



# AGENDA

Lincoln County Board of Commissioners

Board of Commissioners  
225 West Olive Street  
Room 110  
Newport, OR 97365  
Phone: 541.265.4100  
FAX: 541.265.4176

## Joint Work Session with City of Lincoln City Council

Wednesday, July 11, 2018

Beginning at 6:00 p.m.

Lincoln City – City Hall  
801 SW Highway 101  
Lincoln City, OR 97367

- A. Introductions
- B. SW 29<sup>th</sup> Street (2 Parcels)
- C. SW Dune Avenue (2 Parcels)
- D. N 74<sup>th</sup> Street Beach Access 06-11-27-DD-04700
- E. SW Oar Avenue
- F. Logan Road
- G. Septic System Enforcement
- H. Cutler Wetlands Property 07-11-34-DA-05400 & 07-11-34-DD-08303
- I. Biosolids Update
- J. Other
- K. Adjournment

Historically, the City land applied liquid biosolids to fields in the Siletz Valley. We were applying an average of 2.0 million gallons per year of liquid Class B at approximately 2.0 to 3.0 % solids (or 97% water). We would dredge the lagoon, haul the liquid, and land apply to the fields.

In recent years the available fields became more limited; in some cases the soils had become unsuitable for applying and in other cases land owners were getting pressure from neighbors against the practice.

In 2016, the City purchased a centrifuge to dewater sludge to around 20% solids and discharge to dumpsters. The City contracts with North Lincoln Sanitary to haul the product to Coffin Butte Landfill in Corvallis.

**MONTHLY:**

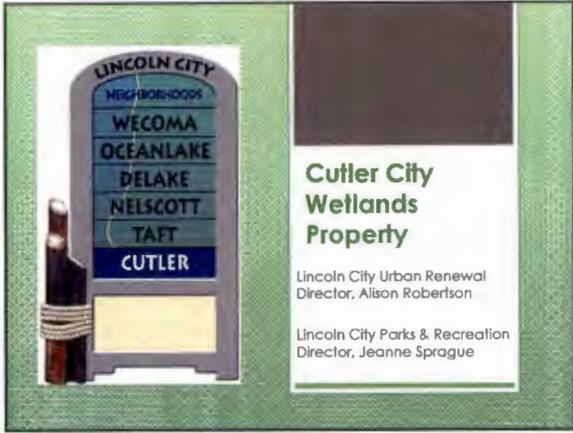
- Average cost to haul is \$12,500.00
- Cost of polymer added during the process is \$3,000.00
  
- Eight trips (2 dumpsters per trip)
- Forty person hours (two hours per day)
  
- Average cost per dry ton is \$641.21



Centrifuge



Dumpsters



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### Background

- On Sept 10, 1997, Lincoln County granted Lincoln City an easement for the purpose of a Public Park.
- Park was part of the 2008 Cutler District Community Vision Plan.
- LC Urban Renewal made significant investments (trail access and signage):
  - Cutler Trails Entry Signage - Inlet Ave Access project (design and production) 2010 - \$1,380
  - Cutler Inlet Access Design and Engineering (Viridian Environmental Design) - \$13,750
  - Construction (Quade Commercial Construction) - \$123,633

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### Continued Background....

- Urban Renewal investments:
  - 2009 - a volunteer walkway project and a youth group project (bark chips).
  - 2010 - open spaces volunteer project.
  - 2011 - open spaces volunteer project in March and Sept (LDS Church).

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**Cyfler District**  
**SW Inlet Avenue Trail Access**  
During the 2008 Cutler Community Vision Plan process, the neighborhood expressed a great interest in improvements to the pedestrian network and trail system in the area. Two underutilized public rights-of-way were developed along SW Inlet Avenue to provide neighborhood access to the existing nature trail system. Wayfinding signage was included at each location to help in navigating the trails. Doggie stations are also present. Speed tables provide pedestrian crossing while acting as a traffic calming element.

