

# **APPENDIX D**

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## **Cultural Resources Assessment**

**DRAFT ENVIRONMENTAL ASSESSMENT**

**Newport Municipal Airport Obstruction Removal**

Final

# NEWPORT MUNICIPAL AIRPORT OBSTRUCTION REMOVAL PROJECT, LINCOLN COUNTY, OREGON

## Cultural Resources Assessment

Prepared for  
City of Newport

January 2022





Final

**NEWPORT MUNICIPAL AIRPORT OBSTRUCTION  
REMOVAL PROJECT, LINCOLN COUNTY, OREGON**

**Cultural Resources Assessment**

**Submitted to**

City of Newport

**Prepared by**

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**ESA Project Number D171238.01**

**SHPO Project Number 19-1125**

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# ABSTRACT

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Environmental Science Associates (ESA) was retained by the City of Newport (City) to conduct a Cultural Resources Assessment in Lincoln County, Oregon for the Newport Municipal Airport Obstruction Removal Project (Project).

Newport Municipal Airport (Airport) is proposing an obstruction removal project. An Airport Geographic Information Systems survey was completed in 2014 that identified numerous vegetation obstructions in the approach and departure surfaces of Runway 16-34 and the approach surfaces of Runway 20. These trees are potential hazards to the operational safety of the Airport due to their height. The proposed project will assess the potential effects of vegetation removal to allow the safe operation of aircraft using Runway 16, Runway 34, and Runway 20.

Federal funding of the Project by the Federal Aviation Administration (FAA) requires that the Project comply with Section 106 of the National Historic Preservation Act (“Section 106”). Section 106 requires that FAA consider the effects of this undertaking upon Historic Properties within the project’s Area of Potential Effects (APE). The APE encompasses areas of potential ground disturbance, specifically areas of potential tree felling, construction staging areas, and access routes. The APE was defined by the FAA in consultation with Oregon State Historic preservation Office (SHPO), Confederated Tribes of the Warm Springs Reservation, Confederated Tribes of the Grande Ronde, Confederated Tribes of the Siletz Indians, and the City. Trees would be cut at the base, leaving stumps and roots in place. Ground disturbance would be limited to dragging and removing the cut vegetation into trucks, and no disturbance is expected below the existing ground surface. The exact placement of access roads and staging areas has not yet been defined. The APE is 622.5 acres.

ESA conducted a literature review of the Project’s Study Area extending one mile in every direction from the footprint of the APE. No cultural resources were previously identified within the APE. ESA archaeologists Tom Ostrander and Trevor Payne conducted a surface survey of the APE on May 28-31, 2019; after the APE was expanded to include additional tree felling areas Tom Ostrander conducted a supplemental survey on September 22-24, 2019. The survey consisted of 30 meter spaced surface transects within portions of the APE with clustered potential tree removal areas, access routes, and likely staging locations. No subsurface survey was conducted as the project design does not call for ground disturbing excavation. The majority of the APE is active logging land that has been heavily disturbed and reworked during the modern era. ESA did not identify any archaeological sites or isolates during the survey.

The built environment survey identified a total of eight historic-aged (older than 50 years) properties. All are previously undocumented, privately owned homes. None of the historic aged homes will be directly impacted by the proposed actions. While the Newport Municipal Airport is a historic aged, and should be considered an NRHP Potentially Eligible Historic District, no historic aged built environment structures or infrastructure elements of the airport that could contribute to the potential Historic District, are within or adjacent to the areas of proposed tree removal. Tree removal polygons adjacent to the runway are assumed to represent surface topography and were not associated with shrubs or trees. These areas

adjacent to the runways and within the active airport property are already cleared of vegetation as part of standard airport operations activities.

Based upon the results of background research and archaeological fieldwork, ESA recommends that the undertaking will result in **NO ADVERSE EFFECT TO HISTORIC PROPERTIES (36CFR800.4(d)(1))**. ESA recommends no further archaeological work associated with this project. ESA recommends that an inadvertent discovery plan (IDP) be prepared for use during construction. The IDP will provide guidance and procedures to be followed in the event of an archaeological resource discovery.

The author(s) of this report meet(s) the Secretary of the Interior's professional qualification standards for Archaeology and History. The purpose of this report is to determine if archaeological resources or historic period structures meeting eligibility requirements for listing in the National Register of Historic Places (NRHP) may be affected by the proposed project.



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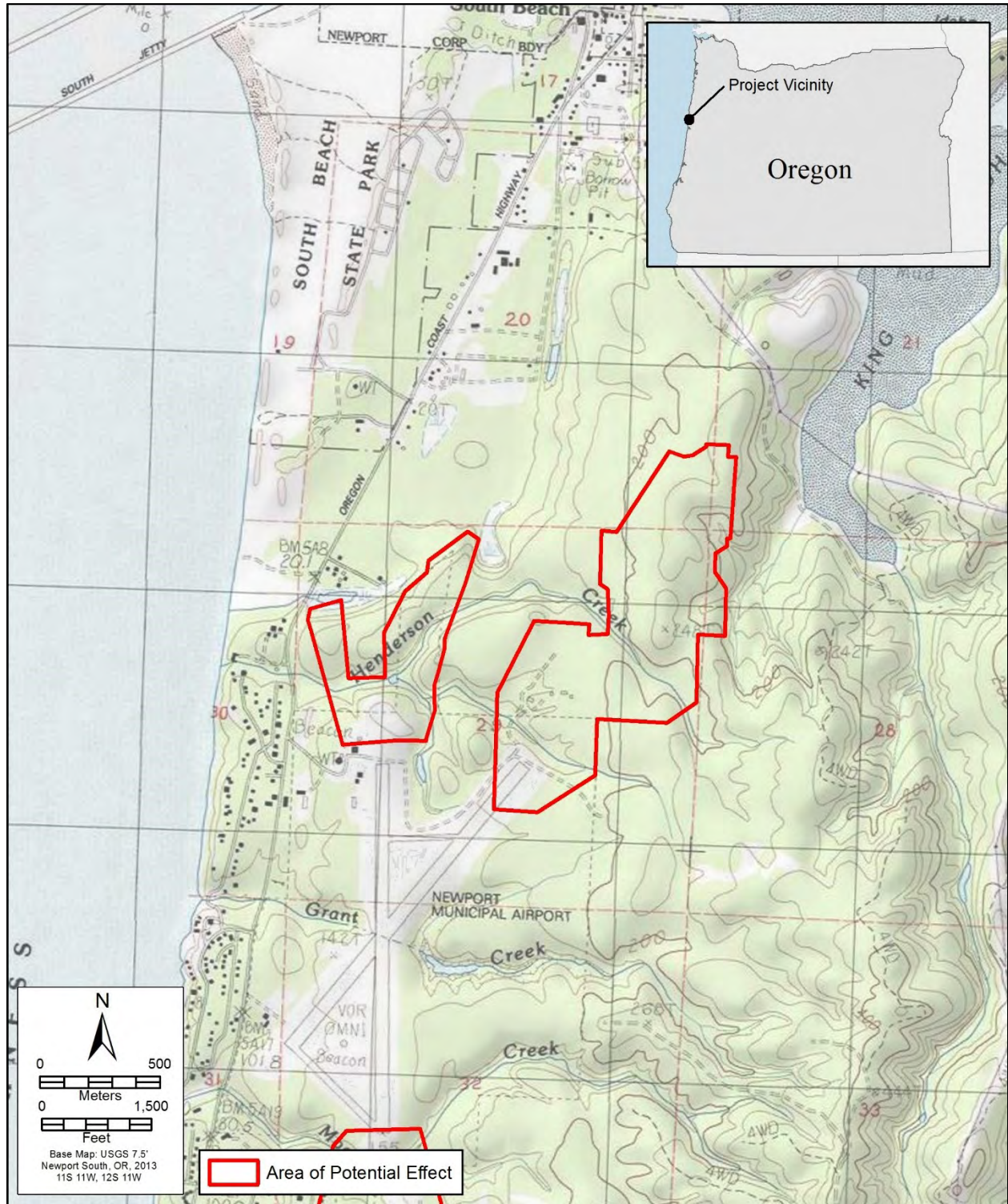
# 1. INTRODUCTION

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Environmental Science Associates (ESA) was retained by the City of Newport (City) to conduct a Cultural Resources Assessment in Lincoln County, Oregon for the Newport Municipal Airport Obstruction Removal Project (Project). The project is located within and adjacent to the Newport Municipal Airport, bounded by the SW Coast Highway (US 101) on the west, and undeveloped lands on the south, at and west in, Sections 20, 21, 28, 29, 32, Township 11 South, range 11 West, and Sections 5, 6, 8, Township 12 South, Range 11 West, on the Newport South 7.5' series topographic map (Figure 1, Figure 2). It is located on 64 separate tax lot parcels (Table 1)

