of level of service for unsignalized intersections is presented in Table B4. Using this definition, Level of Service "E" is generally considered to represent the minimum acceptable design standard.

Table B3 Level-of-Service Criteria for Unsignalized Intersections

Level of Service	Average Delay per Vehicle to Minor Street
A	• Nearly all drivers find freedom of operation. • Very seldom is there more than one vehicle in queue.
B	• Some drivers begin to consider the delay an inconvenience. • Occasionally there is more than one vehicle in queue.
C	• Many times there is more than one vehicle in queue. • Most drivers feel restricted, but not objectionably so.
D	• Often there is more than one vehicle in queue. • Drivers feel quite restricted.
E	• Represents a condition in which the demand is near or equal to the probable maximum number of vehicles that can be accommodated by the movement. • There is almost always more than one vehicle in queue. • Drivers find the delays approaching intolerable levels.
F	• Forced flow. • Represents an intersection failure condition that is caused by geometric and/or operational constraints external to the intersection.

Table B4 Level-of-Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay per Vehicle (Seconds)
A	<10.0
B	>10.0 and ≤ 15.0
C	>15.0 and ≤ 25.0
D	>25.0 and ≤ 35.0
E	>35.0 and ≤ 50.0
F	>50.0

It should be noted that the level-of-service criteria for unsignalized intersections are somewhat different than the criteria used for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. Additionally, there are a number of driver behavior considerations that combine to make delays at signalized intersections less galling than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, while drivers on the minor street approaches to TWSC intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized intersections than signalized intersections. For these reasons, it is considered that the control delay threshold for any given level of service is less for an unsignalized intersection than for a signalized intersection. While overall intersection level of service is calculated for AWSC intersections, level of service is only calculated for the minor approaches and the major street left turn movements at TWSC intersections. No delay is assumed to the major street through movements. For TWSC intersections, the overall intersection level of service remains undefined: level of service is only calculated for each minor street lane.

In the performance evaluation of TWSC intersections, it is important to consider other measures of effectiveness (MOEs) in addition to delay, such as v/c ratios for individual movements, average queue lengths, and 95th-percentile queue lengths. By focusing on a single MOE for the worst movement only, such as delay for the minor-street left turn, users may make inappropriate traffic control decisions. The potential for making such inappropriate decisions is likely to be particularly pronounced when the HCM level-of-service thresholds are adopted as legal standards, as is the case in many public agencies.

Attachment C

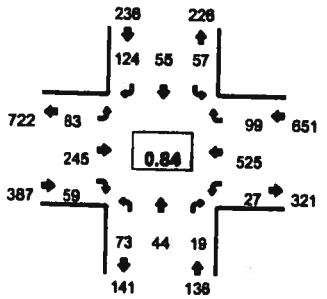
Traffic Count Data

Type of peak hour being reported: User-Defined

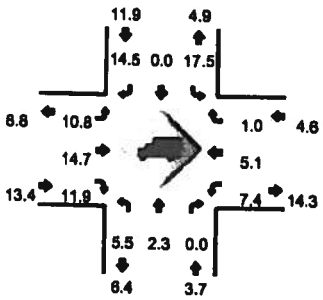
Method for determining peak hour: Total Entering Volume

LOCATION: NE Harney St/SE Moore Dr -- Corvallis-Newport Hwy
CITY/STATE: Newport, OR

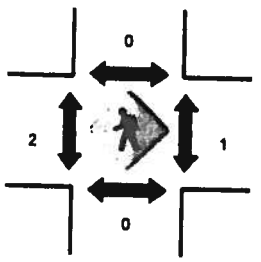
QC JOB #: 10865307
DATE: Thu, Dec 06 2012

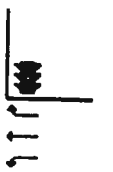


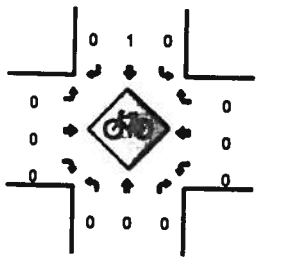
Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 7:55 AM -- 8:10 AM

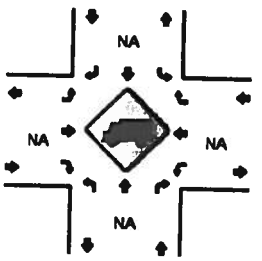


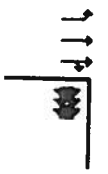
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

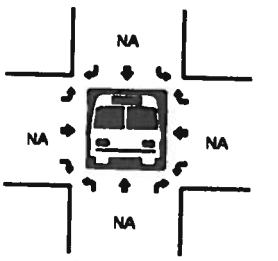












5-Min Count Period Beginning At	NE Harney St/SE Moore Dr (Northbound)				NE Harney St/SE Moore Dr (Southbound)				Corvallis-Newport Hwy (Eastbound)				Corvallis-Newport Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	0	1	0	0	0	3	0	1	13	3	0	0	27	4	0	55	
7:05 AM	3	0	0	0	1	0	5	0	2	18	3	0	2	33	0	0	67	
7:10 AM	2	1	2	0	2	0	4	0	2	20	3	0	0	25	2	0	63	
7:15 AM	2	1	0	0	5	0	5	0	1	23	8	0	1	28	8	0	78	
7:20 AM	5	2	1	0	1	1	2	0	1	12	0	0	1	31	1	0	58	
7:25 AM	4	4	0	0	1	0	1	0	1	18	4	0	3	28	10	0	74	
7:30 AM	2	4	1	0	1	2	2	0	1	19	5	0	0	32	3	0	72	
7:35 AM	6	3	0	0	3	2	1	0	2	16	1	0	1	44	6	0	85	
7:40 AM	5	4	1	0	3	3	3	0	5	14	4	0	4	41	12	0	99	
7:45 AM	7	2	5	0	7	3	8	0	11	20	5	0	0	52	7	0	127	
7:50 AM	5	5	2	0	2	3	11	0	13	27	5	0	4	48	11	0	136	
7:55 AM	9	8	0	0	6	6	24	0	9	21	4	0	4	45	11	0	147	1061
8:00 AM	5	7	1	0	3	8	10	0	11	22	8	0	3	43	7	0	129	1135
8:05 AM	6	3	1	0	6	9	12	0	4	27	3	0	2	56	16	0	144	1212
8:10 AM	7	4	1	0	7	5	17	0	6	23	6	0	1	31	12	0	119	1268
8:15 AM	11	3	2	0	9	5	13	0	9	24	3	0	1	34	5	0	119	1309
8:20 AM	3	3	3	0	6	4	7	0	4	19	7	0	4	39	7	0	106	1357
8:25 AM	4	2	2	0	3	3	8	0	6	17	5	0	1	45	1	0	97	1380
8:30 AM	5	0	1	0	2	4	10	0	4	15	7	0	2	47	5	0	102	1410
8:35 AM	10	2	1	0	1	2	8	0	4	19	3	0	0	28	1	0	79	1404
8:40 AM	10	0	0	0	2	2	8	0	0	30	4	0	1	34	1	0	90	1395
8:45 AM	9	1	2	0	3	1	1	0	5	14	5	0	4	44	3	0	92	1380
8:50 AM	5	2	3	0	5	0	7	0	0	18	8	0	1	59	3	0	109	1333
8:55 AM	8	2	1	0	2	2	3	0	3	17	5	0	3	49	4	0	99	1285

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	80	72	8	0	60	92	184	0	96	280	64	0	36	578	132	0	1680
Heavy Trucks	4	0	0		16	0	0		8	56	4		0	40	4		132
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	0
Stopped Buses																	

Comments:

Report generated on 12/20/2012 12:35 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

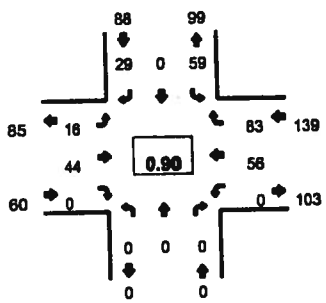
Type of peak hour being reported: User-Defined

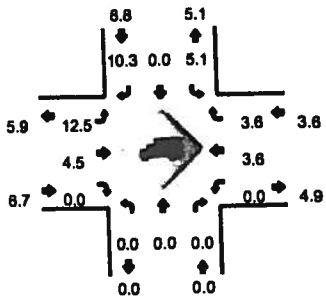
Method for determining peak hour: Total Entering Volume

LOCATION: SE Moore Dr – SE Bay Blvd
CITY/STATE: Newport, OR

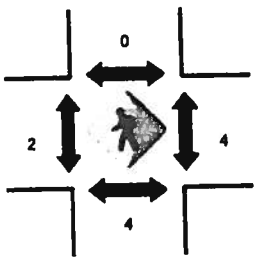
QC JOB #: 10865305
DATE: Thu, Dec 06 2012

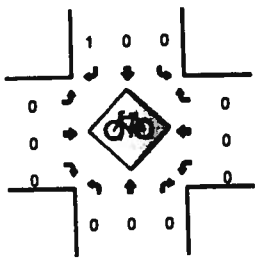
Peak-Hour: 7:35 AM – 8:35 AM
Peak 15-Min: 7:45 AM – 8:00 AM

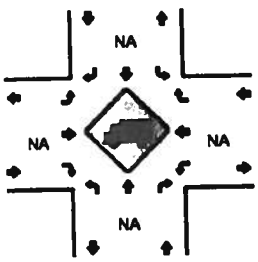


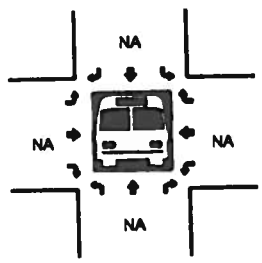


Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES









5-Min Count Period Beginning At	SE Moore Dr (Northbound)				SE Moore Dr (Southbound)				SE Bay Blvd (Eastbound)				SE Bay Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	1	0	2	0	0	1	0	0	0	2	2	0	8	
7:05 AM	0	0	0	0	1	0	2	0	0	0	0	0	0	5	2	0	10	
7:10 AM	0	0	0	0	4	0	0	0	1	1	0	0	0	3	3	0	12	
7:15 AM	0	0	0	0	7	0	0	0	0	2	0	0	0	1	2	0	12	
7:20 AM	0	0	0	0	2	0	0	0	0	1	0	0	0	1	8	0	10	
7:25 AM	0	0	0	0	3	0	2	0	0	3	0	0	0	1	6	0	15	
7:30 AM	0	0	0	0	3	0	3	0	3	6	0	0	0	2	2	0	19	
7:35 AM	0	0	0	0	3	0	1	0	1	2	0	0	0	2	9	0	18	
7:40 AM	0	0	0	0	3	0	3	0	1	5	0	0	0	2	5	0	19	
7:45 AM	0	0	0	0	2	0	1	0	1	3	0	0	0	10	10	0	27	
7:50 AM	0	0	0	0	5	0	6	0	2	2	0	0	0	6	13	0	33	
7:55 AM	0	0	0	0	7	0	1	0	0	2	0	0	0	5	5	0	20	205
8:00 AM	0	0	0	0	5	0	1	0	1	2	0	0	0	7	8	0	24	219
8:05 AM	0	0	0	0	11	0	4	0	1	3	0	0	0	3	8	0	30	239
8:10 AM	0	0	0	0	2	0	2	0	3	5	0	0	0	6	7	0	25	252
8:15 AM	0	0	0	0	3	0	4	0	1	4	0	0	0	1	4	0	17	257
8:20 AM	0	0	0	0	7	0	3	0	2	3	0	0	0	9	6	0	30	277
8:25 AM	0	0	0	0	4	0	1	0	2	6	0	0	0	2	7	0	22	284
8:30 AM	0	0	0	0	7	0	2	0	1	7	0	0	0	4	1	0	22	287
8:35 AM	0	0	0	0	3	0	2	0	0	1	0	0	0	3	8	0	17	286
8:40 AM	0	0	0	0	1	0	2	0	1	0	0	0	0	3	7	0	14	281
8:45 AM	0	0	0	0	6	0	2	0	4	4	0	0	0	2	6	0	24	278
8:50 AM	0	0	0	0	3	0	2	0	0	4	0	0	0	3	7	0	19	264
8:55 AM	0	0	0	0	2	0	1	0	2	3	0	0	0	6	4	0	18	262

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	56	0	32	0	12	28	0	0	0	80	112	0	320
Heavy Trucks	0	0	0		0	0	4		0	0	0		0	4	4		12
Pedestrians		12				0				4				8			24
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/20/2012 12:35 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

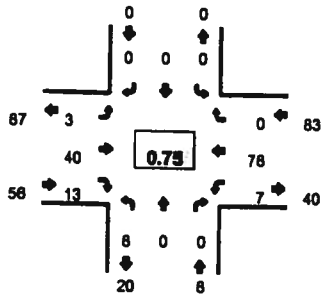
Type of peak hour being reported: User-Defined