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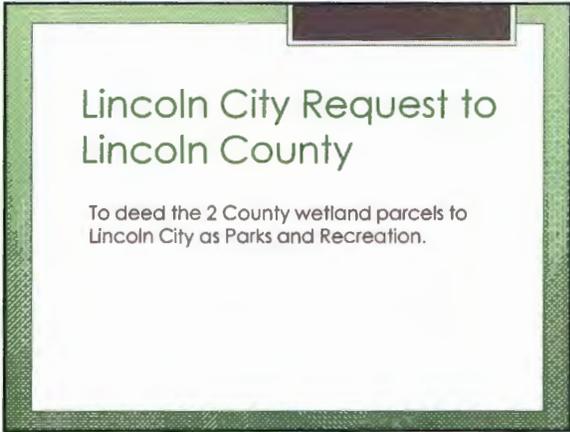
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July 11, 2018

To the reviewers of Lincoln City's BUILD grant proposal:

Lincoln County commissioners supports Lincoln City's proposal for a BUILD grant to fund the construction of Foothills Boulevard. In addition to stimulating construction of new housing and businesses that are much needed in our county, the street will be extremely important as an available alternative to Highway 101 and an escape route in the case of a tsunami or other emergency.

Only in recent years have we learned of the inevitable earthquake and tsunami that will inundate significant portions of our county. Our emergency preparedness coordinators at the city and county levels are working to make government more resilient, increase public awareness, and educate residents and visitors about what to do when such an event occurs. Having available escape routes to higher ground is essential in areas where we will have about 20 minutes warning. In the Nelscott area of Lincoln City, the inundation area reaches the highway. Either the preceding earthquake or the inundation will make it impassable. An alternate route to an assembly area and for responders is essential. The proposed alignment of Foothills Boulevard is approximately 50 higher in elevation than the highway and will be a safe connection and place to assemble. The Nelscott Gap neighborhood will offer refuge in the short term and new building sites in the longer term.

Lincoln County and its jurisdictions do our best to keep up with demands on our transportation system. Highway 101 is the only access to our coastal communities and the only north-south street through many areas. Because of the rush of visitors to the coast on summer days and holiday weekends, we cannot build a large enough highway facility to accommodate all the traffic and keep it flowing freely. Having an alternative route when too much traffic, a collision or an emergency brings traffic to a standstill on the highway is critical. During their vacations, tourists often use Highway 101 to travel to sites along the coast. Employment, service calls and vehicles delivering goods all increase with the volume of tourists. Consequently, alternative routes are important for economic reasons as well as for emergency response. A grant facilitating the construction of Foothills Boulevard will benefit all of Lincoln County and the central Oregon Coast.

Sincerely,

The Lincoln County Commission

## MEMORANDUM

To: Lincoln County Commissioners  
From: Dick Anderson, Lincoln City Councilor  
Re: Letter of support for Lincoln City's BUILD application

Requested action: BUILD (better utilizing investments to leverage development) is a federal Department of Transportation (DOT) grant program available nationally and very competitive. Rural communities can apply for grants from \$1 million to \$25 million. Lincoln City intends to submit a BUILD grant proposal that would benefit greatly from a letter of support from the Lincoln County Commission. Since time is short, staff has drafted a letter for your consideration (attached). If you are willing to provide a letter and want to use the draft, contact Debra Nicholson, Senior Planner, to get the electronic (Word) version. Please feel free to make changes and print it on your letterhead. Email the signed letter to: [dnicholson@lincolncity.org](mailto:dnicholson@lincolncity.org), by Monday, July 16<sup>th</sup>.

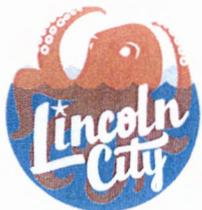
Following is basic information and context for our proposal.

Description: The city has decided to apply for a \$6 million grant to build Foothills Boulevard through the Nelscott Gap Neighborhood Plan area. After two years of planning, the city council adopted the Nelscott plan for development of an area that lies in the middle of the city mostly on the east side of Highway 101. Of the 240 acres in the planning area, 150 acres lie outside the city limits, but within our urban growth boundary (see attached map). The area is great location near schools, open spaces, and a half mile from the Pacific Ocean, but challenging topography, wetlands, and lack of a street system has stymied development.

Foothills Boulevard is a north-south street that parallels U.S. Highway 101, lying approximately 500 to 1000 feet to the east about 50 feet higher in elevation. The south end of the Foothills Boulevard alignment crosses over wetlands on the Spyglass Limited Partnership site of a subsidized housing complex. The street alignment runs from SE 32<sup>nd</sup> north to SE 19<sup>th</sup> Street through land that is almost entirely undeveloped. Because the alignment runs through forest, steep topography and wetlands, it will be expensive and difficult for land owners and affordable housing developers to construct on their own.