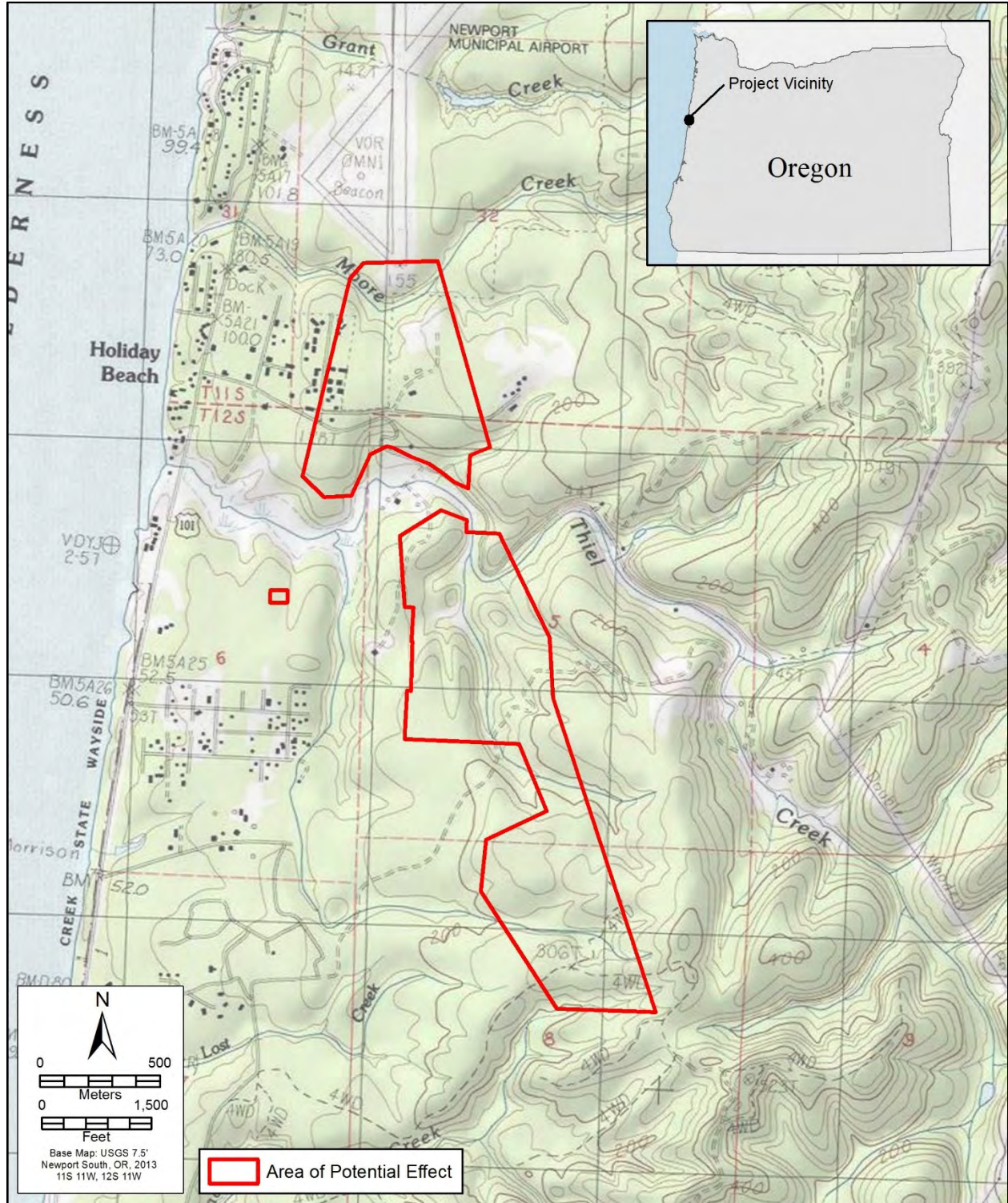
**TABLE 1  
TAX LOT NUMBERS IN THE AREA OF POTENTIAL AFFECTS**

11-11-20-00-02700-00	11-11-20-00-02700-00	11-11-20-00-02700-00	11-11-20-00-02700-00
11-11-21-00-01600-00	11-11-21-00-01600-00	11-11-21-00-01600-00	11-11-21-00-01600-00
11-11-28-00-00700-00	11-11-28-00-00700-00	11-11-28-00-00700-00	11-11-28-00-00700-00
11-11-29-00-00300-00	11-11-29-00-00300-00	11-11-29-00-00300-00	11-11-29-00-00300-00
11-11-29-00-00100-00	11-11-29-00-00100-00	11-11-29-00-00100-00	11-11-29-00-00100-00
11-11-29-00-01402-00	11-11-29-00-01402-00	11-11-29-00-01402-00	11-11-29-00-01402-00
11-11-29-00-00500-00	11-11-29-00-00500-00	11-11-29-00-00500-00	11-11-29-00-00500-00
11-11-29-00-00600-00	11-11-29-00-00600-00	11-11-29-00-00600-00	11-11-29-00-00600-00
11-11-29-00-01401-00	11-11-29-00-01401-00	11-11-29-00-01401-00	11-11-29-00-01401-00
11-11-29-00-01100-00	11-11-29-00-01100-00	11-11-29-00-01100-00	11-11-29-00-01100-00
11-11-29-00-01000-00	11-11-29-00-01000-00	11-11-29-00-01000-00	11-11-29-00-01000-00
11-11-32-00-00200-00	11-11-32-00-00200-00	11-11-32-00-00200-00	11-11-32-00-00200-00
11-11-32-00-01602-00	11-11-32-00-01602-00	11-11-32-00-01602-00	11-11-32-00-01602-00
11-11-32-00-01601-00	11-11-32-00-01601-00	11-11-32-00-01601-00	11-11-32-00-01601-00
11-11-32-00-00201-00	11-11-32-00-00201-00	11-11-32-00-00201-00	11-11-32-00-00201-00
11-11-32-00-01600-00	11-11-32-00-01600-00	11-11-32-00-01600-00	11-11-32-00-01600-00
11-11-32-CC-0ROAD-00	11-11-32-CC-0ROAD-00	11-11-32-CC-0ROAD-00	11-11-32-CC-0ROAD-00
11-11-32-CC-00901-00	11-11-32-CC-00901-00	11-11-32-CC-00901-00	11-11-32-CC-00901-00
11-11-32-CC-00900-00	11-11-32-CC-00900-00	11-11-32-CC-00900-00	11-11-32-CC-00900-00
11-11-32-CC-00800-00	11-11-32-CC-00800-00	11-11-32-CC-00800-00	11-11-32-CC-00800-00
11-11-32-CC-01601-00	11-11-32-CC-01601-00	11-11-32-CC-01601-00	11-11-32-CC-01601-00
11-11-32-CC-01600-00	11-11-32-CC-01600-00	11-11-32-CC-01600-00	11-11-32-CC-01600-00



SOURCE: ESA

**Figure 1**  
Location of the Newport Municipal Airport Obstruction Removal(1 of 2)



SOURCE: ESA

**Figure 2**  
Location of the Newport Municipal Airport Obstruction  
Removal(2 of 2)

## 1.1 Project Description

The Newport Municipal Airport (Airport) proposes to remove obstructions from the regulated airspace of Runway 16, Runway 20, and Runway 34. An Airport Geographic Information System survey was conducted as part of the Master Plan Update in 2018 (WHPacific) and the data was used to identify obstructions in the protected airspace around the Airport. A subsequent LiDAR survey (Quantum Spatial, Inc. 2019) confirmed numerous obstructions (trees) penetrating into the protected airspace. The obstruction analysis used 14 Code of Federal Regulations (CFR) Part 77 *Safe, Efficient Use, and Preservation of the Navigable Airspace* to identify obstructions. . These trees are potential hazards to the Airport’s operational safety because of their height. At this time, it is proposed that the trees would be cut at the base using hand-held equipment (e.g., chainsaws), leaving the stumps and roots in place. The project would attempt to use existing access roads and staging areas that are present across the majority of proposed project footprint to support ongoing logging activities, and that serve the Airport’s and private landowner’s ongoing operations and maintenance needs. Obstruction removal is estimated to begin in 2023.

## 1.2 Regulatory Environment

Federal funding of the Project by the Federal Aviation Administration (FAA) requires that the Project comply with Section 106 of the National Historic Preservation Act (“Section 106”). Section 106 requires that (FAA) consider the effects of this undertaking upon Historic Properties within the project’s Area of Potential Effects (APE). Federal code implementing Section 106, found at 36 CFR 800, includes a requirement that an effort be made to identify Historic Properties. In coordination with the Oregon State Historic Preservation Office (SHPO), Confederated Tribes of the Warm Springs Reservation, Confederated Tribes of the Grande Ronde, Confederated Tribes of the Siletz Indians, and other stakeholders, the City of Newport and the FAA defined the APE for the Project (Attachment A). This report has been prepared to meet the standards of the Section 106 process. This report documents all of the steps taken to consider the effects of the Project on Historic Properties, and the results of the investigation.