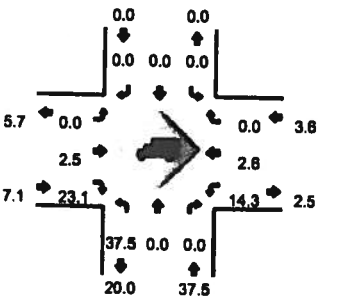
Method for determining peak hour: Total Entering Volume

LOCATION: West Port Dock Rd -- Yaquina Bay Rd
CITY/STATE: Newport, OR

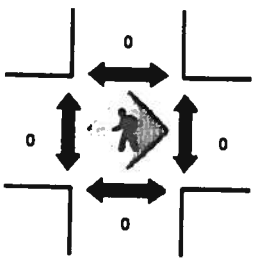
QC JOB #: 10865303
DATE: Thu, Dec 06 2012

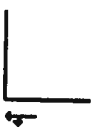
Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

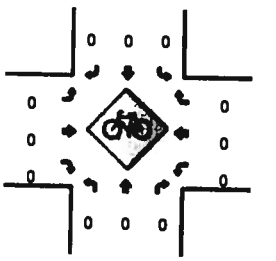


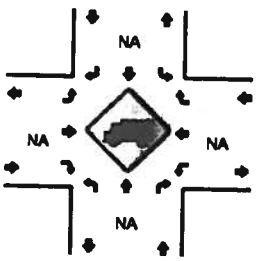


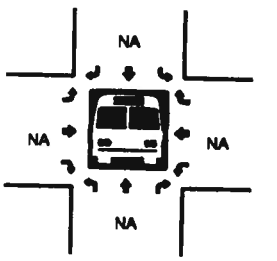
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES











5-Min Count Period Beginning At	West Port Dock Rd (Northbound)				West Port Dock Rd (Southbound)				Yaquina Bay Rd (Eastbound)				Yaquina Bay Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	
7:05 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	0	6	
7:10 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	2	0	0	5	
7:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	2	0	0	6	
7:20 AM	1	0	0	0	0	0	0	0	0	0	5	0	0	3	0	0	9	
7:25 AM	0	0	0	0	0	0	0	0	0	3	2	0	0	4	0	0	9	
7:30 AM	1	0	0	0	0	0	0	0	0	5	4	0	0	3	0	0	13	
7:35 AM	1	0	0	0	0	0	0	0	0	2	1	0	0	6	0	0	10	
7:40 AM	0	0	0	0	0	0	0	0	0	5	1	0	0	7	0	0	16	
7:45 AM	2	0	0	0	0	0	0	0	0	1	3	0	0	11	0	0	17	
7:50 AM	0	0	0	0	0	0	0	0	0	3	3	0	1	8	0	0	16	
7:55 AM	1	0	0	0	0	0	0	0	0	2	0	0	0	8	0	0	11	121
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	2	0	8	0	0	11	129
8:05 AM	1	0	0	0	0	0	0	0	0	1	3	0	1	6	0	0	12	135
8:10 AM	2	0	0	0	0	0	0	0	0	9	0	0	1	9	0	0	21	161
8:15 AM	1	0	0	0	0	0	0	0	0	1	1	0	1	4	0	0	8	153
8:20 AM	0	0	0	0	0	0	0	0	0	1	1	1	0	5	0	0	8	152
8:25 AM	0	0	0	0	0	0	0	0	0	3	0	0	2	1	0	0	6	149
8:30 AM	0	0	0	0	0	0	0	0	0	8	0	0	1	2	0	0	11	147
8:35 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	8	145
8:40 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	3	132
8:45 AM	1	0	2	0	0	0	0	0	0	3	0	0	0	2	0	0	8	123
8:50 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7	114
8:55 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6	109

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	0	0	0	0	0	0	0	0	48	28	0	4	108	0	0	196
Heavy Trucks	0	0	0		0	0	0		0	0	0		4	4	0		8
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	0
Stopped Buses																	

Comments:

Report generated on 12/20/2012 12:35 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

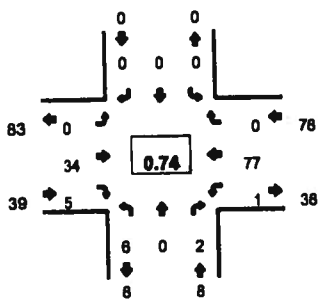
Type of peak hour being reported: User-Defined

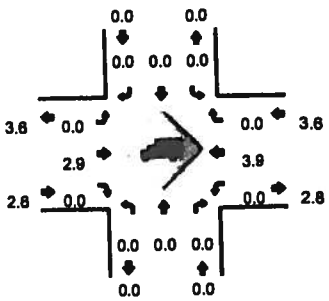
Method for determining peak hour: Total Entering Volume

LOCATION: East Port Dock Rd -- Yaquina Bay Rd
CITY/STATE: Newport, OR

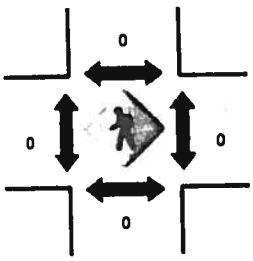
QC JOB #: 10865301
DATE: Thu, Dec 06 2012

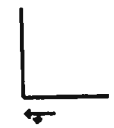
Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

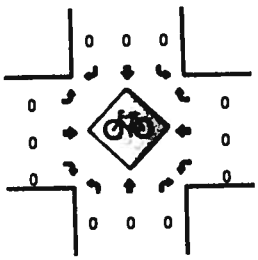


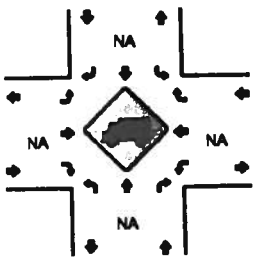


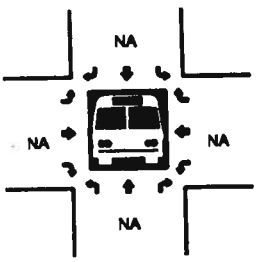
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES











5-Min Count Period Beginning At	East Port Dock Rd (Northbound)				East Port Dock Rd (Southbound)				Yaquina Bay Rd (Eastbound)				Yaquina Bay Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	
7:10 AM	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	
7:25 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	4	0	0	7	
7:30 AM	0	0	0	0	0	0	0	0	0	4	1	0	0	3	0	0	8	
7:35 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0	0	8	
7:40 AM	0	0	0	0	0	0	0	0	0	7	1	0	0	7	0	0	15	
7:45 AM	1	0	1	0	0	0	0	0	0	1	0	0	0	10	0	0	13	
7:50 AM	3	0	0	0	0	0	0	0	0	1	2	0	0	8	0	0	14	
7:55 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	8	0	0	10	91
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	7	0	0	8	97
8:05 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	9	0	0	10	102
8:10 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	16	118
8:15 AM	1	0	0	0	0	0	0	0	0	1	1	0	1	4	0	0	8	121
8:20 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	5	0	0	7	124
8:25 AM	1	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	6	123
8:30 AM	0	0	0	0	0	0	0	0	0	6	1	0	0	3	0	0	10	125
8:35 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	8	0	0	8	125
8:40 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	112
8:45 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7	106
8:50 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7	99
8:55 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	7	96

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	18	0	4	0	0	0	0	0	0	36	12	0	0	100	0	0	168
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	8	0		8
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/20/2012 12:35 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

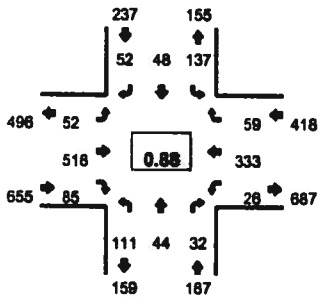
Type of peak hour being reported: User-Defined

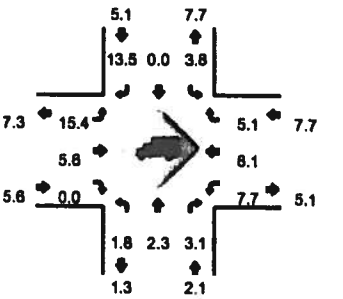
Method for determining peak hour: Total Entering Volume

LOCATION: NE Harney St/SE Moore Dr – Corvallis-Newport Hwy
CITY/STATE: Newport, OR

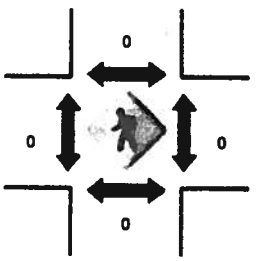
QC JOB #: 10865308
DATE: Tue, Dec 18 2012

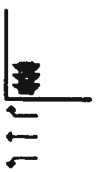
Peak-Hour: 4:30 PM – 5:30 PM
Peak 15-Min: 5:00 PM – 5:15 PM

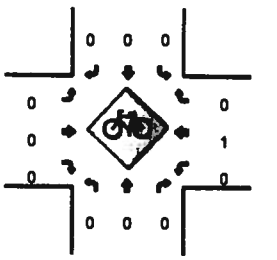


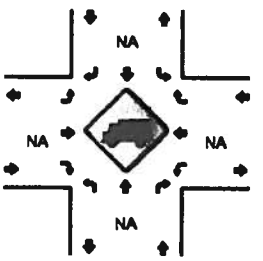


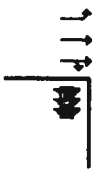
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

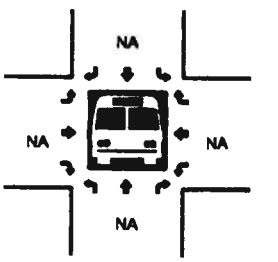












5-Min Count Period Beginning At	NE Harney St/SE Moore Dr (Northbound)				NE Harney St/SE Moore Dr (Southbound)				Corvallis-Newport Hwy (Eastbound)				Corvallis-Newport Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	8	8	3	0	9	5	8	0	7	37	14	0	1	30	3	0	133	
4:05 PM	7	3	1	0	10	4	5	0	4	32	7	0	0	18	8	0	95	
4:10 PM	9	3	0	0	5	2	10	0	4	29	7	0	4	37	7	0	117	
4:15 PM	12	4	3	0	11	1	8	0	5	35	13	0	0	30	7	0	127	
4:20 PM	8	2	5	0	11	3	3	0	6	34	8	0	0	23	8	0	109	
4:25 PM	8	3	2	0	7	2	5	0	7	34	8	0	1	27	2	0	104	
4:30 PM	16	4	2	0	7	2	6	0	7	36	5	0	1	34	7	0	127	
4:35 PM	15	2	2	0	7	1	3	0	4	37	8	0	2	25	3	0	109	
4:40 PM	5	4	1	0	5	3	2	0	1	36	2	0	1	46	5	0	111	
4:45 PM	12	3	4	0	17	5	4	0	4	38	5	0	4	34	6	0	134	
4:50 PM	7	4	2	0	5	6	2	0	4	41	11	0	1	29	5	0	117	
4:55 PM	4	2	5	0	8	8	1	0	3	42	10	0	2	32	3	0	120	1403
5:00 PM	13	4	1	0	25	6	8	0	4	46	6	0	2	18	3	0	135	1405
5:05 PM	6	5	5	0	22	8	6	0	4	49	7	0	0	20	5	0	139	1449
5:10 PM	7	6	3	0	11	3	7	0	6	62	14	0	7	23	4	0	152	1484
5:15 PM	12	5	5	0	10	2	5	0	4	36	7	0	3	25	7	0	120	1477
5:20 PM	7	2	1	0	10	2	3	0	6	50	6	0	2	26	10	0	128	1493
5:25 PM	7	4	1	0	10	2	3	0	5	49	4	0	1	21	1	0	108	1497
5:30 PM	8	2	1	0	8	2	4	0	0	40	9	0	1	11	1	0	87	1457
5:35 PM	4	2	2	0	5	4	3	0	8	44	7	0	1	23	2	0	103	1451
5:40 PM	4	3	3	0	4	3	1	0	8	34	5	0	3	15	5	0	86	1426
5:45 PM	5	2	1	0	1	5	5	0	5	19	5	0	3	15	4	0	70	1362
5:50 PM	2	2	3	0	8	0	4	0	8	27	10	0	0	17	3	0	82	1327
5:55 PM	2	5	2	0	2	2	0	0	12	25	5	0	1	17	5	0	78	1285

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	104	56	36	0	232	68	92	0	56	624	108	0	36	244	48	0	1704
Heavy Trucks	0	0	0		12	0	8		4	24	0		8	16	4		76
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad Stopped Buses																	0

Comments:

Report generated on 12/20/2012 12:23 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

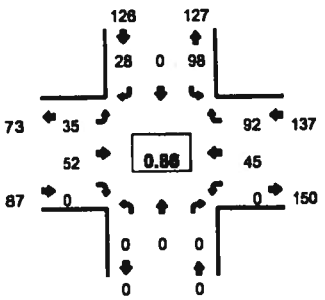
Type of peak hour being reported: User-Defined