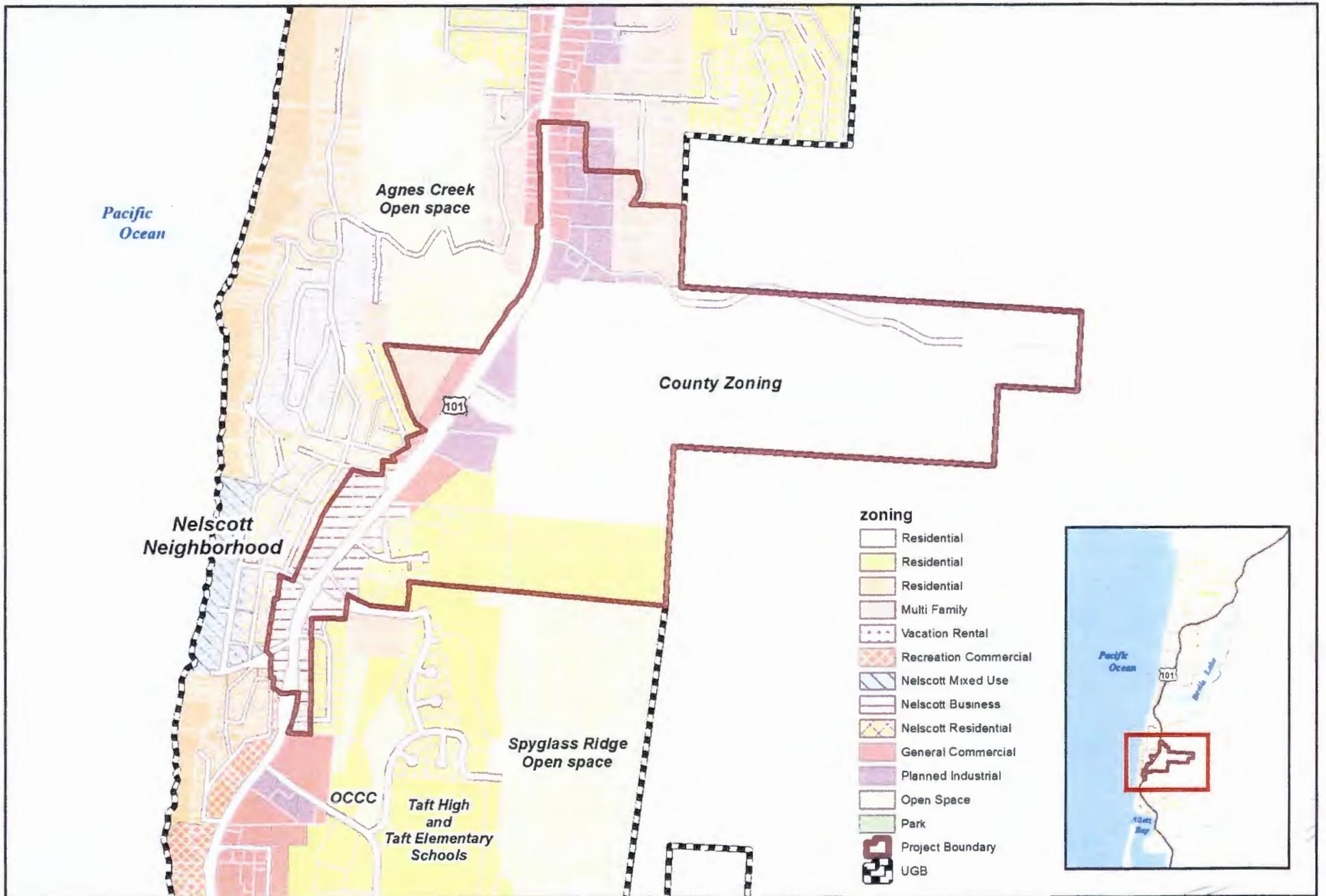
Construction of Foothills Boulevard is important for the three basic reasons stated below. Its importance extends to all those responsible for public safety in Lincoln County and to all those who rely on Highway 101 to get to their destinations along the central Oregon Coast.