Additional laws that apply to archaeological projects conducted within the State of Oregon include: Archaeological Objects and Sites (ORS 358.905-358.955), the Indian Graves and Protected Objects (ORS 97.740-97.760), Conservation Program (ORS 358.635), Conservation Program (ORS 358.653), Archaeological Sites and Historical Materials (ORS 390.235), and Scenic Waterways (ORS 390.805-390.925).

## 1.3 Area of Potential Effects

The APE encompasses all areas of potential ground disturbance, construction staging areas, and access routes. The anticipated depth of ground disturbance would be confined to the surface. Trees would be cut at the base using hand-held equipment (e.g. chainsaws). Stumps and roots would be left in place. No new facilities, roads, or impervious surfaces are proposed as part of the project. The contractor selected for the project would access obstructions from existing disturbed areas including paved and unpaved airport access roads, private roads as well as old logging roads and paths. Staging would occur in existing disturbed areas that are already cleared of vegetation. The Area of Potential Effects is 622.5 acres.

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## 2. PROJECT SETTING

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### 2.1 Research Methods

ESA conducted a literature review of the Project's Study Area extending one mile in every direction from the footprint of the APE. Information reviewed included prior archaeological survey reports, recorded cultural resources, historic register-listed properties, ethnographic studies, historical maps, government landowner records, aerial photographs, regional histories, geological maps, soils surveys, and environmental reports. These records were reviewed in order to identify any cultural resources, including Traditional Cultural Properties (TCPs), within the APE. Relevant documents were examined at the Oregon State Historic Preservation Office (SHPO), the Oregon Historic Sites database, the University of Oregon Libraries website, online, and ESA's research library. Archaeological field survey methods are discussed in Section 4.

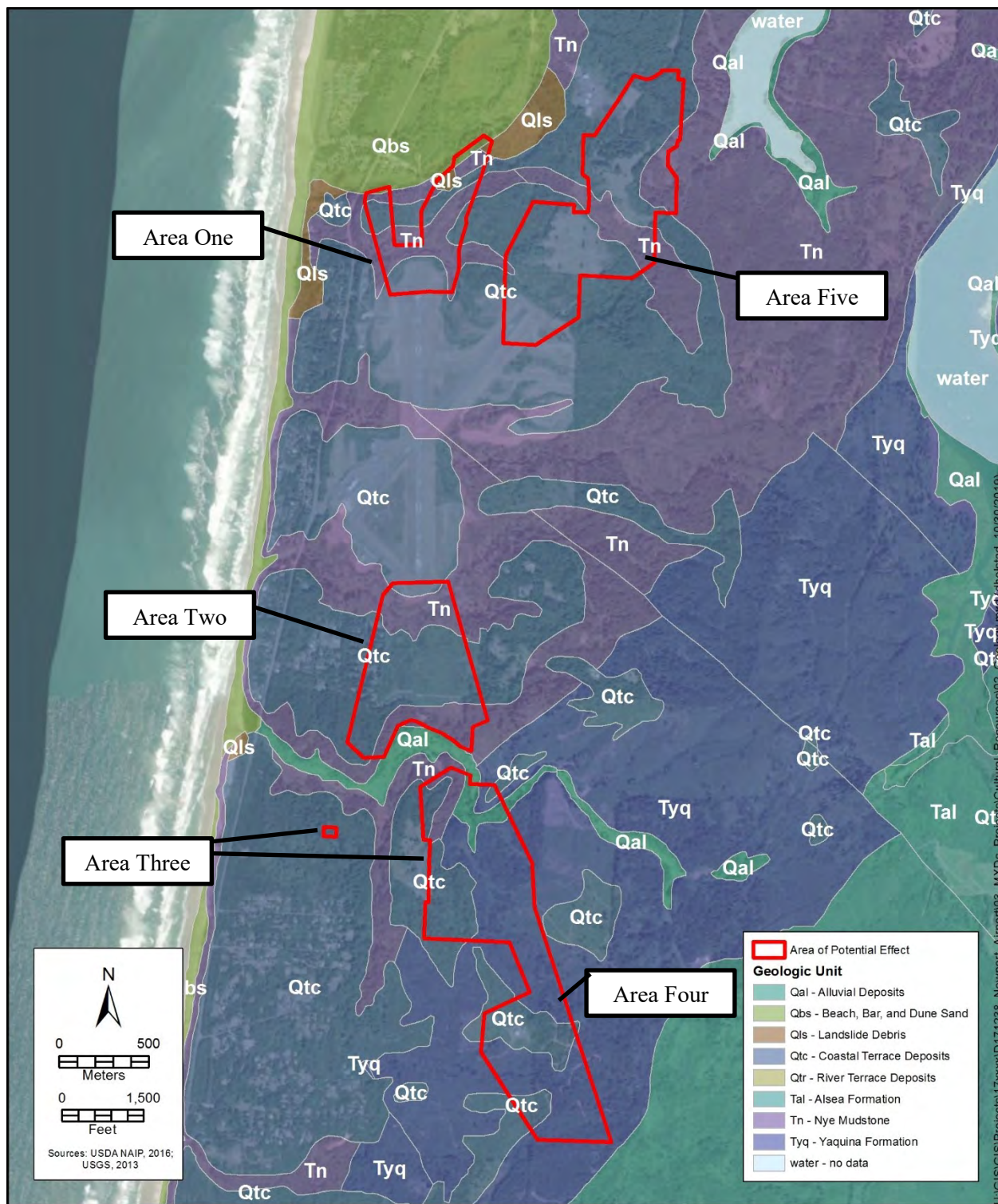
### 2.2 Environmental Setting

Climate in the vicinity of the Project is generally mild with an annual high of 58°F and an annual low of 44°F with an annual precipitation of approximately 70 inches of rainfall (U.S. Climate Data 2019).

#### 2.2.1 Geomorphology

The five APE locations consist predominantly of Coastal Terrace Deposits (Qtc) (Figure 3). However, a wide range of secondary geological units are found across the APE. Nye Mudstone (Tn) can be found in four of the five APE segments, with only the most southern segment not containing this unit. Mudslide debris (Qls) is found exclusively in the north western most APE segment, Area One. The south-central most APE segment, Area Three, represents the most diverse collection of geologic units, including the largest representation of Yaquina (Tyq) and the only representation of alluvial deposits for the project, (Qal) from Thiel Creek. Yaquina is a sandstone and depending on its elevation can be either a micaceous blue-grey sandstone or a coarse-grained buff-colored sandstone (Harrison and Eaton 1920).

The age of deposition for the Nye Mudstone (formed during the Miocene, 23 to 5 million years ago), and the Yaquina Formation (formed during the Paleogene, 66 to 23 million years ago) suggests that neither of these geologic formations would be suitable candidates to retain archaeological resources because they predate human occupation. The coastal deposits, having been possibly windblown from the nearby beach are also less likely to contain archaeological resources. There is also a low probability that the mudslide debris could have buried some cultural material. The only geologic unit within this project that has the likelihood of burying and preserving some cultural material is the alluvial deposits (Qal) from Thiel Creek. These deposits are confined to the deeply incised channel of the creek. The steep topography of the incised channel has resulted on no appreciable flood plain or terrace deposits being associated with the drainage within the APE. Alluvial deposition here is the result of the erosion of the Nye Mudstone to the east. Material has been deposited as the creek flows westward to the ocean. This seasonal high flow energy combined with a restricted incised channel makes it unlikely that this Holocene aged alluvium contains cultural resources.