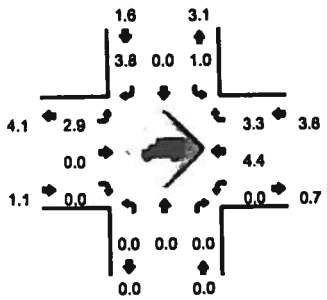
Method for determining peak hour: Total Entering Volume

LOCATION: SE Moore Dr – SE Bay Blvd
CITY/STATE: Newport, OR

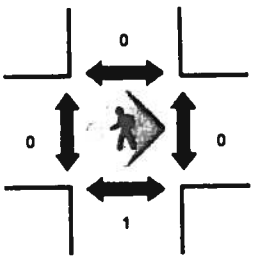
QC JOB #: 10865306
DATE: Tue, Dec 18 2012

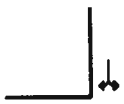
Peak-Hour: 4:30 PM – 5:30 PM
Peak 15-Min: 5:05 PM – 5:20 PM

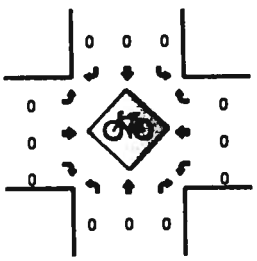


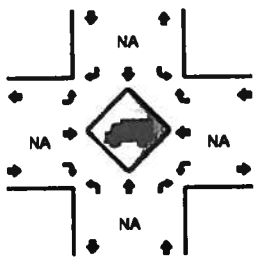


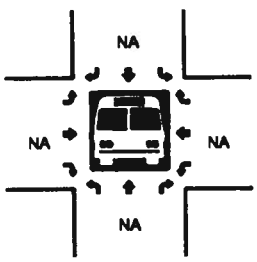
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES











5-Min Count Period Beginning At	SE Moore Dr (Northbound)				SE Moore Dr (Southbound)				SE Bay Blvd (Eastbound)				SE Bay Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	8	0	1	0	3	8	0	0	0	9	7	0	34	
4:05 PM	0	0	0	0	9	0	1	0	1	4	0	0	0	8	6	0	29	
4:10 PM	0	0	0	0	7	0	2	0	3	4	0	0	0	2	11	0	29	
4:15 PM	0	0	0	0	2	0	1	0	1	7	0	0	0	1	9	0	21	
4:20 PM	0	0	0	0	8	0	2	0	5	8	0	0	0	1	4	0	28	
4:25 PM	0	0	0	0	3	0	1	0	1	8	0	0	0	2	4	0	19	
4:30 PM	0	0	0	0	4	0	2	0	2	4	0	0	0	3	14	0	29	
4:35 PM	0	0	0	0	6	0	3	0	1	5	0	0	0	2	8	0	25	
4:40 PM	0	0	0	0	5	0	2	0	3	3	0	0	0	5	7	0	28	
4:45 PM	0	0	0	0	5	0	2	0	4	4	0	0	0	2	9	0	26	
4:50 PM	0	0	0	0	11	0	2	0	2	3	0	0	0	1	9	0	28	
4:55 PM	0	0	0	0	17	0	3	0	2	3	0	0	0	3	5	0	33	324
5:00 PM	0	0	0	0	6	0	2	0	6	2	0	0	0	9	5	0	30	320
5:05 PM	0	0	0	0	11	0	2	0	3	4	0	0	0	4	9	0	33	324
5:10 PM	0	0	0	0	11	0	4	0	5	6	0	0	0	1	6	0	33	328
5:15 PM	0	0	0	0	11	0	4	0	6	5	0	0	0	2	8	0	36	343
5:20 PM	0	0	0	0	5	0	1	0	0	8	0	0	0	8	7	0	29	346
5:25 PM	0	0	0	0	8	0	1	0	1	5	0	0	0	5	5	0	23	350
5:30 PM	0	0	0	0	4	0	3	0	2	1	0	0	0	1	5	0	18	337
5:35 PM	0	0	0	0	7	0	3	0	2	2	0	0	0	1	2	0	17	329
5:40 PM	0	0	0	0	6	0	1	0	1	3	0	0	0	1	8	0	18	322
5:45 PM	0	0	0	0	10	0	2	0	2	2	0	0	0	2	3	0	21	317
5:50 PM	0	0	0	0	3	0	2	0	1	4	0	0	0	1	2	0	13	302
5:55 PM	0	0	0	0	4	0	1	0	3	0	0	0	0	5	5	0	18	287

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	132	0	40	0	56	60	0	0	0	28	92	0	408
Heavy Trucks	0	0	0		4	0	4		4	0	0		0	0	4		18
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/20/2012 12:23 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

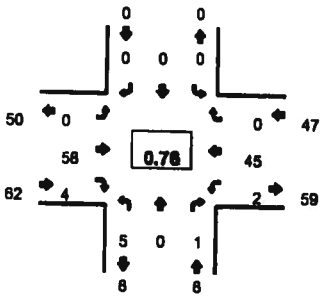
Type of peak hour being reported: User-Defined

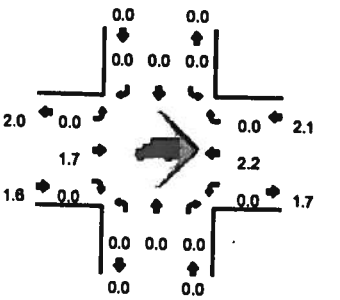
Method for determining peak hour: Total Entering Volume

LOCATION: West Port Dock Rd – Yaquina Bay Rd
CITY/STATE: Newport, OR

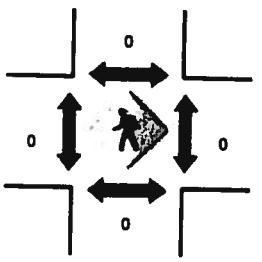
QC JOB #: 10865304
DATE: Tue, Dec 18 2012

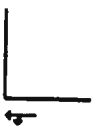
Peak-Hour: 4:30 PM – 5:30 PM
Peak 15-Min: 5:10 PM – 5:25 PM

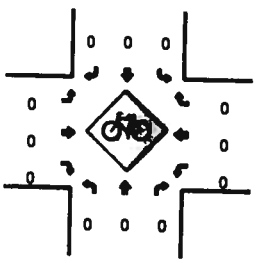


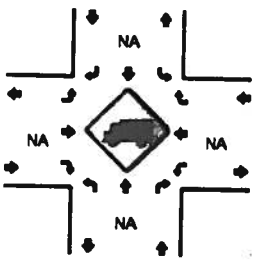


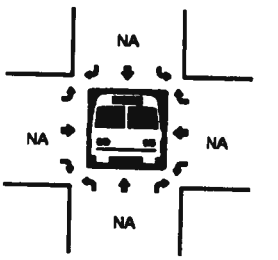
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES











5-Min Count Period Beginning At	West Port Dock Rd (Northbound)				West Port Dock Rd (Southbound)				Yaquina Bay Rd (Eastbound)				Yaquina Bay Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	8	
4:05 PM	1	0	0	0	0	0	0	0	0	7	0	0	0	5	0	0	13	
4:10 PM	0	0	3	0	0	0	0	0	0	5	0	0	0	5	0	0	13	
4:15 PM	0	0	0	0	0	0	0	0	0	7	0	0	1	2	0	0	10	
4:20 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5	
4:25 PM	0	0	3	0	0	0	0	0	0	4	0	0	0	2	0	0	9	
4:30 PM	0	0	0	0	0	0	0	0	0	4	1	0	0	3	0	0	8	
4:35 PM	1	0	0	0	0	0	0	0	0	5	0	0	0	4	0	0	10	
4:40 PM	0	0	0	0	0	0	0	0	0	3	0	0	1	7	0	0	11	
4:45 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	8	
4:50 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6	
4:55 PM	0	0	0	0	0	0	0	0	0	4	1	0	0	2	0	0	7	108
5:00 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	0	10	110
5:05 PM	2	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	10	107
5:10 PM	0	0	0	0	0	0	0	0	0	9	0	0	1	1	0	0	11	105
5:15 PM	0	0	0	0	0	0	0	0	0	6	1	0	0	6	0	0	13	108
5:20 PM	1	0	1	0	0	0	0	0	0	7	1	0	0	4	0	0	14	117
5:25 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	0	7	118
5:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6	113
5:35 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	108
5:40 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3	98
5:45 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	2	0	0	12	102
5:50 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	8	102
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	97

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	4	0	0	0	0	0	0	88	8	0	4	44	0	0	152
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	0
Stopped Buses																	

Comments:

Report generated on 12/20/2012 12:23 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

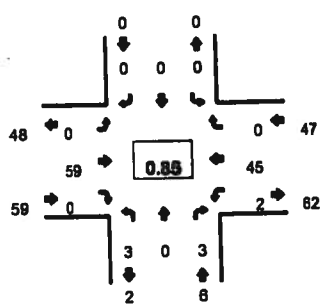
Type of peak hour being reported: User-Defined

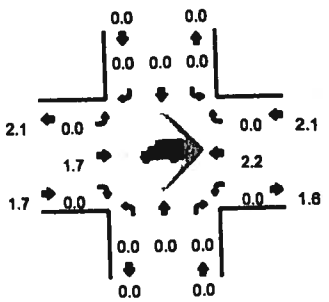
Method for determining peak hour: Total Entering Volume

LOCATION: East Port Dock Rd -- Yaquina Bay Rd
CITY/STATE: Newport, OR

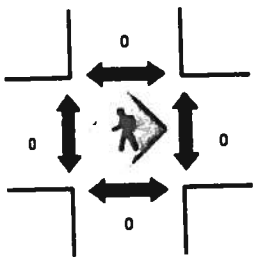
QC JOB #: 10865302
DATE: Tue, Dec 18 2012

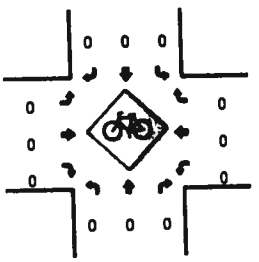
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

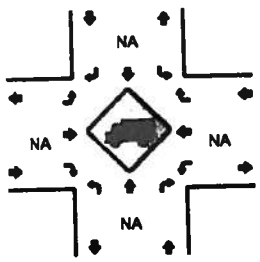


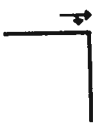


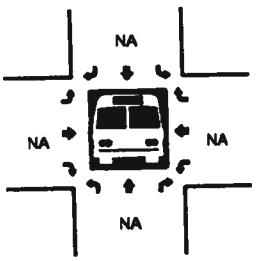
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES











5-Min Count Period Beginning At	East Port Dock Rd (Northbound)				East Port Dock Rd (Southbound)				Yaquina Bay Rd (Eastbound)				Yaquina Bay Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	8	
4:05 PM	0	0	0	0	0	0	0	0	0	6	1	0	0	4	0	0	11	
4:10 PM	1	0	0	0	0	0	0	0	0	7	1	0	0	4	0	0	13	
4:15 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	3	0	0	10	
4:20 PM	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	5	
4:25 PM	0	0	0	0	0	0	0	0	0	6	1	0	0	2	0	0	9	
4:30 PM	2	0	0	0	0	0	0	0	0	4	0	0	1	1	0	0	8	
4:35 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	0	9	
4:40 PM	0	0	2	0	0	0	0	0	0	3	0	0	0	7	0	0	12	
4:45 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	8	
4:50 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5	
4:55 PM	0	0	0	0	0	0	0	0	0	5	0	0	1	2	0	0	8	106
5:00 PM	0	0	1	0	0	0	0	0	0	6	0	0	0	4	0	0	11	109
5:05 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8	106
5:10 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	2	0	0	11	104
5:15 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	12	108
5:20 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	0	10	111
5:25 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	0	10	112
5:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5	109
5:35 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	103
5:40 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3	94
5:45 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	0	10	96
5:50 PM	0	0	0	0	0	0	0	0	0	5	0	0	1	3	0	0	9	100
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	94

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	84	0	0	0	48	0	0	132
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/20/2012 12:23 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Attachment D

Traffic Volumes Seasonal Adjustment

SEASONAL ADJUSTMENT

The APM identifies three methods for identifying seasonal adjustment factors for highway traffic volumes. All three methods utilize information provided by Automatic Traffic Recorders (ATR) located in select locations throughout the State Highway System. The ATRs collect traffic data 24-hours a day/365 days a year. A preliminary evaluation of the methodologies indicated that the ATR Characteristics Table Method is the most appropriate method for the study area.

The ATR Characteristic Table Method requires that the ATR be located on a facility that shares similar characteristics with the facility to be adjusted, such as seasonal traffic trends, area type, and number of lanes and OHP Classification. The ATR Characteristic Table Method also requires that the AADT collected by the ATR must be within 10 percent of the AADT near the project area.