- As the only north-south street east of the highway, Foothills Boulevard will be an alternate route for through traffic when the highway is congested or blocked due to a collision or emergency.
- As the only north-south street in Nelscott outside the tsunami inundation area, Foothills Boulevard will provide an escape route for those who live or visit historic Nelscott and the beaches and ocean. The tsunami inundation area covers most of the Nelscott neighborhood west of the highway and the highway itself.
- The proposed street is the key to development of a new affordable neighborhood designed for living, working, playing, and socializing. Foothills Boulevard will be the spine of an off-highway network of streets and alleys, complete with sidewalks/bike paths, landscape strips, and parking. It will allow neighborhood residents to connect with other parts of the city without using the highway for their local trips. We expect that when complete, the street will facilitate and stimulate construction of new residences and businesses.



We will know by the end of the year whether DOT intends to fund our proposal. If we are successful, we will have until the summer of 2020 to complete the design and get the required permits, and until 2025 to complete construction.

Thank you for considering this request.



Nelscott Gap - Existing Conditions



July 2018



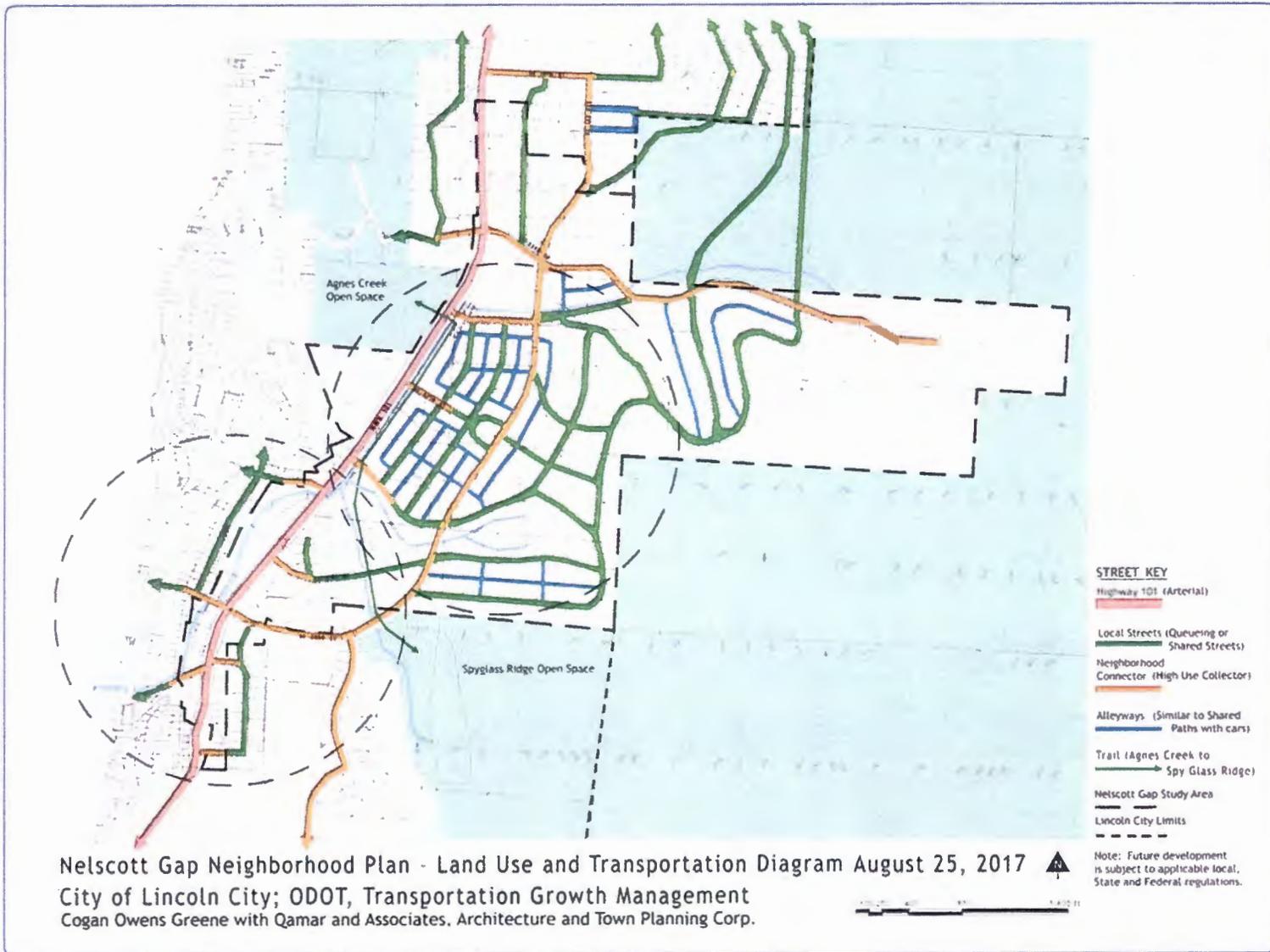


Figure 2 Street diagram - Nelscott Gap

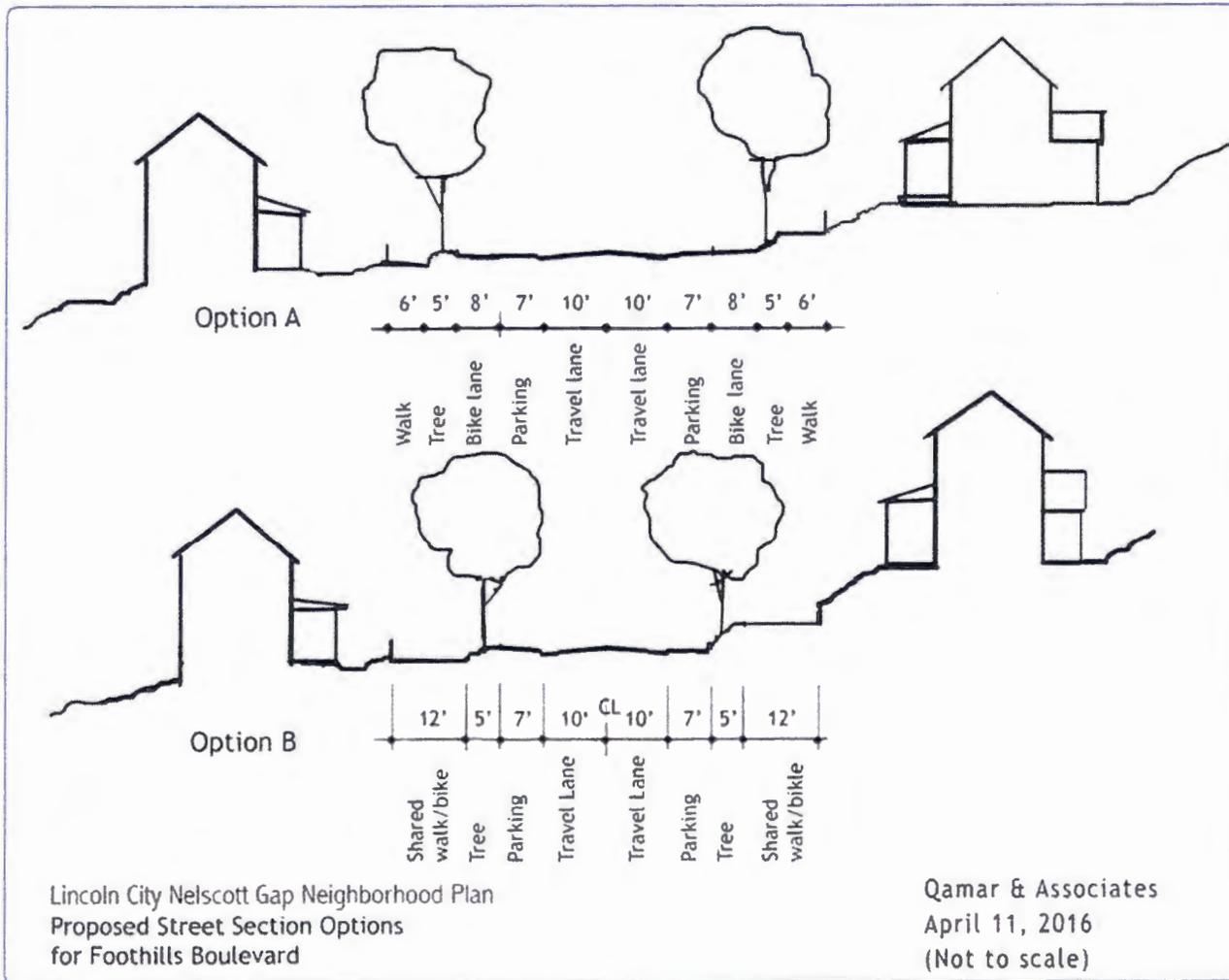


Figure 1 Cross section of Foothills Boulevard