**Figure 3**  
 Geological Map of Newport Municipal Airport Obstruction  
 Removal Project

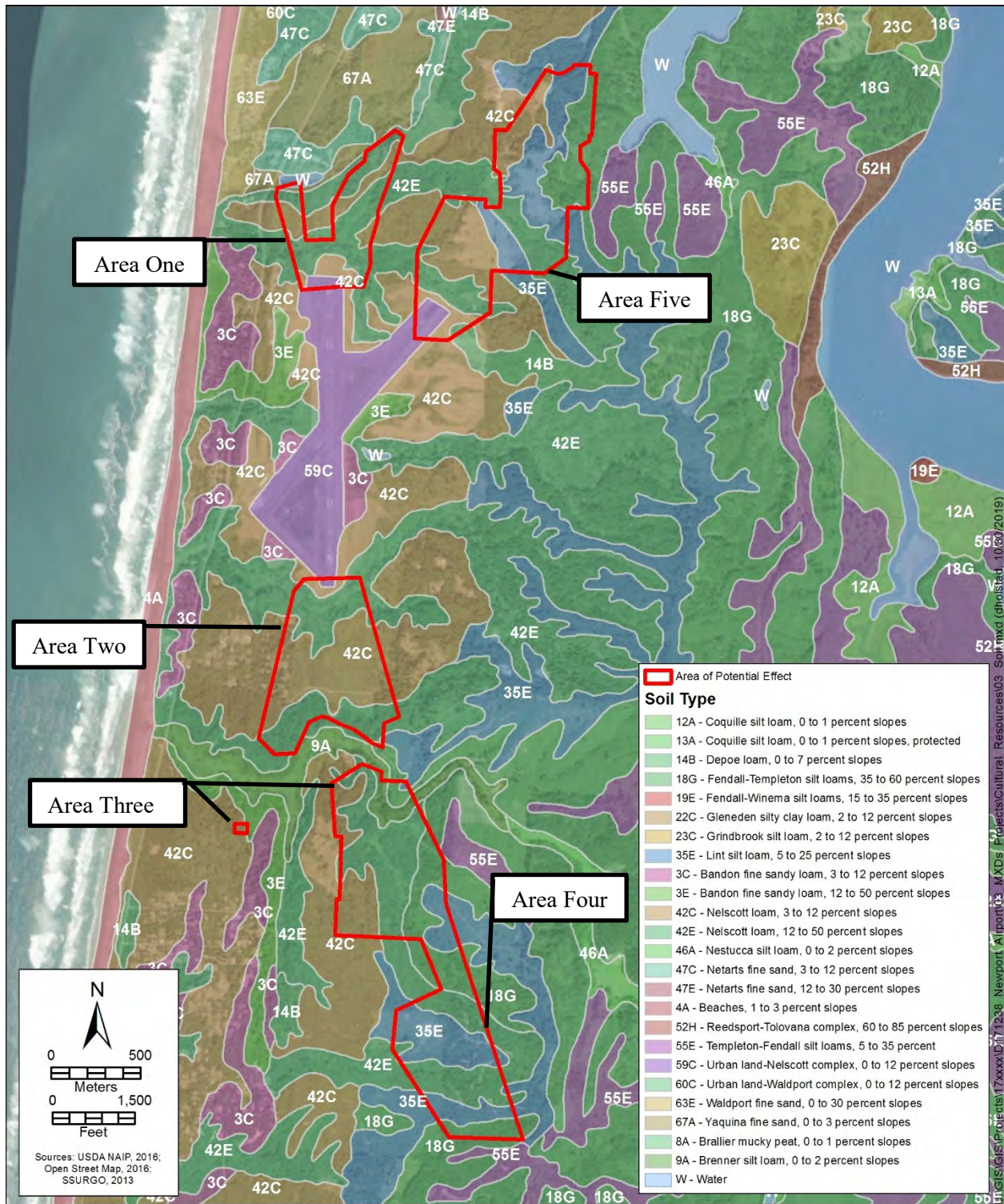


## 2.2.2 Soils

Soils within the project are discussed based on their specific APE and soil types as described in Figure 4: Area One (Northwestern), Area Two (middle), and Area Three (South central), Area Four (southern-most) and Area Five (Northeastern)

The Area One and Area Two share the Nelscott loam soil type with a mild variation in slope percentages ranging from 42E: 12 to 50 percent slope, 42 C: 3 to 12 percent slopes, and 59C: 0 to 12 percent slopes. The description for 59C also includes a mixture of urban land and the Nelscott complex. Consisting of moderately well drained soils overlying stratified marine sediments, this soil series is found on marine terraces and have a mean annual precipitation of about 70 inches (National Cooperative Soil Survey 2003). The taxonomic description for these soils are “fine-loamy over sandy or sandy-skeletal, isotic over mixed, isomesic, ortstein Typic Durorthods” (National Cooperative Soil Survey 2003).

The greatest variation in soil types within the project is found Area Three and Area Four, which make up the southern portion of the APE. In this location two Nelscott loam types are present (42C and 42E), but also three other silt loam soil types: the Fendall-Templeton silt loam with a 35 to 65 percent slope (18G), the Lint silt loam, with 5 to 25 percent slope (35E), and the Brenner silt loam with 0 to 2 percent slopes (9A). Each of these additional three soil types are discussed separately below. The Fendall series can be found on coastal hills, mountains, and old dissected marine terraces consisting of “fine, isotic, isomesic Andic Humudepts” (National Cooperative Soil Survey 2011). While the texture consists of more than 35 percent of clay regularly, when factoring in the Templeton soils, this average drops to less than 35 percent of clay in the texture control section of the soil (National Cooperative Soil Survey 2011). The Lint series has a small distribution located only on the coastal area of Oregon and are “formed in alluvium weathered mostly from sedimentary rocks” (National Cooperative Soil Survey 2000b). The final soil series that is associated with this project includes the Brenner Series. Unlike the other soils discussed in this section, the poorly drained Brenner series is found in swales on flood plains adjacent to stream terraces, and are formed in silty mixed recent alluvium that are the result of basic igneous and sedimentary rocks (National Cooperative Soil Survey 2004). This alluvial soil is only found in Area three, the northern half of the Southern APE polygon.



SOURCE: ESA

**Figure 4**  
Soils Map of Newport Municipal Airport Obstruction Removal

## 2.2.3 Flora and Fauna

The vegetation of the APE is part of the *Picea sitchensis* vegetation zone which follows the coasts of Washington and Oregon, and is only a few kilometers in width (except for where it extends inland along river valleys) (Franklin and Dyrness 1988). This particular forest classification refers to a coniferous forest with a mature overstory and a particularly dense understory. The more mature forests within this zone (specifically in Oregon) include an overstore with the following species: Sitka spruce (*Picea sitchensis*), western hemlock (*Tsuga heterophylla*), Douglas fir (*Pseudotsuga menziesii*), grand fir (*Abies grandis*), with red alder (*Alnus rubra*) being the species found most common in disturbed locations and *Pinus contorta* being the most common species found nearest to the ocean (Franklin and Dyrness 1973). The understories in these forests are dense and include shrubs, dicotyledonous herbs, ferns and cryptogams. In sites that are located near the ocean the understories include salal (*Gaultheria shallon*), Pacific rhododendron (*Rhododendron macrophyllum*), and evergreen huckleberry (*Vaccinium ovatum*) (Franklin and Dyrness 1973). Native fauna along the Oregon coast include harbor seals, California sea lions, Steller sea lions, bald eagles, osprey, turkey vultures, peregrine falcons, black oystercatcher (*Haematopus bachmani*), short-tailed albatross (*Phoebastria albatrus*), marbled murrelet (*Brachyramphus marmoratus*), western snowy plover (*Charadrius alexandrinus nivosus*), northern spotted owl (*Strix occidentalis caurina*), 13 different species of sea birds, numerous shore birds, four species of sea turtles, Coho Salmon (*Oncorhynchus kisutch*), Chinook Salmon (*Oncorhynchus tshawytscha*), coastal cutthroat trout (*Oncorhynchus clarkii*), and Pacific lamprey (*Entosphenus tridentatus*) (U.S. Fish & Wildlife Service n.d.).

## 2.3 Precontact Setting

The precontact cultural chronology of the Oregon Coast has been developed based on interpretations of a limited number of archaeological sites (Ross 1990). The chronology interprets broad patterns in culture, such as subsistence, technology, and social organization. The following discussion follows Ross (1990) by recognizing three phases, which are summarized in Table 2.

**TABLE 2  
PRECONTACT-ERA PERIODS**

Period	Approx. Date Range	Characteristics
Late Marine	500-1856 AD	Villages and campsites located along or very close to the coast; use of marine, riverine, and estuarine resources in conjunction with terrestrial resources. Increased amount of shell, use of lithic tools including projectile points with concave base, triangular, and tanged form that are distinctively different from those used in the Pre-Marine Period. Other common stone tools include drills, graters, hammerstones, pestles, scrapers, and heavy choppers, netsinkers, bifaces, pipes, and bowls. Typical bone artifacts include antler wedges, flaking tools, chisels, bone needles, awls, fishhooks, bi-points, pendants, fish lures, composite harpoon heads, and gaming pieces.
Early Marine and Riverine	3,000 BC –500 AD	Focus on marine and riverine resources. Shell midden sites consisting of mussels and clams. Artifacts are typically of bone items rather than lithic items. They typically include harpoons, antler-tine flake tools, and wedges.
Pre-Marine	Pre-3,000 BC	Focus on upland resources and minor role of marine resources. Artifacts consist of plant processing tools and hunting tools. They typically include groundstone tools, scrapers, blades, knives, and projectile points made of cryptocrystalline silicate and obsidian. Point types are often leaf-shaped, expanded stem, contracting stem, and side-notched.

The Oregon Coast can be separated into three sections: North, Central, and South. The APE is located within the Central Coast section. When the Oregon Coast Precontact cultural chronology was developed, the oldest known site in the Central Coast is the Umpqua/Eden Site (35-DO-83) on Winchester Bay. This site dates to ca. 1010 BC, placing it within the Early Marine and Riverine Period. There has been minimal evidence of Pre-Marine or river-oriented occupation in the Central Coast.

## 2.4 Ethnographic Setting

### 2.4.1 Overview

This discussion presents a high-level summary of Native subsistence, settlement, and burial practices in the Study Area. It is primarily based upon information within published 20th century ethnographies and studies.