The ATR selected for this analysis (ATR #06-009) is located along Oregon Coast Highway No. 9 (US 101), approximately 0.28 miles north of Coos Bay-Roseburg Highway No. 35 (OR 42). This segment of US 101 has a coastal destination seasonal traffic trend, is located on a small urban fringe, has 4 travel lanes, is and classified as a Statewide highway, similar to Hwy 20 in Newport. The AADT at the ATR is also within 10 percent of the AADT along Hwy 20. The ATR was installed in September 1954 and has been collecting traffic data ever since. Based on the data provided by the ATR, the Peak Month generally occurs in July and August. Table 1 summarizes the percent of average daily traffic (ADT) reported by the ATR for the past five years during the peak month (July/August) and the count month (December).

Table D-1 Seasonal Adjustment Factor (ATR #06-009)

Year	2006	2007	2008	2009	2010
Peak Month (July/August)	1	114	113	115	115
Count Month (December)	9	89	[illegible]	89	91

Note: Shaded values dropped from average calculation per ODOT methodology.

Based on the data in Table 1, average monthly factors were determined as follows:

- Peak month average (July/August): (114 + 115 + 115) / 3 = 114.67
- Count month average (December): (89 + 89 + 91) / 3 = 89.67

Therefore, the east-west traffic volumes collected in December 2012 along Hwy 20 were adjusted by a factor of 1.28 (114.67/89.67).

Attachment E

Existing Conditions Traffic Operations Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	245	59	27	525	99	73	44	19	57	55	124
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	0.99		1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.97	1.00		0.98	1.00
Satd. Flow (prot)	1498	2835		1554	1667	1473		1620	1468		1563	1262
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.70	1.00		0.78	1.00
Satd. Flow (perm)	1498	2835		1554	1667	1473		1172	1468		1248	1262
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor (vph)	100%	128%	100%	100%	128%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	98	369	69	32	791	116	86	52	22	67	65	146
RTOR Reduction (vph)	0	16	0	0	0	39	0	0	18	0	0	92
Lane Group Flow (vph)	98	422	0	32	791	77	0	138	4	0	132	54
Confl. Peds. (#/hr)							2		1	1		2
Heavy Vehicles (%)	11%	15%	12%	7%	5%	1%	6%	2%	0%	18%	0%	15%
Turn Type	Prot			Prot		Perm	Perm		Perm	Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2		2	6		6
Actuated Green, G (s)	7.3	45.5		3.0	41.2	41.2		14.2	14.2		14.2	14.2
Effective Green, g (s)	7.3	45.5		3.0	41.2	41.2		14.2	14.2		14.2	14.2
Actuated g/C Ratio	0.10	0.61		0.04	0.55	0.55		0.19	0.19		0.19	0.19
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	146	1727		62	919	812		223	279		237	240
v/s Ratio Prot	c0.07	0.15		0.02	c0.47							
v/s Ratio Perm						0.05		c0.12	0.00		0.11	0.04
v/c Ratio	0.67	0.24		0.52	0.86	0.10		0.62	0.01		0.56	0.22
Uniform Delay, d1	32.5	6.7		35.1	14.3	7.9		27.8	24.6		27.4	25.6
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	11.5	0.1		7.1	8.3	0.1		5.0	0.0		2.8	0.5
Delay (s)	44.0	6.8		42.2	22.6	8.0		32.8	24.6		30.2	26.1
Level of Service	D	A		D	C	A		C	C		C	C
Approach Delay (s)		13.6			21.5			31.7			28.0	
Approach LOS		B			C			C			C	

Intersection Summary

HCM Average Control Delay	21.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	74.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	16	44	56	83	59	29
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	18	49	62	92	66	32
Pedestrians		2	4			
Lane Width (ft)		12.0	12.0			
Walking Speed (ft/s)		4.0	4.0			
Percent Blockage		0	0			
Right turn flare (veh)				10		
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	180	153	169	4	4	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	180	153	169	4	4	
tC, single (s)	7.2	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.6	4.0	4.0	3.3	2.2	
p0 queue free %	97	93	91	91	96	
cM capacity (veh/h)	621	699	687	1070	1593	

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	67	154	98
Volume Left	18	0	66
Volume Right	0	92	32
cSH	677	1705	1593
Volume to Capacity	0.10	0.09	0.04
Queue Length 95th (ft)	8	7	3
Control Delay (s)	10.9	9.5	5.0
Lane LOS	B	A	A
Approach Delay (s)	10.9	9.5	5.0
Approach LOS	B	A	

Intersection Summary			
Average Delay	8.4		
Intersection Capacity Utilization	22.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	40	13	7	76	8	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	53	17	9	101	11	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			71		182	62
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			71		182	62
tC, single (s)			4.2		6.8	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.8	3.3
p0 queue free %			99		99	100
cM capacity (veh/h)			1457		727	1003

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	71	111	11	0
Volume Left	0	9	11	0
Volume Right	17	0	0	0
cSH	1700	1457	727	1700
Volume to Capacity	0.04	0.01	0.01	0.00
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	0.0	0.7	10.0	0.0
Lane LOS		A	B	A
Approach Delay (s)	0.0	0.7	10.0	
Approach LOS			B	

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	19.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	34	5	1	77	6	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	46	7	1	104	8	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			53		156	49
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			53		156	49
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1566		839	1025

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	53	105	8	3
Volume Left	0	1	8	0
Volume Right	7	0	0	3
cSH	1700	1566	839	1025
Volume to Capacity	0.03	0.00	0.01	0.00
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	0.0	0.1	9.3	8.5
Lane LOS		A	A	A
Approach Delay (s)	0.0	0.1	9.1	
Approach LOS			A	

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	14.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	52	518	85	26	333	59	111	44	32	137	48	52
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.97	1.00		0.96	1.00
Satd. Flow (prot)	1446	3103		1539	1620	1417		1656	1444		1639	1305
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.59	1.00		0.66	1.00
Satd. Flow (perm)	1446	3103		1539	1620	1417		1019	1444		1119	1305
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor (vph)	100%	128%	100%	100%	128%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	59	753	97	30	484	67	126	50	36	156	55	59
RTOR Reduction (vph)	0	11	0	0	0	36	0	0	27	0	0	35
Lane Group Flow (vph)	59	839	0	30	484	31	0	176	9	0	211	24
Heavy Vehicles (%)	15%	6%	0%	8%	8%	5%	2%	2%	3%	4%	0%	14%
Turn Type	Prot			Prot		Perm	Perm		Perm	Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2		2	6		6
Actuated Green, G (s)	3.9	25.0		2.4	23.5	23.5		12.2	12.2		12.2	12.2
Effective Green, g (s)	3.9	25.0		2.4	23.5	23.5		12.2	12.2		12.2	12.2
Actuated g/C Ratio	0.08	0.48		0.05	0.46	0.46		0.24	0.24		0.24	0.24
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	109	1503		72	738	645		241	341		265	309
v/s Ratio Prot	c0.04	0.27		0.02	c0.30							
v/s Ratio Perm						0.02		0.17	0.01		c0.19	0.02
v/c Ratio	0.54	0.56		0.42	0.66	0.05		0.73	0.02		0.80	0.08
Uniform Delay, d1	23.0	9.4		23.9	10.9	7.8		18.2	15.1		18.5	15.3
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	5.4	0.5		3.9	2.1	0.0		10.8	0.0		15.2	0.1
Delay (s)	28.4	9.9		27.8	13.0	7.9		29.0	15.2		33.7	15.4
Level of Service	C	A		C	B	A		C	B		C	B
Approach Delay (s)		11.1			13.2			26.6			29.7	
Approach LOS		B			B			C			C	

Intersection Summary

HCM Average Control Delay	15.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	51.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	35	52	45	92	98	28
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	41	60	52	107	114	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)				10		
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	270	244	260	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	270	244	260	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	92	90	91	90	93	
cM capacity (veh/h)	542	615	596	1082	1630	

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	101	159	147
Volume Left	41	0	114
Volume Right	0	107	33
cSH	583	1611	1630
Volume to Capacity	0.17	0.10	0.07
Queue Length 95th (ft)	16	8	6
Control Delay (s)	12.5	9.7	5.9
Lane LOS	B	A	A
Approach Delay (s)	12.5	9.7	5.9
Approach LOS	B	A	

Intersection Summary			
Average Delay	9.0		
Intersection Capacity Utilization	25.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	58	4	2	45	5	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	76	5	3	59	7	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			82		143	79
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			82		143	79
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1529		852	987

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	82	62	7	1
Volume Left	0	3	7	0
Volume Right	5	0	0	1
cSH	1700	1529	852	987
Volume to Capacity	0.05	0.00	0.01	0.00
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	0.0	0.3	9.3	8.7
Lane LOS		A	A	A
Approach Delay (s)	0.0	0.3	9.2	
Approach LOS			A	

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	14.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	59	0	2	45	3	3
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	69	0	2	53	4	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			69		127	69
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			69		127	69
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1544		871	999

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	69	55	4	4
Volume Left	0	2	4	0
Volume Right	0	0	0	4
cSH	1700	1544	871	999
Volume to Capacity	0.04	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.3	9.1	8.6
Lane LOS		A	A	A
Approach Delay (s)	0.0	0.3	8.9	
Approach LOS			A	

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	14.0%	ICU Level of Service	A
Analysis Period (min)	15		

Attachment F

Trip Generation and Assignment

Memorandum to Kittelson

Date: 04 December 2012

From: Langner

Subject: Newport Log Yard – Truck Trip and Staff Trip Projections

1. From our preliminary discussion with surrounding timberland owners in early 2012 and reaffirmed as recently as last week, the volume of timber diverted to a Newport timber operations will grow to fifty (50) truck trips per day, by year 2017. These data were developed by determining volume of timber to be harvested excluding volume of timber that will remain in the domestic market. We have preferred to provide the high end counts since beginning discussions with the Port of Newport and the City of Newport.
2. At start-up, trucking volumes will be at thirty (30) truck trips (deliveries) per day.
3. Based upon Teevin operations in Rainier, Eugene and Crabtree, Oregon, we anticipated daily deliveries at the following volumes during the operating day in CY 2017:
   a. 0600 – 0800 12
   b. 0800 – 1000 8
   c. 1000 – 1200 10
   d. 1200 – 1400 6
   e. 1400 – 1600 10
   f. 1600 – 1800 4
4. On-site employment will average seventeen during the average day. Carpooling, use of public transportation, walking and bicycling will be encouraged. Again, based upon Teevin operations in Rainier, Eugene and Crabtree, Oregon, we anticipated daily vehicle use by employees and contracted service personnel at eleven (11) vehicles per day. We anticipate seven (07) vehicles arriving at the start of the shift (0600) and the remaining four (04) vehicles arriving between 0600 and 0800. At the end of the shift, plan on six (06) vehicles departing between 1600 and 1800; the remaining five (05) vehicles to depart between 1800 and 2000.

P W Langner

CALCULATION SHEET

KITTELSON & ASSOCIATES, INC.
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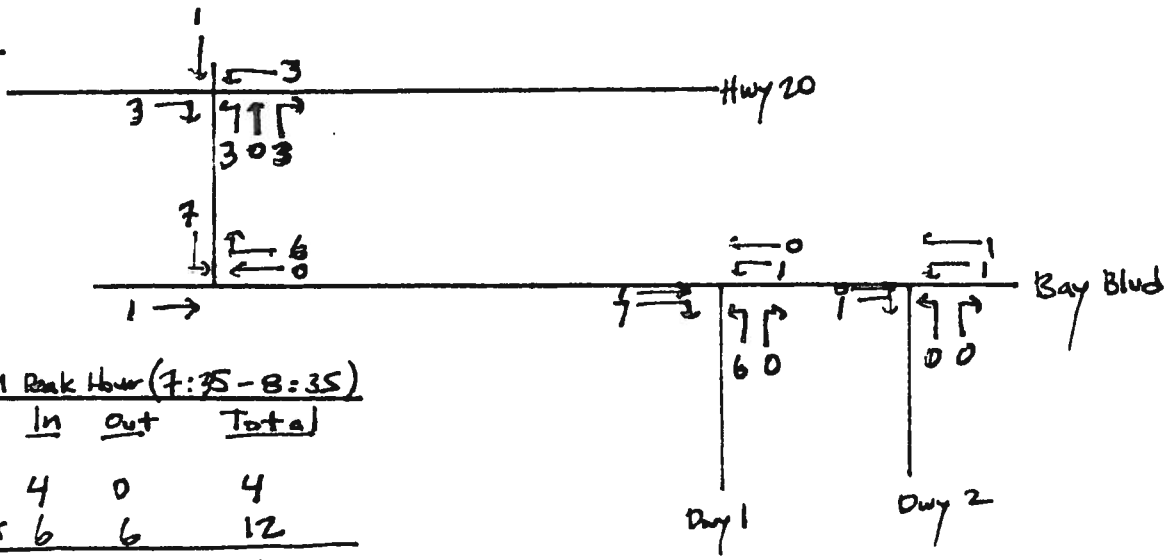
DATE 12/2012 PROJECT # 13132