The Study Area is located within the traditional territory of the Yaquina/Alsea (referred to hereafter collectively as Alsea) (Drucker 1939; Zenk 1990). The area roughly extends along the coast from Otter Rock to Tenmile Creek and includes the Alsea and Yaquina River valleys and tributaries. During the ethnographic period the Alsea were connected with neighboring Tillamooks and Siuslawans through

trade, intermarriage, and language and interacted to a lesser extent with the Willamette Valley Kalapuyans. The Alsea also participated in trade as far north as the Columbia River. The Alsea language has two dialects: Yaquina, originally spoken along the Yaquina River and Bay, and Alsea which was originally spoken along the Alsea River and Bay and along the coast.

Traditional permanent Alsea villages were located along river estuaries and the coast. These locations provided easy access to marine, riverine, and terrestrial resources. Permanent winter houses were rectangular cedar-plank multi-family structures with gable roof and semi-subterranean floors. This style is similar to that of the Tillamooks and Coosans. Traditionally, temporary camps were used during the non-winter months while resource gathering. Summer camps were located inland, along the upriver stretches of the Alsea and Yaquina Rivers. By one account, there were approximately 12 permanent villages and approximately 24 seasonal camps and fishing places throughout the Alsea lands (Drucker 1939). The traditional Alsea funerary practice is aboveground burials, in either elevated canoes or burial houses.

During the ethnographic period the Alsea were known for their canoe manufacturing skills. These were commonly made from Western red cedar and occasionally redwood drift logs found along the coast. The Alsea used both sea and riverine canoes. The traditional Alsea subsistence pattern is based on a seasonal round. Dietary staples include salmon, supplemented by smelt, herring, flounders, perch, lampreys, and salmon trout. Terrestrial resources include elk, deer, beaver, quail, and grouse. Sea lions were hunted and occasionally stranded whale carcasses were harvested. The traditional Alsea diet also includes clams, mussels, camas root, fern and skunk cabbage roots, acorns.

## 2.4.2 Study Area

One named place is recorded within the Study Area; however, it is likely that additional unrecorded places are also present. The recorded named place is the village of *Mi(·)čú·štikʷ* which was located in the vicinity of present-day Newport (Zenk 1990).

## 2.5 Historical Setting

### 2.5.1 Overview

The first confirmed arrival of non-Natives to the Alsea region was in 1788 when the U.S. *Columbia* arrived off the coast. Subsequent non-Native explorers and fur traders introduced epidemic diseases to the region such as smallpox, which left the Alsea population severely reduced. In 1850 the U.S. Government passed the Oregon Donation Act. This led to waves of non-Native settlers claiming land claims in the area. Settlers displaced existing populations and disrupted traditional subsistence patterns (Beckham 1990).

From the late 1840s through 1855, the U.S. Government pursued treaties with the Native people of western Oregon. Although treaties were negotiated during this time, none were ratified by Congress. The period between 1851 and 1855 was marked by a series of violent attacks carried out by gold miners and voluntary militia against the Native people of western Oregon. These conflicts culminated with the Rogue River War in 1855, which resulted in the deaths of several hundred Native people.

The U.S. Government established the Coast (also known as Siletz) Reservation and the Grand Ronde Reservation in 1855 under an executive order. The original size of both reservations was significantly larger than today's boundaries. At the time of establishment, all surviving Native people of western Oregon were assigned to either of these reservations. The Alsea were relocated in 1861 to the Alsea Subagency on the Siletz Reservation (Lewis 2018). An 1856-1857 census of the two reservations estimated a total of only 4,000 Native people remaining in western Oregon; 63 were identified as Alsea and 33 as Yaquina (Beckham 1990:184).

The Siletz Reservation lacked any streams with salmon runs; poor conditions led to additional population losses from starvation and disease. Despite being within the boundaries of the Siletz Reservation, the U.S. Government passed an executive order in 1865 allowing non-Native settlement within the Yaquina and Alsea River estuaries. In 1875 the Alsea Subagency closed (Lewis 2018). Descendants of the mid-19<sup>th</sup> century Alsea are enrolled in the Confederated Tribes of the Siletz Indians, the Coquille Indian Tribe, and the Confederated Tribes of the Coos, Lower Umpqua, and Siuslaw tribes of Oregon.

The town of Newport formed in the 1860s on the northwest side of the mouth of Yaquina Bay. It was accessed via boat from the town of Elk City, upriver along the Yaquina River. In the 1870s the Oregon Pacific Railroad built a line from Boise, Idaho to the company town of Yaquina City with the intention of using Yaquina Bay as a shipping harbor (Disse 2019). Yaquina City was situated east of Newport, along the Bay. The railroad opened in 1884. However, it was abandoned after two steamships wrecked in the shallow depths of Yaquina Bay (Gordon 2019). The railroad was reopened in 1894 and Newport flourished as a tourist destination. Access to Newport via automobile improved in 1919 when the Roosevelt Coast Military Highway (now U.S. Highway 101) was constructed (Disse 2019). In 1936 the Yaquina Bay Bridge was constructed, replacing the car ferry once necessary to cross the Bay.

## 2.5.2 Study Area

When surveyed by the U.S. Government in 1867, no homesteads, wagon roads, trails, or other notable features were recorded in the APE. However, there were several homesteads along the coast and shores of Yaquina Bay and the Oysterville Cemetery was located along the west side of the Yaquina River approximately 1.5 miles east of today's Newport Airport (U.S. Surveyor General 1867, 1870a, 1870b). The portion of the APE south of today's Newport Airport was excluded from an 1874 survey due to being "Rough and mountainous. Unfit for settlement and therefore unsurveyed" (U.S. Surveyor General 1874). It was surveyed eight years later; no notable features were recorded (U.S. Surveyor General 1882).

The APE spans over a dozen late 19<sup>th</sup> century land claims (U.S. Bureau of Land Management 2002, 2018). Due to the volume, these are not discussed individually. The claims were filed between 1876 and 1895, with the majority in 1891-1892. Some of the land remained in the ownership of the same family through the 1930s (Metsker Map Company 1930a, 1930b). Based on available aerial imagery and maps, the APE remained largely undeveloped apart from the construction of the Newport Airport beginning in 1943.

## Newport Municipal Airport

The Newport Municipal Airport was built by the Civil Aeronautics Administration in 1943 on land granted by the City of Newport (Task Force 2016; WH Pacific 2018). The airport opened in 1944. The construction involved massive earthwork to grade and fill the Grant Creek gorge that once ran east-west through the middle of today's Airport. This former gorge is outside of the APE. An estimated 300 million cubic yards of sand and clay were moved and 1.7 million cubic yards of fill imported; the fill was obtained from a quarry near Agate Beach. Approximately 94 feet of fill was placed within the gorge and nine miles of concrete drain tiles were installed. Small canyons and gullies were also reportedly graded and filled to accommodate runway construction.

In 1947, after the end of World War II, the Civil Aeronautics Administration transferred ownership of the Airport back to the City of Newport. During the 1950s the City constructed a terminal building on the northwest end of the airport (no longer present); this location was near or possibly within the APE. Several buildings and structures once stood here and were accessed by a road leading from Highway 101. These included at least a water tower and a beacon, which were documented on maps as early as 1957 and are visible on a 1954 aerial photograph (HistoricAerials.com 2019; USGS 1957, 1975, 1984). The road leading to this location was mapped in 1942, prior to construction of the airport; no buildings or structures were recorded along the alignment in this vicinity (USGS 1942). Today, there are three electrical buildings in this location that are likely less than 50 years old (WH Pacific 2018).

Major renovations occurred in the late 1970s and 1980s following adoption of the 1979 Airport Master Plan. These improvements were carried out in phases. Phase 1 included land acquisition, clearing, road relocation, a runway lighting system, and a lighted wind sock. Phase 2 shortened the NE/SW runway and lengthened the N/S runway. Phase 3 constructed taxiways in the discontinued portion of the NE/SW runway. Major improvements took place in 2014-2015 and included runway rebuilding, new storm drainage, new runway lights, relocation of an "old" emergency generator, reestablishment of access roads, and removal of an "old race track" (Task Force 2016). The location of the race track is unknown.

## 2.6 Existing Cultural Resources

ESA conducted a records search of the SHPO's online Oregon Archaeological Records Remote Access (OARRA) on January 11, 2022.

The records search resulted in the identification of 20 prior cultural resources assessments (Table 3), three recorded sites, and three unrecorded sites/isolates (Table 4) within the Study Area. No recorded cemeteries or aboveground historic register-listed properties are within or directly adjacent to the APE.

There are eight aboveground, historic-aged properties within the APE (Table 5). These resources meet the minimum age threshold for eligibility (50 years or older), but have not yet been evaluated for their potential historic significance (hereafter referred to as "unevaluated historic-aged properties").

### 2.6.1 Prior Cultural Resources Assessments

Five cultural resource assessments whose study areas overlap with the APE have been previously Conducted. An additional 15 assessments have been conducted within the project's Study Area (Table 3).

**TABLE 3**  
**PRIOR CULTURAL RESOURCES ASSESSMENTS CONDUCTED WITHIN THE STUDY AREA**

Proximity to APE	Cultural Resources Identified in Study Area	Project	SHPO No.	Citation
Overlaps	1 precontact-era isolate* 35-LNC-129	Cultural Resources Survey of the Newport Airport Runway Rehabilitation Project and Apron Expansion Area	26016	Ellis et al. 2013
Overlaps	None	South Beach Cell Tower (CV63) Cultural Resource Survey	22888	Baker 2009
Overlaps	None	Archeological Reconnaissance of the Proposed Newport to Waldport and Waldport to Yachats Sewer Systems	248	Brauner 1976
Overlaps	None	Archaeological Survey for the Seal Rock Water District System Improvements Project (Phase 3)	27034	Minor and Toepel 2014
Overlaps	None	Results of a Phase I Environmental Site Assessment Cultural Resources Study of the Wilder Industrial Site	29047	Roulette et al. 2016
Outside	[n/a - no Fieldwork]	Units 3 & 4 Cultural Resources Based Upon a Literature Search	191	Beckham and Ross 1976
Outside	None	Cultural Resource Survey of Proposed Alternative Interceptor Routing in the Carmel—Foulweather Sanitary District	249	Zontek et al. 1976
Outside	None	Archaeological Survey of the Proposed Idaho Point Water Line Extension Project	243	Hartmann 1978
Outside	35-LNC-13	An Evaluation of Archaeological Sites on State Park Lands Along the Oregon Coast	7578	Minor 1986
Outside	1 precontact-era isolate*	Cultural Resources Evaluation of the Proposed Thiel Creek Development	8420	Ellis 1987
Outside	35-LNC-13	Archaeological Survey, Oregon Coast Highway @ 130th Avenue (Lost Creek Wayside, Newport)	16309	Connolly 1998a
Outside	None	Oregon Coast Highway at the Newport Airport Access	16592	Connolly 1998b
Outside	None	Cultural Resource Survey for the City of Newport Wastewater Conveyance and Treatment Project	16907	Fagan 1999
Outside	None	Subsurface Testing for the City of Newport Wastewater Conveyance and Treatment Project	17204	Kent and Fagan 2000
Outside	Possible shell midden*	U.S. 101: Yaquina Bay Bridge to SE 123rd St (Mike Miller Road)	19050	O'Grady 2004
Outside	1 historic-era homestead/chimney*	Archaeological Resource Evaluation of Area 1 and Area 4, Oregon State Parks, 2003/2004 Surveys – Volume I: Park Surveys	19806	Tasa et al. 2004
Outside	None	Section 106 Archaeological Review and Inventory at the Proposed CV-63 South Beach Telecommunications Facility	21957	Landreau 2008
Outside	35-LNC-140	Lost Creek State Park Historic Refuse Scatter	29639	Johnson 2018
Outside	None	Archaeological Survey for the US101:SE 32 <sup>nd</sup> – SE 35 <sup>th</sup> Project	30305	Minor 2019
Outside	[n/a - no Fieldwork]	US101: Shell Midden Context Statement, Columbia River to the California Border, MP 0.0 to MP 363.1 ADA-Accessible Ramps and Crossing Signal Pushbuttons Project	30857	Connolly et al 2019

\*No site form on file at SHPO



## 2.6.2 Recorded Archaeological Sites and Isolates

No archaeological sites are recorded within the APE. There are three recorded sites/isolates within the Study Area. One, 35-LNC-129, is located on the northwest end of the Airport, just south of the APE boundary. A precontact-era isolate was identified at the north end of the airport as well, situated between the two runways. See below for more details. The other sites within one mile of the APE are located along the coast.

**TABLE 4**  
**RECORDED ARCHAEOLOGICAL SITES OR ISOLATES WITHIN THE STUDY AREA**

National Register of Historic Places Status	Site Number	Site Name	Site Type	Description
Not Eligible (Isolate)	No Site Form	--	Precontact-era Isolate	One precontact-era sandstone abraded identified on the surface within Airport property.
Not evaluated	35-LNC-129	--	Historic Foundations	Two ca. 1940 poured concrete features – a circular ring and a vaulted box. Circular foundation likely associated with former storage tank and box likely related to a pump mechanism.
Not evaluated	35-LNC-140	Lost Creek Historic Dump	Historic Refuse Scatter	Refuse scatter eroding from the coastal bank. Site contains sanitary cans, broken bottle glass, Mason jars, rubber-coated wire. The site dates to ca. 1930-1940.
Not evaluated	35-LNC-13	--	Shell Midden	Small shell midden containing fire-modified rock on flat shelf projecting out from a large sand dune. No house pits identified. Originally recorded in 1951. Was not located during site visit in 1993 (likely now destroyed).
Not Eligible (Isolate)	No Site Form	--	Precontact-era Isolate	One piece of cryptocrystalline silicate debitage along the southern tributary of Thiel Creek.
Not evaluated	No Site Form	--	Historic-era Homestead / Chimney	Pre-1939 remnant homestead cobblestone and brick chimney in South Beach State Park.

### Precontact-Era Isolate (Field No. 13-07-1)

This isolate was found on the Airport property but outside of the APE. It was located between the north ends of the runways (Ellis et al. 2013). The item is a precontact-era sandstone abraded identified on the surface. Four shovel probes were excavated in the immediate vicinity of the find; not cultural resources were identified.

### 35-LNC-129 (Field No. 13-07-02)

This site is on the Airport property but outside of the APE. It includes two ca. 1940 foundations (Ellis et al. 2013). They are a circular ring made of poured concrete and a vaulted box made of poured concrete. Recorders interpreted them as likely associated with a former storage tank visible in a 1950s photograph.

## 2.6.3 Historic Properties

According to a review of the Oregon Historic Site Database (OHSD), no historic register-listed or eligible properties are within or immediately adjacent to the APE. There are eight unevaluated historic-aged properties within the APE (Table 5). These are single-family residences constructed between 1962 and 1970.

**TABLE 5  
UNEVALUATED HISTORIC-AGED PROPERTIES WITHIN THE APE**

Address	Parcel No.	Owner	Property Type	Year Built
425 SE 98th Street	12-11-06-00-00302	Schroeder, Joan	Single Family Residence	1964
585 SE 98 <sup>th</sup> Street	12-11-05-00-00600	Steel String, Inc.	Single Family Residence	1970
9435 SE Cedar Street	11-11-32-CC-00900	Johnson, Patricia	Single Family Residence	1962
9709 SE Cedar Street	11-11-32-CC-01200	Kramer, Larry and Cheryl	Single Family Residence	1967
9711 SE Cedar Street	11-11-32-CC-01201	McDonagh, Becky	Single Family Residence	1966
9735 SE Cedar Street	11-11-32-CC-01100	McLain, Steve	Single Family Residence	1967
9737 SE Cedar Street	11-11-32-CC-01101	Stinson, James and Betty	Single Family Residence	1963
9765 SE Cedar Street	11-11-32-CC-01001	Failor, Joann	Single Family Residence	1964

## 2.7 Expectations

The overall Project APE is spread over a diverse range of environments, each with its own distinct features and probabilities for containing cultural resources. Each area is discussed independently.

### Area One (Northwest Work Area)

Area One comprises the northwest approach/takeoff zone for the Newport Municipal Airport. Two distinct environments are contained within Area One. The first is the cleared and leveled ground of the airport runway approach. The second area is north of the runway and consists of steep forested ridgelines and valleys. An established network of access roads and airport support facilities, such as lighting, are found throughout the area.

The southern portion of Area One consists of the level graded airport property. This portion of the APE has been heavily reshaped through grading and filling to provide a level compacted field for airport operations. Due to the pervasive disturbance associated with the construction of the airport in the mid-20<sup>th</sup> century ESA does not expect to encounter intact precontact or early historic period cultural resources in this area. However, this portion of the APE is in close proximity to the previously recorded archaeological site 35-LNC-129. The site contains poured concrete features from the mid-20<sup>th</sup> century, likely associated with former airport operations. The southern portion of Area One is considered very high probability for encountering additional mid-20<sup>th</sup> century features relating to airport operations and construction. These features are expected to be at or above the current ground surface of the open field.

The northern portion of Area One, contains the steep ridge lines. It is in close proximity to a previously identified isolated precontact period sandstone abrader. The abrader was found at the surface along a ridgeline (Elis et al. 2013). The description of the isolate find location reflects very similar environment to the northern portion of Area One. Due to the steep topography, which is not associated with a permanent waterbody, ESA expects finds to be isolated artifacts associated with precontact hunting and gathering activity; similar to the previously encountered artifact. ESA considers Area One to be moderate probability for encountering historic and precontact period cultural resources.

## **Area Two (Central Work Area)**

Area Two consists of the approach for Runway 34. Portions of the cleared and leveled airport operations area are within Area Two. Area Two also contains private residential housing, and both mature and recently cut logging parcels. The topography is predominantly flat, but a single steeply banked stream channel divides the active airport property in the north of the zone from the residential and logging parcels in the south. A network of access roads, consisting of airport facilities, public and private residential streets, and itinerant logging roads provides access throughout Area Two.