PROJECT NAME Terrin Log Yard

SUBJECT trip distribution

BY DFA SHEET # 1 OF 1

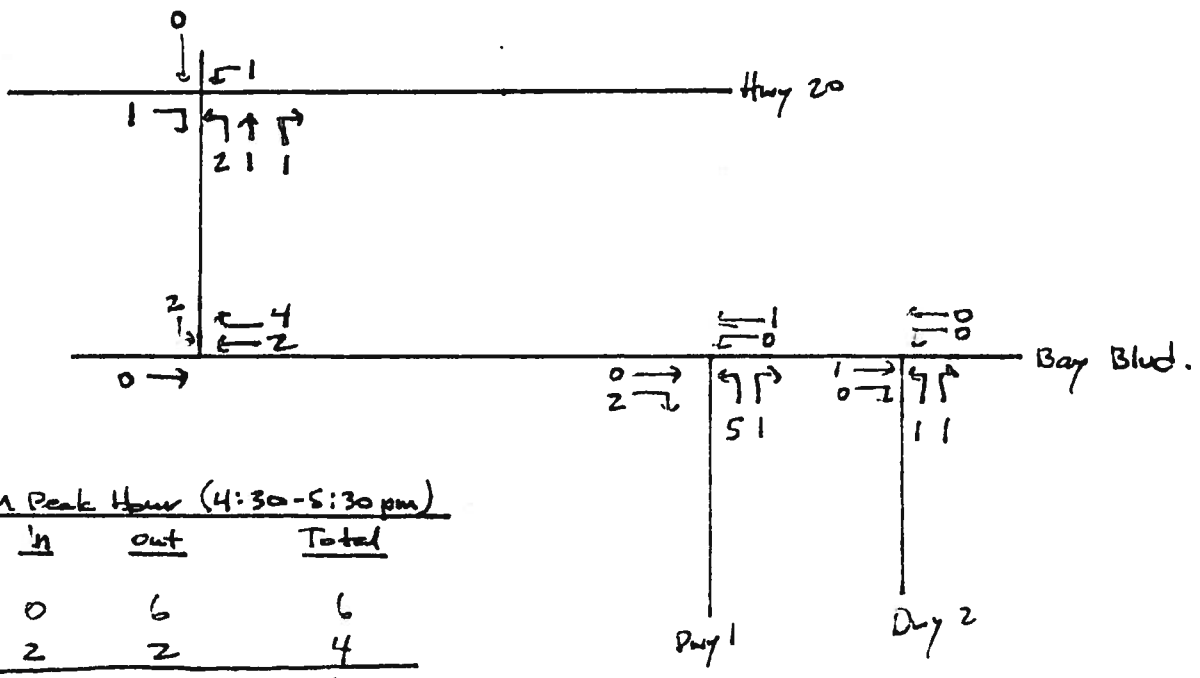
AM



AM Peak Hour (7:35 - 8:35)

	In	Out	Total
Cars	4	0	4
Trucks	6	6	12
Total	10	6	16

PM



PM Peak Hour (4:30-5:30 pm)

	In	Out	Total
Cars	0	6	6
Trucks	2	2	4
Total	2	8	10

Attachment G

Total Conditions Traffic Operations Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	321	62	30	687	99	76	44	22	57	56	124
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	0.99		1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.97	1.00		0.98	1.00
Satd. Flow (prot)	1498	2833		1554	1667	1473		1619	1468		1564	1262
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.69	1.00		0.77	1.00
Satd. Flow (perm)	1498	2833		1554	1667	1473		1147	1468		1235	1262
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	98	378	73	35	808	116	89	52	26	67	66	146
RTOR Reduction (vph)	0	16	0	0	0	37	0	0	21	0	0	91
Lane Group Flow (vph)	98	435	0	35	808	79	0	141	5	0	133	55
Confl. Peds. (#/hr)							2		1	1		2
Heavy Vehicles (%)	11%	15%	12%	7%	5%	1%	6%	2%	0%	18%	0%	15%
Turn Type	Prot			Prot		Perm	Perm		Perm	Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2		2	6		6
Actuated Green, G (s)	7.4	46.5		3.1	42.2	42.2		14.5	14.5		14.5	14.5
Effective Green, g (s)	7.4	46.5		3.1	42.2	42.2		14.5	14.5		14.5	14.5
Actuated g/C Ratio	0.10	0.61		0.04	0.55	0.55		0.19	0.19		0.19	0.19
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	146	1731		63	924	817		219	280		235	240
v/s Ratio Prot	c0.07	0.15		0.02	c0.48							
v/s Ratio Perm						0.05		c0.12	0.00		0.11	0.04
v/c Ratio	0.67	0.25		0.56	0.87	0.10		0.64	0.02		0.57	0.23
Uniform Delay, d1	33.2	6.8		35.8	14.7	8.0		28.4	25.0		27.9	26.1
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	11.5	0.1		10.2	9.2	0.1		6.3	0.0		3.1	0.5
Delay (s)	44.7	6.9		46.0	23.9	8.0		34.8	25.0		31.1	26.5
Level of Service	D	A		D	C	A		C	C		C	C
Approach Delay (s)		13.6			22.8			33.2			28.7	
Approach LOS		B			C			C			C	

Intersection Summary

HCM Average Control Delay	21.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	76.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	16	45	56	89	66	29
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	18	50	62	99	73	32
Pedestrians		2	4			
Lane Width (ft)		12.0	12.0			
Walking Speed (ft/s)		4.0	4.0			
Percent Blockage		0	0			
Right turn flare (veh)				10		
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	196	169	185	4	4	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	196	169	185	4	4	
tC, single (s)	7.2	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.6	4.0	4.0	3.3	2.2	
p0 queue free %	97	93	91	91	95	
cM capacity (veh/h)	599	682	670	1070	1593	

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	68	161	106
Volume Left	18	0	73
Volume Right	0	99	32
cSH	658	1735	1593
Volume to Capacity	0.10	0.09	0.05
Queue Length 95th (ft)	9	8	4
Control Delay (s)	11.1	9.6	5.2
Lane LOS	B	A	A
Approach Delay (s)	11.1	9.6	5.2
Approach LOS	B	A	

Intersection Summary			
Average Delay	8.5		
Intersection Capacity Utilization	22.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	41	20	8	76	14	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	55	27	11	101	19	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			81		191	68
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			81		191	68
tC, single (s)			4.2		6.8	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.8	3.3
p0 queue free %			99		97	100
cM capacity (veh/h)			1444		718	995

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	81	112	19	0
Volume Left	0	11	19	0
Volume Right	27	0	0	0
cSH	1700	1444	718	1700
Volume to Capacity	0.05	0.01	0.03	0.00
Queue Length 95th (ft)	0	1	2	0
Control Delay (s)	0.0	0.8	10.1	0.0
Lane LOS		A	B	A
Approach Delay (s)	0.0	0.8	10.1	
Approach LOS			B	

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	20.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	34	6	2	78	6	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	46	8	3	105	8	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			54		161	50
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			54		161	50
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1564		833	1024

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	54	108	8	3
Volume Left	0	3	8	0
Volume Right	8	0	0	3
cSH	1700	1564	833	1024
Volume to Capacity	0.03	0.00	0.01	0.00
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	0.0	0.2	9.4	8.5
Lane LOS		A	A	A
Approach Delay (s)	0.0	0.2	9.2	
Approach LOS			A	

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	15.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	52	678	86	27	435	59	113	45	33	137	48	52
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.97	1.00		0.96	1.00
Satd. Flow (prot)	1446	3104		1539	1620	1417		1656	1444		1639	1305
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.59	1.00		0.65	1.00
Satd. Flow (perm)	1446	3104		1539	1620	1417		1012	1444		1102	1305
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	59	770	98	31	494	67	128	51	38	156	55	59
RTOR Reduction (vph)	0	11	0	0	0	36	0	0	29	0	0	35
Lane Group Flow (vph)	59	857	0	31	494	31	0	179	9	0	211	24
Heavy Vehicles (%)	15%	6%	0%	8%	8%	5%	2%	2%	3%	4%	0%	14%
Turn Type	Prot			Prot		Perm	Perm		Perm	Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2		2	6		6
Actuated Green, G (s)	4.0	25.6		2.4	24.0	24.0		12.2	12.2		12.2	12.2
Effective Green, g (s)	4.0	25.6		2.4	24.0	24.0		12.2	12.2		12.2	12.2
Actuated g/C Ratio	0.08	0.49		0.05	0.46	0.46		0.23	0.23		0.23	0.23
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	111	1522		71	745	651		237	337		258	305
v/s Ratio Prot	c0.04	0.28		0.02	c0.30							
v/s Ratio Perm						0.02		0.18	0.01		c0.19	0.02
v/c Ratio	0.53	0.56		0.44	0.66	0.05		0.76	0.03		0.82	0.08
Uniform Delay, d1	23.2	9.4		24.2	11.0	7.8		18.6	15.4		18.9	15.6
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	4.8	0.5		4.3	2.2	0.0		12.8	0.0		17.9	0.1
Delay (s)	28.0	9.8		28.5	13.2	7.8		31.4	15.5		36.8	15.7
Level of Service	C	A		C	B	A		C	B		D	B
Approach Delay (s)		11.0			13.4			28.6			32.2	
Approach LOS		B			B			C			C	

Intersection Summary

HCM Average Control Delay	16.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	52.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	35	52	47	96	100	28
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	41	60	55	112	116	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)				10		
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	276	249	265	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	276	249	265	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	92	90	91	90	93	
cM capacity (veh/h)	532	610	592	1082	1630	

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	101	168	149
Volume Left	41	0	116
Volume Right	0	112	33
cSH	576	1612	1630
Volume to Capacity	0.18	0.10	0.07
Queue Length 95th (ft)	16	9	6
Control Delay (s)	12.6	9.7	5.9
Lane LOS	B	A	A
Approach Delay (s)	12.6	9.7	5.9
Approach LOS	B	A	

Intersection Summary			
Average Delay	9.0		
Intersection Capacity Utilization	25.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	58	6	2	46	10	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	76	8	3	61	13	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			84		146	80
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			84		146	80
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	100
cM capacity (veh/h)			1525		850	985

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	84	63	13	3
Volume Left	0	3	13	0
Volume Right	8	0	0	3
cSH	1700	1525	850	985
Volume to Capacity	0.05	0.00	0.02	0.00
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	0.0	0.3	9.3	8.7
Lane LOS		A	A	A
Approach Delay (s)	0.0	0.3	9.2	
Approach LOS			A	

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	14.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	60	0	2	45	4	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	71	0	2	53	5	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			71		128	71
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			71		128	71
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1543		870	998

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	71	55	5	5
Volume Left	0	2	5	0
Volume Right	0	0	0	5
cSH	1700	1543	870	998
Volume to Capacity	0.04	0.00	0.01	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.3	9.2	8.6
Lane LOS		A	A	A
Approach Delay (s)	0.0	0.3	8.9	
Approach LOS			A	

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	14.0%	ICU Level of Service	A
Analysis Period (min)	15		

Attachment H

Yaquina Bay Boulevard and SE
Moore Drive Pavement Quality

22V-28

Overall Length Of Project – 0.40 Mile

CORVALLIS/NEWPORT HWY. - BAY BLVD. (NEWPORT) SEC. JOHN MOORE ROAD (CITY STREET) LINCOLN COUNTY				SHEET No. 1
FED. HIGH. ADM. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	M-6885(3)		No.

REVISED AS CONSTRUCTED
SIGNING CONTRACT AC3769
FINAL PAYMENT CONTRACT

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Summary & Typical Section
2A	Details
2B	Pipe Data
2C	Summary
3,4	Plan & Profile

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

GRADING, PAVING, SIGNING & SIGNALS

CORVALLIS/NEWPORT HWY. - BAY BLVD. (NEWPORT) SEC.

JOHN MOORE ROAD (CITY STREET)

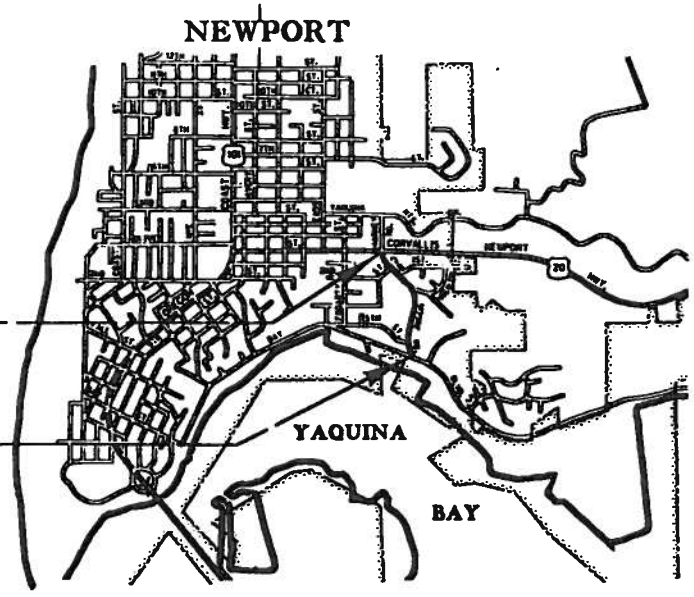
LINCOLN COUNTY

JUNE, 1989

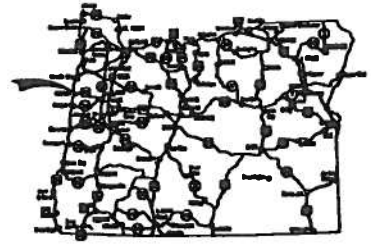
Drg. Nos.
2050, 2050A – Manholes
2077 – Concrete Curbs
2077B – Driveways And Approaches
2091B – Coupling Bands
2105 – Concrete Inlets
2112 – Sloped Ends
2121 – Subgrade Drain
S-1250, S-1251, S-1, S-4, S-5, S-12, 2126C, 2129, 2200 – Temporary And Permanent Signing
9601, 9602, TS-101 Thru TS-107 Incl., 40396, 40397 – Traffic Signals

BEGINNING OF PROJECT M-6885(3)
STA. 10 + 35

END OF PROJECT M-6885(3)
STA. 31 + 69



Sketch Map
Scale 0 1000 2000 Feet



SEC. 9, T. 11 S., R. 11 W., W.M.