Due to pervasive disturbance from 20<sup>th</sup> century construction, the airport and residential properties are considered low to moderate probability for precontact artifacts, and high probability for historic period cultural resources. The logging parcels are considered moderate probability for both precontact period and historic period cultural resources. Historic period cultural resources are most likely to consist of refuse deposits related to nearby domestic activity or artifacts associated with historic period logging activity. Precontact cultural resources are likely to consist isolated objects or sparse concentrations of artifacts related to short term resource gathering. While a deeply incised stream channel is present within Area Two, the extreme topographic changes from the stable terraces above the stream to the active channel are such that this area is likely to have been used predominantly as a resource gathering location, rather than a potential camp. While alluvial deposits are capable of burying and preserving cultural resources, the only landform mapped as containing this type of soil matrix is at the base of the narrow steeply sloped ravine containing Moore Creek. The environment in this location does not contain stable terraces but rather transitions abruptly from 30%+ sloped ravine walls to the narrow high energy channel. In this environment, seasonal high energy flows are likely to destroy or remove artifacts and features rather than bury or preserve them.

## **Area Three (Northern Half of Southern Work Zone)**

Area Three consists of forested logging parcels with a network of access roads. The area does not contain significant residential, or commercial structures. This portion of the APE is abutted to the north by 20<sup>th</sup> century agricultural and residential properties. Portions of Area Three slated for tree removal activities do not contain permeant water bodies. Area Three is extremely topographically diverse, with many deeply incised valleys, steeply rising ridges with narrow flat ridgelines.

ESA considers Area Three to be moderate probability for both historic and precontact period cultural resources. Historic period uses of Area Three was likely limited to logging and hunting activities, as the steep topography would not have been conducive to agricultural or residential use. Isolated artifacts or debris concentrations from this use may be found in the area, constructed features are not considered likely. Similarly, precontact use of Area Three was likely limited to short term resource gathering. The

area lacks easily accessible freshwater resources. Thiel Creek runs through the north portion of Area Three. However, this reach of the creek is located at the base of a steeply incised ravine. Access is treacherous, and the area lacks stable bank adjacent terraces. While the area is mapped as containing alluvial deposits, the narrow channel, without stable terraces likely contains coarse sand and gravel high energy channel deposits, that are unlikely to preserve cultural resources.

### **Area Four (Southern Half of Southern Work Zone)**

Area Four consists of open grassy lowlands with both recently clear-cut and mature timber stands on the slopes and ridge lines. An established network of access roads is present, as is a modern water treatment facility. Portions of Area Four slated for tree removal activities do not contain permeant water bodies. Area Four is extremely topographically diverse, with many deeply incised valleys, steeply rising ridges with narrow flat ridgelines.

ESA considers Area Four to be moderate probability for both historic and precontact period cultural resources. Historic period use of Area Four was likely limited to logging and hunting activities, as the steep topography would not have been conducive to agricultural or residential use. Isolated artifacts or debris concentrations from this use may be found in the area, constructed features are not considered likely. Precontact use of the area was likely limited to seasonal resource gathering, the lack of permeant water features suggests that permanent or seasonal encampments are not likely to be found here. The lack of Holocene aged soil matrix capable of burying and preserving cultural resources indicates that artifacts and features will be found at or very near the surface in this portion of the APE.

### **Area Five (Northeast Work Zone)**

Area Five consists of the northeast corner of the Newport Municipal Airport and extends down into the undeveloped forest and grasslands of the runway approach. It ends before the ridge rises and overlooks the Yaquina River. The area contains a system of walking trails and a disk golf course in the far northern extent, accessed through the municipal water treatment plant. This portion of the APE contains an established network of two track roads within the open grassy meadows and in the forested areas. No modern buildings are contained within the area. However, the Newport Police department does have a shelter awning associated with a rudimentary shooting range. The only permanent water bodies are Henderson Creek. A network of seasonal drainages feeding into the creek are found across the landscape.

ESA considers the area to be moderate probability for both historic period and precontact cultural resources. It is unlikely that precontact peoples would have used portions of Area Five for seasonal or permeant habitation. The area is in close proximity to more desirable locations along the Yaquina River, or Pacific coast. Precontact peoples would have most likely used the area as hunting ground for terrestrial mammals, or gathering for freshwater based resources along Henderson creek. However, the creek banks in this portion of the APE are deeply incised into the sandstone bedrock, without established terrace banks. Alluvium associated with the drainage is washed through during heavy flood events and deep beds of Holocene aged material, capable of burying and preserving cultural resources, are not expected. Historic aged resources are likely to be associated with either logging of agricultural activity. No records of other use types within Area Five were encountered during the background research. No records of homesteads or permeant structures were found, and encountered materials are likely to be scattered of debris relating to refuse disposal.

### 3. HISTORIC PROPERTY SURVEY

There are eight unevaluated historic aged properties within the APE (Table 6). Build dates and property cards for each property were obtained from the Lincoln County Assessor, through both online, and physical searches of the property archives. These records produced photograph's, permits, and plans for each property. Three of these properties provided full rights of entry, and were photographed and recorded on Section 106 Documentation forms (Appendix B). The other five properties had access restrictions that only allowed photo documentation from public right of ways.

**TABLE 6  
HISTORIC PROPERTIES INVENTORIED FOR THE NEWPORT MUNICIPAL AIRPORT OBSTRUCTION REMOVAL**

<b>Rights of Entry</b>	<b>Address</b>	<b>Parcel No.</b>	<b>Use</b>	<b>Year Built</b>	<b>NRHP Eligibility Recommendation<sup>1</sup></b>	<b>SHPO Resource No.</b>
No	425 SE 98 <sup>th</sup> Street	12-11-06-00-00302	Single Family Residence	1964	Potentially Eligible (Criterion C)	Not fully recorded due to access
Yes	585 SE 98 <sup>th</sup> Street	12-11-05-00-00600	Single Family Residence	1970	Not Eligible	Not Yet Assigned
No	9435 SE Cedar Street	11-11-32-CC-00900	Single Family Residence	1962	Not Eligible	Not fully recorded due to access
Yes	9709 SE Cedar Street	11-11-32-CC-01200	Single Family Residence	1967	Not Eligible	Not fully recorded due to access
Yes	9711 SE Cedar Street	11-11-32-CC-01201	Single Family Residence	1966	Not Eligible	Not fully recorded due to access
No	9735 SE Cedar Street	11-11-32-CC-01100	Single Family Residence	1967	Not Eligible	Note Yet Assigned
Partial	9737 SE Cedar Street	11-11-32-CC-01101	Single Family Residence	1963	Not Eligible	Not Yet Assigned
No	9765 SE Cedar Street	11-11-32-CC-01001	Single Family Residence	1964	Not Eligible	Not fully recorded due to access

<sup>1</sup> NRHP = National Register of Historic Places

### 3.1 425 SE 98<sup>th</sup> Street / Residence

The residence at 425 SE 98<sup>th</sup> Street is located in South Beach, Lincoln County. ESA did not have Rights of Entry to the property and observed the structure from the public Right of Way. The county assessor lists the construction date as 1964. This residence is a south-facing 1½-story wood A-frame structure with a steep gabled roof that extends to the ground (Figure 5). The house is set back from SE 98<sup>th</sup> Street. The roof features composition shingles with enclosed eaves. There is a metal chimney present on the west facade and multiple skylights within each of the sloping rooves. The foundation was not visible from the street. Exterior walls are clad with wood frame, and a mix of single-hung and picture windows. There is a wood deck that extends the length of the front façade. The county assessor has no changes to the structure on file.

#### *Statement of Significance*

At a reconnaissance level of evaluation, this residence retains some architectural integrity of design, materials, workmanship, and feeling consistent with its contemporary folk A-Frame design (e.g. steeply sloped roofline extending to the structure's foundation, wooden siding). However, the roof has been replaced with asphalt shingles and the skylights appear to be replacements based on observable materials. Additionally, the porch is of simple construction, and no second story balcony is present, as is found in other examples of the style. These conditions diminish its overall integrity, and it does not appear to be an outstanding example of the style. However, a full documentation of the structure would be required to make a conclusive determination. As a result, ESA recommends that the property be considered Potentially Eligible for the NRHP, based on its architectural style and materials (Criterion C), until a full documentation is completed. No connection to local, regional or national events (Criterion A), or important person's (Criterion B), was revealed during the archival research into the original builder or past residents. Finally, as a typical mid-20th century single family residence, the structure does not possess the ability to provide new information about history or prehistory (Criterion D).

The proposed project impacts, of tree clearing, will not impact the structure or its setting. The parcel is adjacent to active logging land and tree clearing has been occurring in the area before the structure was built and throughout its existence. As a result, ESA recommends that the project will not have an adverse effect to the property.