OREGON TRANSPORTATION COMMISSION
Michael P. Kellern
John Whitty
David F. Bolender
Cynthia J. Ford
Robert F. Duvall
Robert N. Bothman

Duane O. Christensen

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

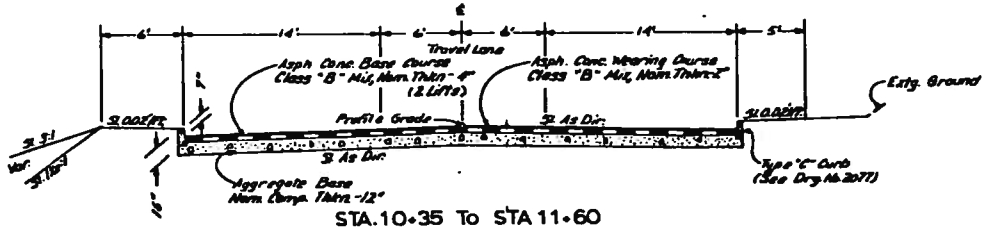
APPROVED

DIVISION ENGINEER DATE

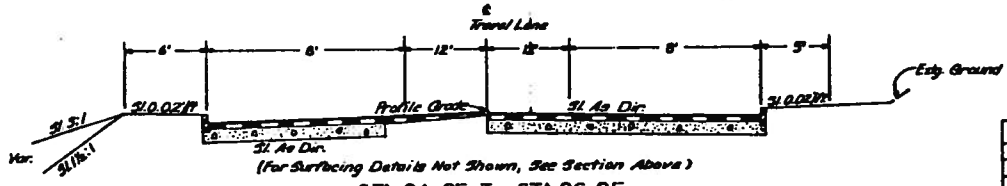
TYPICAL SECTIONS

CORVALLIS/NEWPORT HWY.– BAY BLVD. (NEWPORT) SEC. JOHN MOORE ROAD (CITY STREET) LINCOLN COUNTY				SHEET NO. 2
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	M-6885(3)		

REVISED AS CONSTRUCTED (ORIG. CONTRACT AS BUILT).

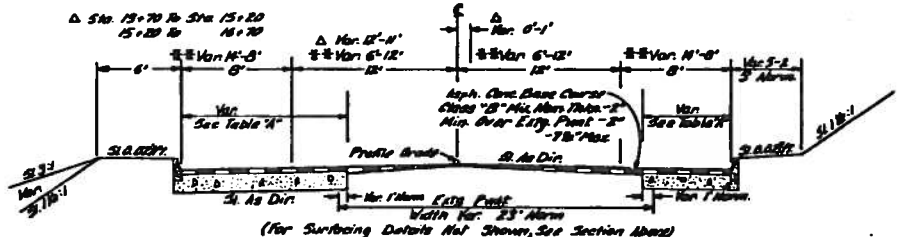


STA. 10+35 To STA 11+60



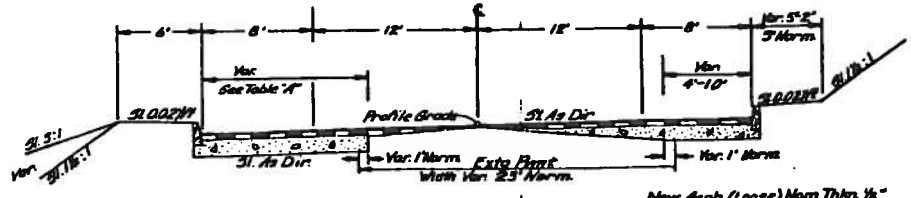
(For Surfacing Details Not Shown, See Section Above)

STA. 24+25 To STA. 26+25



(For Surfacing Details Not Shown, See Section Above)

** STA. 11+60 To STA. 13+70
13+70 24+25
26+25 26+83
28+10 31+69



STA 26+83 To STA 28+10

New Asph. (Loose) Nom. Thkn. ½"

TABLE "A"

WIDTH (LT.)	STATION	TO STATION	WIDTH (RT.)
Var. 21'-15'	11+60	16+00	3'
Var. 15'-13'	16+00	17+50	Var. 3'-8'
13'	17+50	19+50	8'
Var. 13'-17'	19+50	21+50	Var. 8'-5'
Var. 17'-13'	21+50	24+25	5'
Var. 20'-14'	26+25	27+00	Var. 4'-10'
14'	27+00	31+69	10'

R/W Map No. 98-94-5

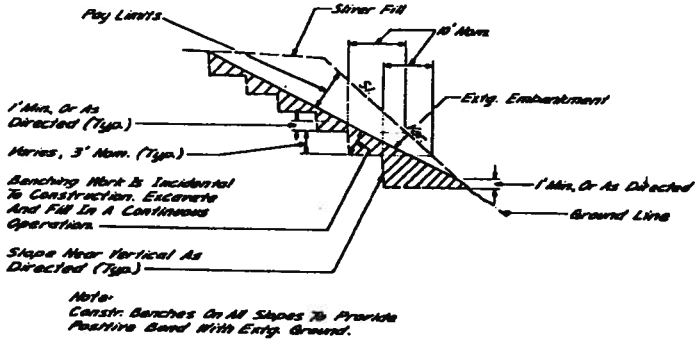
Storms, Fry, Keyzers

22V -28

CORVALLIS/NEWPORT HWY.- BAY BLVD. (NEWPORT) SEC. JOHN MOORE ROAD (CITY STREET) LINCOLN COUNTY				SHEET NO. 2A
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	M-6885(3)		

REVISED AS CONSTRUCTED
SHOWN CONTRACT NO. 2

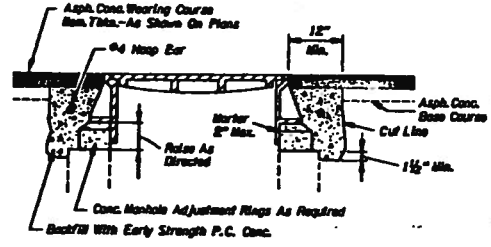
DETAILS



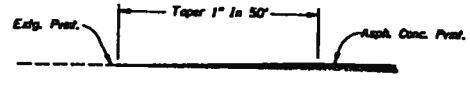
SLIVER EMBANKMENT EXCAVATION
(Location As Directed)

MANHOLE ADJUSTMENT SEQUENCE

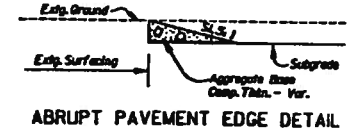
(For Details Not Shown, See Sheet 1, Manhole Drg. Nos.)



1. Cover Manhole With Building Paper And Const. Asph. Conc. Base Course.
2. Cut Square Or Circular Excavation Around Manhole 12" Min. From M. H. Frame.
3. Raise Manhole Frame And Cover To Finish Grade By Installing Conc. Rings And Leveling Mortar.
4. Backfill With Early Strength P. C. Conc.
5. Const. Asph. Conc. Wearing Course.



METHOD OF FEATHERING AT PROJECT ENDS



ABRUPT PAVEMENT EDGE DETAIL

PIPE DATA SHEET

NEWPIPE3

22V-28

NOT REVISED AS CONSTRUCTED [illegible]

CORVALLIS/NEWPORT HWY. - BAY BLVD. (NEWPORT) SEC. JOHN MOORE ROAD (CITY STREET) LINCOLN COUNTY				Sheet No. 2B
Fed. Road Div. No.	State	Project Number	Fiscal Year	Total Sheets
10	OREGON	M-6885(3)		

GENERAL NOTES:

1. A check ✓ indicates column heading applies.
2. A new pipe culvert installation shall be of the material throughout.
3. Extension of existing metal culverts may be of unlike metal or corrugations. For connecting details, standard drg. [illegible]
4. Dimensions shown are nominal.
5. All pipes shall conform to the AASHTO specification applicable for the type of material and the diameter of the pipe involved.

FOOTNOTES:

① Design height of cover shall be measured to subgrade.
② Cross-sectional dimensions may vary with different materials. When galvanized iron or steel and aluminum are acceptable alternates use a separate line for each type of material.
③ Cross-sectional shape of pipe normal to longitudinal axis, prior to loading.
A = Arch type
R = Round
E = Elliptical (5% nominal elongation)
④ Minimum allowable diameter for those nonreinforced concrete pipe is 8 inches.
⑤ Abbreviations for protective coatings for metal pipe
A = Type A asphalt coated
C = Type C asphalt coated with paved invert
D = Type D asphalt coated and fully lined
AP = Asbestos protected
U = Uncoated
CBI = Chevron Industrial membrane
Ep = Epoxy coated
⑥ Abbreviations for existing pipe materials
Ab = Asbestos cement
Al = Corrugated aluminum
Co = Concrete
Pl = Plastic
St = Corrugated steel
E = Other material, see remarks column

Drg. Nos.
■ 2050 Manholes-Cast-In-Place, Covers
■ 2050A Manholes Precast
□ 2051 Slope Anchors
■ 2050B Coupling Band
■ 2105 Conc. Inlets
□ 2105A Conc. Inlets
■ 202 Sloped Ends, Metal
■ 201 Sloped Ends, Conc./Subgrade Drain
□ 203 Paved End Slope
□ 202 Slotted Drains

GAGE EQUIVALENCE TABLE

Gage	Galv. Iron & Steel (Thickness in Inches)	Aluminum
[illegible]	[illegible]	[illegible]

Note No. on Plans	Design Height of Cover ① (Feet)	6" Length (ft)	12" Length (ft)	15" Length (ft)	24" Length (ft)	Terminal Treatment	Alt. Aluminum (gauge)	Alt. Aluminum Coating	Alt. Aluminum Coated or Galv. Iron & Steel (gauge)	Galv./Aluminized	Manhole Depth (Feet)	Manhole Dia. (In.)	Inlets Number Required	Remarks
2	2.0		215										2	
2	2.7		20								5.50			Reconstruct M.H.
3	2.7		140										1	
3	1.0		6											Flow Into System
3	0.6		42										1	
3	3.0		248								6.10	15		
3	0.8		52										1	
3	1.0			20							6.00	15		Conn. Into Extg. Pipe
3	1.0		12										1	
3	1.0		40										1	
3	1.0	44					0.060 R	U	0.064 R	A A				
4	1.0		42								4.90	15		
4	2.0			194									1	
2	1.0		24			3:1	0.060 R	U	0.064 R	A A				
3	1.1			200									1	
3	0.8		42										1	
3	1.0			300									1	
3	1.2		42										1	
3	1.0			216							4.0	15		Const. M.H. 6' From Curb
3	1.0		7										1	
3	1.0		40										1	
4	0.9		86											Conn. To Extg. Inlet
4	1.0			142									1	
4	1.1			174							5.50	24		
4	1.0				94						5.4	24		FL. 6.8 @ M.H.
5	1.0		10										1	

Sheet Number: 3 (upper rows); 4 (lower rows)

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22V-28

NOT REVISED AS CONSTRUCTED
ENG/SE CONTRACT/R2000

CORVALLIS/NEWPORT HWY.– BAY BLVD. (NEWPORT) SEC. JOHN MOORE ROAD (CITY STREET) LINCOLN COUNTY				SHEET No. 2C
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	M-6885(3)		See Index

S U M M A R Y

ITEM	UNIT	QUANTITY		
Mobilization	All	All		
Temporary Protection and Direction of Traffic	All	All		
Temporary Signs	Sq.Ft.	390		
Temporary Barricades	Each	6		
Temporary Striping	Lin.Ft.	600		
Striping and Stripe Removal Mobilization	Each	1		
Flaggers	Hour	840		
ROADWORK				
12-inch Culvert Pipe	Lin.Ft.	24		
Clearing and Grubbing	All	All		
Removal of Structures and Obstructions	All	All		
Embankment in Place	Cu.Yd.	2,000		
Trench Excavation	Cu.Yd.	850		
Finishing Roadbed and Slopes	All	All		
Watering	M-Gal.	110		
Aggregate Base	Ton	3,650		
Class "B" Asphalt Concrete	Ton	2,500		
12-inch Storm Sewer Pipe	Lin.Ft.	1,038		
15-inch Storm Sewer Pipe	Lin.Ft.	1,244		
24-inch Storm Sewer Pipe	Lin.Ft.	34		
Extra for Pipe Under Pavement	Lin.Ft.	270		
Concrete Manholes	Each	6		
Concrete Inlets, Type CG-2	Each	16		
6-inch Drain Pipe	Lin.Ft.	44		
Gravel in Drains	Cu.Yd.	5		
Concrete Curbs	Lin.Ft.	4,280		
Extra for Asphalt Approaches	Each	9		
Drainage Geotextile	Sq.Yd.	40		
Adjusting Manholes	Each	4		
Reconstructing Manholes	Each	1		
Adjusting Inlets	Each	1		
Adjusting Boxes	Each	5		
Roadside Seeding and Mulching	Acre	1		
Concrete Driveways	Sq.Yd.	55		
SIGNING				
Removal of Existing Sign Installations	All	All		
Wood Sign Posts	All	All		
Type "C" Signs in Place	Sq.Ft.	5		
Type "T" Signs in Place	Sq.Ft.	15		
Type "U" Signs in Place	Sq.Ft.	7		
Move and Reinstall Existing Signs	All	All		
TRAFFIC SIGNALS				
Traffic Signal Installation, Complete	All	All		

22V-28

CORVALLIS/NEWPORT HWY.- BAY BLVD. (NEWPORT) SEC. JOHN MOORE ROAD (CITY STREET) LINCOLN COUNTY				SHEET No. 3
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	M-6885(3)		

REVISED AS CONSTRUCTED
[illegible] CONTRACT [illegible]

SEC. 9 T. 11 S, R. 11 W, W.M.
NEWPORT

(1) Const Type "C" Curb
(See Drg. No. 2077)

(2) Sta. 15+45, Lt.
Reconst. Manhole
Const Type "CG-2" Inlet - 2
Inst. 12" Sew. Pipe - 235'
Tr. Exc. - 85 C.Y.
(See Drg. No. 2105)

(3) Sta. 19+20, Lt.
Const. Manhole - 4

Const Type "CG-2" Inlet - 5
Inst. 6" Drain Pipe - 14'
Inst. 12" Sew. Pipe - 496'
Inst. 15" Sew. Pipe - 96'
Gravel Drain Mat'l. - 5 C.Y.
Geotextile Fabric - 40 S.Y.
Under Pvmt. - 120'
Tr. Exc. - 220 C.Y.
(See Drg. No. 2050, 2121)

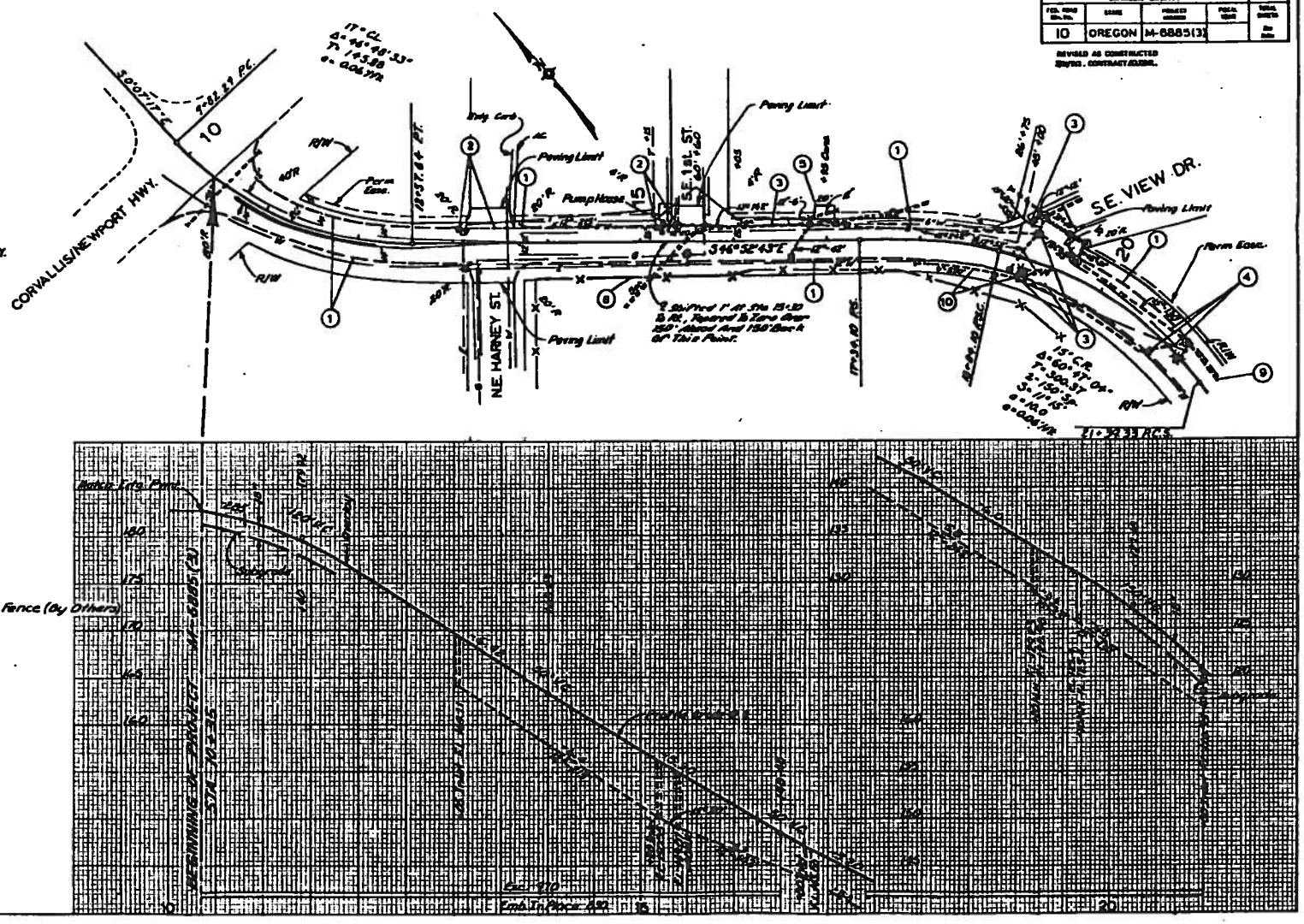
(4) Sta. 21+00 Lt.
Const. Manhole
Const Type "CG-2" Inlet
Inst. - 12" Sew. Pipe - 42'
Inst. - 15" Sew. Pipe - 139'
Under Pvmt. - 20'
Tr. Exc. - 105 C.Y.

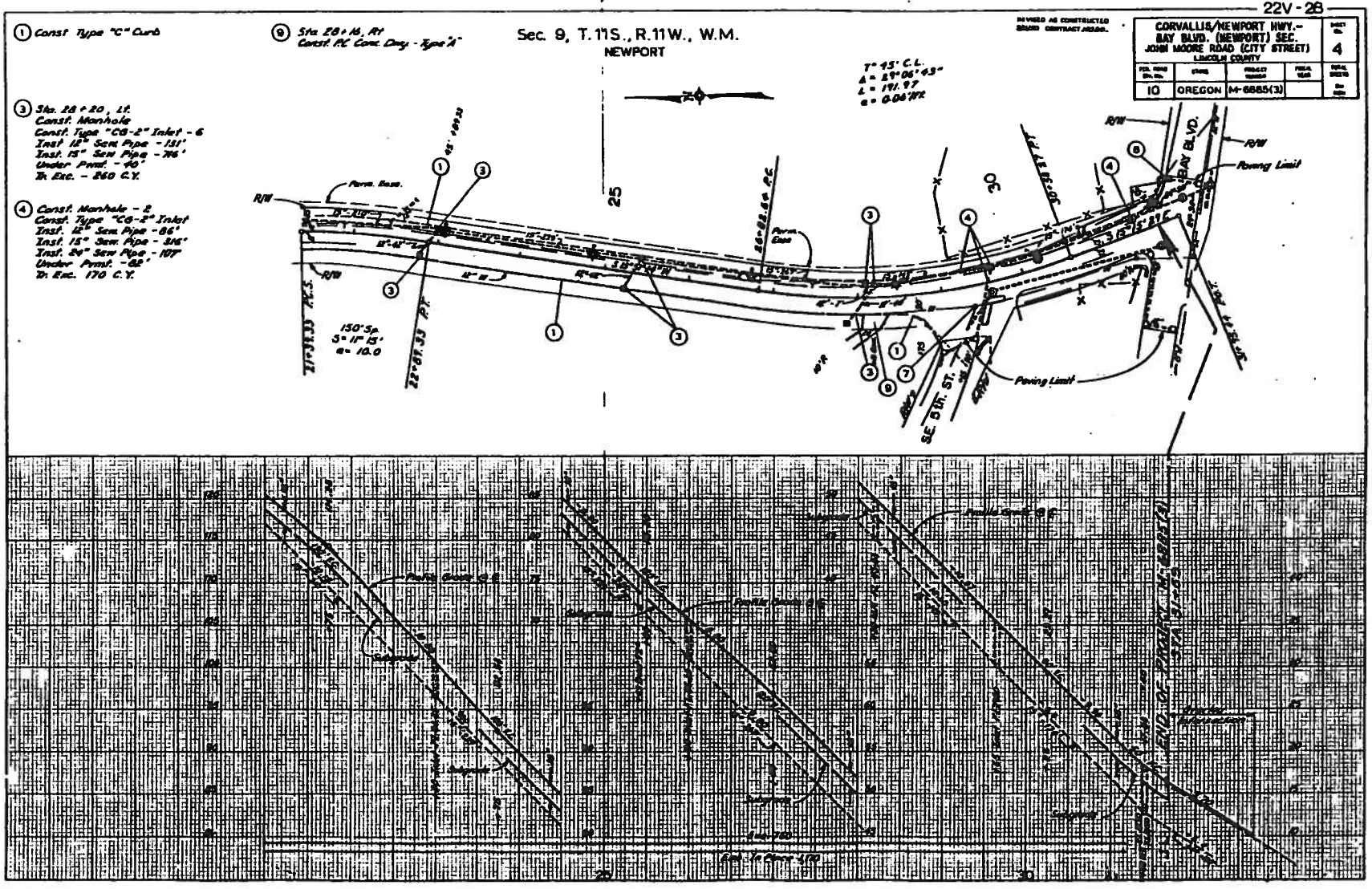
(5) Sta. 16+95, Lt.
Const. Conc. Dwy. Type "A"
(See Drg. No. 2077 B)

(8) Sta. 13+90 To Sta. 16+20
Reinstall Extg. Fence (By Others)

(9) (See Sht. 4, Note 3)

(10) Inst 6" Drain Pipe - 58'
Inst 6" Plastic Perf. Pipe - 250'





CORVALLIS/NEWPORT HWY.-
BAY BLVD. (NEWPORT) SEC.
JOHN MOORE ROAD (CITY STREET)
LINCOLN COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO.
10	OREGON	M-6885(3)		4

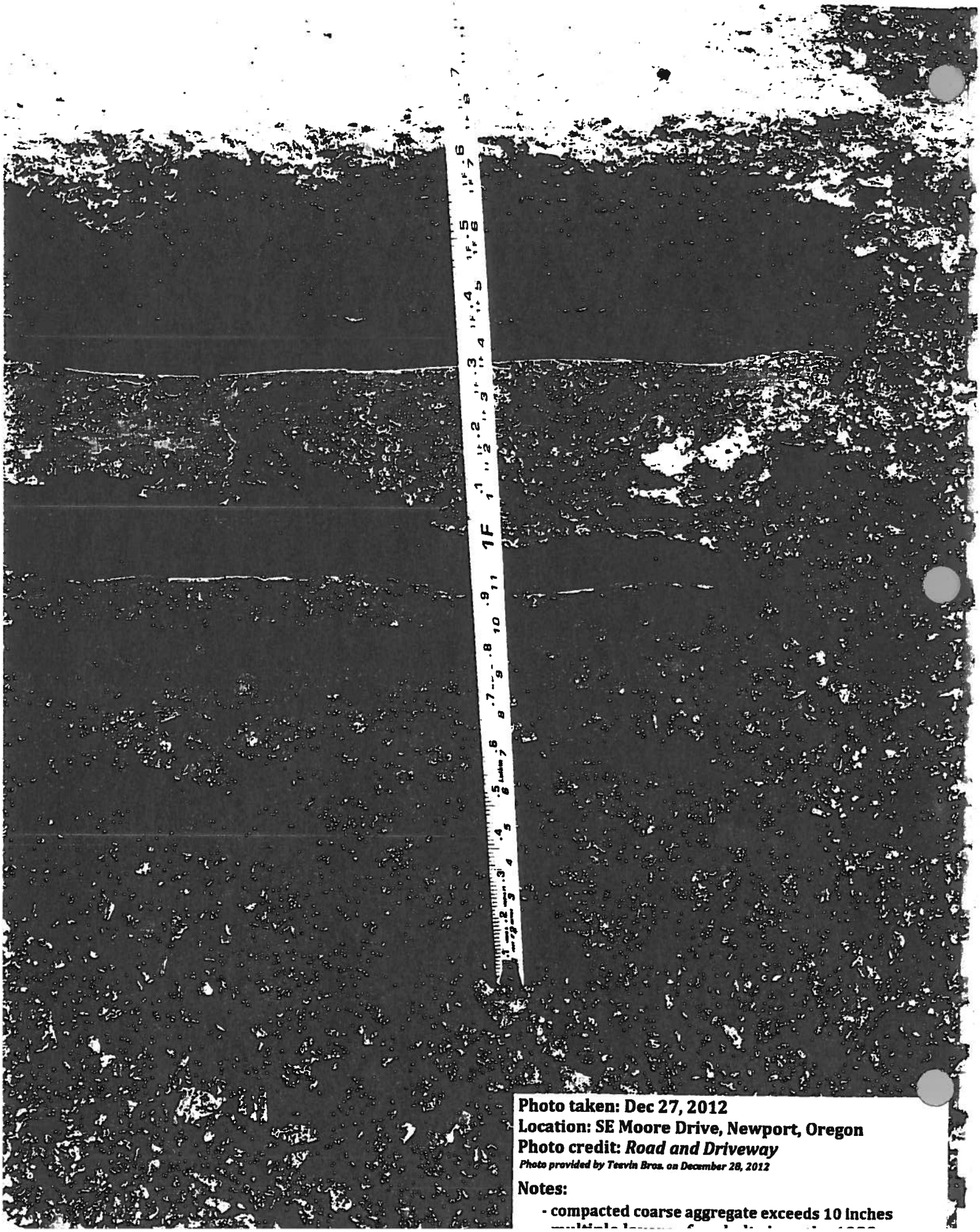


Photo taken: Dec 27, 2012
Location: SE Moore Drive, Newport, Oregon
Photo credit: *Road and Driveway*
Photo provided by Teavin Bros. on December 28, 2012

Notes:

- **compacted coarse aggregate exceeds 10 inches**

CITY OF NEWPORT
PUBLIC NOTICE[1]

NOTICE IS HEREBY GIVEN that an application for a Traffic Impact Analysis review has been filed with the Community Development (Planning) Department.

File No. 1-TIA-12:

Applicants and Owners: Teevin Bros. Land & Timber Co., PO Box 247, Rainier, OR 97048 (Paul Langner, authorized representative); Port of Newport, 600 SE Bay Blvd, Newport, OR 97365 (Don Mann, authorized representative).

Request: Per Chapter 14.45 (Traffic Impact Analysis) of the Newport Municipal Code (NMC), a request for review of a Traffic Impact Analysis (TIA) prepared by Kittleson & Associates, Inc. for the proposed Teevin Bros. log yard. The study area includes SE Moore Drive and portions of SE Bay Boulevard and US 20.

Location/Subject Property: The log yard will be located at 1554 SE Bay Blvd. (Assessor's Map 11-11-09-D; Tax Lots 100 & 101).

Applicable Criteria: Per NMC Section 14.45.050, approval is subject to the following criteria: (1) The analysis contains the information listed under Section 14.45.020 (TIA Requirements); and (2) The TIA demonstrates that adequate transportation facilities exist to serve the proposed development or identifies mitigation measures that resolve the traffic safety problems in a manner that is satisfactory to the City Engineer and, when state highway facilities are affected, to ODOT; and (3) For affected non-highway facilities, the TIA establishes that any Level of Service standards adopted by the City have been met, and development will not cause excessive queuing or delays at affected intersections, as determined in the City Engineer's sole discretion; and (4) Proposed public improvements are designed and will be constructed to the standards specified in Chapter 14.44 (Transportation Standards) or Chapter 13.05 (Subdivision and Partition), as applicable.

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 the issue precludes an appeal based on that issue. You may submit testimony in written form by **5:00 p.m. February 1, 2013**, to the Newport Community Development (Planning) Department, City Hall, 169 SW Coast Hwy, Newport, Oregon, 97365. Those making written comment will be notified of the Community Development (Planning) Director's decision.

Reports/Application Materials: 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 address shown above under "Testimony". The report is also available for viewing on the City's website at www.newportoregon.gov/dept/pln/default.asp.

Contact: Derrick Tokos, Community Development Director, (541) 574-0626 (address above under "Testimony").

MAILED: January 17, 2013.

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[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.

Wanda Haney

From: Wanda Haney
Sent: Thursday, January 17, 2013 4:32 PM
To: David Marshall; Elwin Hargis; Jim Protiva; Mark Miranda; Phillip Paige; Ted Smith; Terry Durham; Tim Gross; Victor Mettle
Subject: Traffic Impact Analysis Application - Teevin Bros.
Attachments: Notice_File_1-TIA-13.pdf

Attached is a public notice concerning a land use request. The notice contains an explanation of the request, a property description, and a deadline for comments. Please review this information to see if you would like to make any comments. We must receive comments prior to the last day of the comment period in order for them to be considered. **Should no response be received, a "no comment" will be assumed.**
Thanks,

Wanda Haney
Executive Assistant
City of Newport
Community Development Department
541-574-0629
FAX 541-574-0644
w.haney@newportoregon.gov

TEEVIN BROS. LAND & TIMBER CO
ATTN: PAUL LANGNER
PO BOX 247
RAINIER OR 97048

KITTLESON & ASSOCIATES INC
610 SW ALDER ST STE 700
PORTLAND OR 97205

PORT OF NEWPORT
ATTN: DON MANN
600 SE BAY BLVD
NEWPORT OR 97365

DOINA HIGH FAMILY TRUST &
DOINA HIGH
TRUSTEE
PO BOX 552
SILETZ OR 97380

NORTHWEST NATURAL GAS CO
DAVID W AIMONE TREASURY MGR
220 NW SECOND AVE
PORTLAND OR 97209-3943

RONDY'S & ASSOCIATES INC
C/O PORT OF NEWPORT LEASE
600 SE BAY BLVD
NEWPORT OR 97365

JOHN E WILES &
JOHN BECKER
PO BOX 2005
NEWPORT OR 97365

FOULWEATHER TRAWL
LEASE
PO BOX 311
NEWPORT OR 97365

NEWPORT BAY ESTATES
HOMEOWNERS' ASSN INC
ATTN: DAVID ROBERT TURNER
340 N COAST HWY
NEWPORT OR 97365

DAVID A & DEBBIE J SHELLSHEAR
1589 YAQUINA BAY RD
NEWPORT OR 97365

MATTHEW BURCHETTE
8838 N DANA AVE
PORTLAND OR 97203

ANTHONY & TERESA DAVI
PO BOX 453
NEWPORT OR 97365

PETER HEISLER
567 SE VISTA DR
NEWPORT OR 97365

ROBERT E DURADO
82 E NICHOLAS
KALISPELL MT 59901

Mailing Labels
Adjacent Properties

Lincoln County Property Report

Account # & LEGAL DESCRIPTION		ACCOUNT DETAILS	OWNER AND ADDRESS	
Account #:	R18777	**Neighborhood:** N277	**Owner:**	PORT OF NEWPORT
Map Taxlot:	11-11-09-D0-00101-00 Map: 11s11w09D	**PropertyClass:** 991	**Address:**	600 SE BAY BLVD
Legal:	TWNSHP 11, RNG 11, ACRES 8.95, MF301-0262 + MF301-0266			NEWPORT, OR 97365
TaxCode:	104		**Situs:**	1430 SE BAY BLVD
Acres:	8.95			

IMPROVEMENTS

Description	Area	Yr Built	Foundation	Heat	Plumbing	BDMS	Value
...NoInventory							

VALUE AND SALES HISTORY

Value Year	Imp.	Land	Total Market	Total Assessed
2012	0	1,002,400	1,002,400	0
2011	0	1,002,400	1,002,400	0
2010	0	1,002,400	1,002,400	0
2009	0	967,680	967,680	0
2008	0	541,300	541,300	0
2007	0	489,890	489,890	0

SaleDate	Price	Document	Type Code	
2/22/1995	787880	MF301-0262+301-0266	20	WD

LAND

Description	Acres	Market Value	Special Use Value
IND DEV BAYVIEW SITE	8.95	1,002,400	

RELATED ACCOUNTS

R509295 R509312R517929

DISCLAIMER

This report was produced using the Lincoln County assessment information. This information is maintained by the county to support its governmental activities. The County is not responsible for errors, omissions, misuse or misinterpretation. Report created:3/7/2013 using tax data exported 10/2012

Lincoln County Property Report

Account # & LEGAL DESCRIPTION	ACCOUNT DETAILS	OWNER AND ADDRESS
Account #: R517416 **Map Taxlot:** 11-11-09-D0-00100-00 **Map:** 11s11w09D **Legal:** TWNSHP 11, RNG 11, ACRES 39.84, M-6379 **TaxCode:** 104 **Acres:** 39.84	**Neighborhood:** N277 **PropertyClass:** 991	**Owner:** RONDYS & ASSOCIATES INC **Address:** % PORT OF NEWPORT LEASE 600 SE BAY BLVD NEWPORT, OR 97365 **Situs:** 1430 SE BAY BLVD

IMPROVEMENTS

Description	Area	Yr Built	Foundation	Heat	Plumbing	BDMS	Value
OTHER IMPROVEMENTS							15670

VALUE AND SALES HISTORY

Value Year	Imp.	Land	Total Market	Total Assessed
2012	15,670	4,462,080	4,477,750	0
2011	15,670	4,462,080	4,477,750	0
2010	15,670	4,462,080	4,477,750	0
2009	15,670	4,452,000	4,467,670	0
2008	15,670	1,672,080	1,687,750	0
2007	15,670	1,513,280	1,528,950	0

SaleDate	Price	Document	Type	Code
NoSales				

LAND

Description	Acres	Market Value	Special Use Value
IND DEV BAYFRONT SITE	39.84	4,462,080	

RELATED ACCOUNTS

R340380

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City of Newport
Land Use Application

Print Form

RECEIVED JAN 14 2013 By

PLEASE PRINT OR TYPE • COMPLETE ALL BOXES • USE ADDITIONAL PAPER IF NEEDED

Applicant Name(s): TEEVIN BROS LAND + TIMBER CO	Property Owner Name(s): PORT OF NEWPORT
Applicant Mailing Address: PO BOX 247, RAINIER OR 97048	Property Owner Mailing Address: 600 SE BAY BLVD, NEWPORT OR 97365
Applicant Telephone No.: 503 556 0410 E-mail: PAUL@TEEVINBROS.COM	Property Owner Telephone No.: 541 265 7758 E-mail: PORTMAN@PORTOFNEWPORT.COM
Authorized Representative(s): PAUL LANGNER, TEEVIN BROS	
Authorized Representative Mailing Address: PO BOX 247 RAINIER OR 97048	
Authorized Representative Telephone No.: 503 556 0410	E-Mail: PLANGNER@TEEVINBROS.COM

Project Information

Property Location: YAQUINA BAY ROAD	
Tax Assessor's Map No.: 11 11 09 D0	Tax Lot(s): 100, 101
Zone Designation: I-3	Legal Description: T11S, R11W, SECTION 9
Comp Plan Designation: 2-CP-11	LAT N 44°37'34" LONG W 124° 01' 30"
Brief Description of Land Use Request(s): IN CONJUNCTION W/ development of log reload/PORT FACILITY AT PORT, APPLICANT WAS DIRECTED TO PROVIDE TRAFFIC IMPACT ANALYSIS. TIA IS PROVIDED, CITY TO REVIEW, COMMENT, AND ACCEPT TIA, SEE CHAPTER 14.45 (AII)	
Existing Structures: NONE	
Topography and Vegetation: LEVEL, INVASIVE SPECIES, PREVIOUSLY FILLED DREDGE SPOIL	

APPLICATION TYPE (please check all that apply)

☐ Annexation	☐ Interpretation	☐ UGB Amendment
☐ Appeal	☐ Minor Replat	☐ Vacation
☐ Comp Plan/Map Amendment	☐ Partition	☐ Variance/Adjustment
☐ Conditional Use Permit	☐ Planned Development	☐ PC
☐ PC	☐ Property Line Adjustment	☐ Staff
☐ Staff	☐ Shoreland Impact	☐ Zone Ord/Map Amendment
☐ Design Review	☐ Subdivision	☒ Other TIA accept
☐ Geologic Permit	☐ Temporary Use Permit	

FOR OFFICE USE ONLY

File No. Assigned: 1-TIA-13

Date Received: 1-14-13 Fee Amount: $600.00 Date Accepted as Complete: _____

Received By: VM Receipt No.: 1.001569 Accepted By: _____

(SEE REVERSE SIDE)

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 & 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.

Applicant Signature(s) PW LARGENTZ	11 Jan 2013 Date Signed
Property Owner Signature(s)	1-14-13 Date Signed
Authorized Representative Signature(s)	Date Signed

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.