SOURCE: Lincoln County Assessor 2012

**Figure 5**  
425 SE 98<sup>th</sup> Street, front facade, view to the North

## 3.2 585 SE 98<sup>th</sup> Street / Residence

The residence at 585 SE 98th Street, South Beach, is located in Lincoln County. The county assessor lists the construction date as 1970. This residence is a southwest facing 1-story wood frame structure with an L-shape plan and cross-gabled roofline at the rear façade, with open eaves (Figure 6). The attached 2-story garage has a front-gable roof line with open eaves. It is set back from SE 98th Street. The roof is clad with composition shingles; no chimneys are present. The foundation is poured concrete. Exterior walls are clad in wood vertical board and horizontal clapboard at the roofline. The front entry is in the center of the west facade with a secondary entry to the south. There are slider windows with metal frame throughout. There is a small deck off the rear / east facade. According to the county assessor the garage with second floor addition was constructed ca. 1979/1980. A portion of the garage was converted to living space at that time.

### *Statement of Significance*

The structure appears to originally been a single-story contemporary ranch design that was later extensively remodeled. While the addition maintains the same T-111 siding as the original structure, the two story addition obscures the original historic aged structure. It now more closely resembles a split level design, rather than a ranch. These conditions diminish its overall integrity, and it does not represent an outstanding example of its original style. ESA recommends that the property be considered Not Eligible for the NRHP based on its architectural style and materials (Criterion C). No connection to local, regional or national events (Criterion A), or important person's (Criterion B), was revealed during the archival research into the original builder or past residents. Finally, as a typical mid-20th century single family residence, the structure does not possess the ability to provide new information about history or prehistory (Criterion D).

The proposed project impacts, of tree clearing, will not impact the structure or its setting. The parcel is adjacent to active logging land and tree clearing has been occurring in the area before the structure was constructed and throughout its existence. As a result, ESA recommends that the project will not have an adverse effect to the property.





SOURCE: ESA 2019

**Figure 6**  
585 SE 98<sup>th</sup> Street, front facade, view to the northeast

### 3.3 9435 SE Cedar Street / Residence

The residence at 9435 SE Cedar Street, South Beach, is located in Lincoln County. ESA did not have Rights of Entry to the property and observed the structure from the public Right of Way. The county assessor lists the construction date as 1962. This residence is a northeast facing 1-story single wide manufactured home with a detached garage / shop approximately 24 feet x 44 feet (Figure 7). The county assessor has no known build date for the garage. The serial number for the manufactured home is E55DC22625. The exterior of the home is metal with slider windows. The addition to the mobile home appears to be constructed of two separate structures. One is constructed with metal siding and the other is wooden shingles. Both have corrugated metal rooves, but of dissimilar materials.

#### *Statement of Significance*

The original mobile home appears to have been remodeled, containing both original aluminum and later vinyl frame windows. The additions to the structure are of incongruous design and materials, neither of which match the primary dwelling. These conditions diminish its overall integrity, and it does not represent an outstanding example of its original style. ESA recommends that the property be considered Not Eligible for the NRHP; however, a full documentation of the structure would be required to make a conclusive determination. As a result, ESA recommends that the property be considered Not Eligible for the NRHP based on its architectural style and materials (Criterion C). No connection to local, regional or national events (Criterion A), or important person's (Criterion B), was revealed during the archival research into the original builder or past residents. Finally, as a typical mid-20th century single family residence, the structure does not possess the ability to provide new information about history or prehistory (Criterion D).

The proposed project impacts, of tree clearing, will not impact the structure or its setting. The parcel is adjacent to active logging land and tree clearing has been occurring in the area before the structure was constructed and throughout its existence. As a result, ESA recommends that the project will not have an adverse effect to the property



SOURCE: ESA 2019

**Figure 7**  
9435 SE Cedar Street / Residence, front facade, view

### 3.4 9709 SE Cedar Street / Residence

The residence at 9709 SE Cedar Street, South Beach, is located in Lincoln County. The county assessor lists the construction date as 1967. This residence is a north facing 1-story rectangle plan structure with a side-gable roofline and attached 2-car garage (Figure 8). It shares a private drive off the east side of SE Cedar Street. The roof is clad with composition shingles and open eaves. There is a brick chimney present. The foundation is poured concrete. Exterior walls are covered with decorative patterned wood shingle and wood vertical board at the roofline on the west facade and wood vertical board on the east facade/garage. The front entry is setback and offset to the east of the north façade and features a wood door with three small diagonal windows. There are vinyl slider windows on the house and single pane windows on the garage. There is a small shed clad in wood horizontal clapboard with a front gable roofline to the west of the house. The county assessor lists the original garage as being removed and replaced with the current garage in 2004.

#### *Statement of Significance*

The original single story ranch style home has been remodeled. The windows have been replaced with modern vinyl, and the garage has been demolished and replaced with a structure that no longer matches the original roofline or dimensions of the home. The roof appears to have been replaced with asphalt shingles. It is not clear if the wooden siding is original or a replacement, the assessor was not able to provide photographs of the original structure. These conditions diminish its overall integrity, and it does not represent an outstanding example of its original style. ESA recommends that the property be considered Not Eligible for the NRHP based on its architectural style and materials (Criterion C). No connection to local, regional or national events (Criterion A), or important person's (Criterion B), was revealed during the archival research into the original builder or past residents. Finally, as a typical mid-20th century single family residence, the structure does not possess the ability to provide new information about history or prehistory (Criterion D).

The proposed project impacts, of tree clearing, will not impact the structure or its setting. The parcel is adjacent to active logging land and tree clearing has been occurring in the area before the structure was constructed and throughout its existence. As a result, ESA recommends that the project will not have an adverse effect to the property



SOURCE: ESA 2019

**Figure 8**  
9709 SE Cedar Street, front facade, view

### 3.5 9711 SE Cedar Street / Residence

The residence at 9711 SE Cedar Street, South Beach, is located in Lincoln County. The county assessor lists the construction date as 1966. This residence is a north facing 1-story structure with a cross-gable roofline and attached 1-car garage (Figure 9). It shares a private drive off the east side of SE Cedar Street. The roof is clad with composition shingles and open eaves. There is a brick chimney present. The foundation is poured concrete. Exterior walls are covered with cedar shingle, decorative vertical board at the roofline and wood vertical board at the foundation. The front entry is offset to the west of the north façade and features a wood six paneled door. The rear entry includes a small concrete porch with sliding glass door. There are vinyl and metal slider windows on the residence. The county assessor has no permits or changes on file for the structure.

#### *Statement of Significance*

The structure maintains its original single story ranch floorplan. Some of the windows have been replaced and the composition shingle roof appears to be a replacement. These conditions diminish its overall integrity, how it still retains its general original form it does not represent an outstanding example of its original style. The home appears to be well maintained, but does not represent exemplary construction or materials. ESA recommends that the property be considered Not Eligible for the NRHP based on its architectural style and materials (Criterion C). No connection to local, regional or national events (Criterion A), or important person's (Criterion B), was revealed during the archival research into the original builder or past residents. Finally, as a typical mid-20th century single family residence, the structure does not possess the ability to provide new information about history or prehistory (Criterion D).

The proposed project impacts, of tree clearing, will not impact the structure or its setting. The parcel is adjacent to active logging land and tree clearing has been occurring in the area before the structure was constructed and throughout its existence. As a result, ESA recommends that the project will not have an adverse effect to the property



SOURCE: ESA 2019

**Figure 9**  
9711 SE Cedar Street, front facade, view to the south

### 3.6 9735 SE Cedar Street / Residence

The residence at 9735 SE Cedar Street, South Beach, is located in Lincoln County. The county assessor lists the construction date as 1967. ESA did not have Rights of Entry to the property and observed the structure from the public Right of Way. . This residence is a south facing 2-story structure with a cross-gable roofline and attached 2-car garage (Figure 10). It shares a private drive off the east side of SE Cedar Street. The roof is clad with composition shingles and open eaves. There is a brick chimney present on the west facade. The foundation is poured concrete. Exterior walls are covered with vertical board and horizontal clapboard at the roofline. The front entry is offset to the east of the south façade. There are vinyl and metal slider windows on the residence. The county assessor lists a second story addition in 1982 and 15-foot x 16-foot addition to the east in 2000.

#### *Statement of Significance*

The structure appears to have been originally been a single-story contemporary ranch design that was later extensively remodeled. While the addition maintains the same siding and open gabled roof as the original structure, the two story addition obscures the form of original historic aged structure. These conditions diminish its overall integrity, and it does not represent an outstanding example of its original style. ESA recommends that the property be considered Not Eligible for the NRHP based on its architectural style and materials (Criterion C). No connection to local, regional or national events (Criterion A), or important person's (Criterion B), was revealed during the archival research into the original builder or past residents. Finally, as a typical mid-20th century single family residence, the structure does not possess the ability to provide new information about history or prehistory (Criterion D).

The proposed project impacts, of tree clearing, will not impact the structure or its setting. The parcel is adjacent to active logging land and tree clearing has been occurring in the area before the structure was constructed and throughout its existence. As a result, ESA recommends that the project will not have an adverse effect to the property.





SOURCE: Lincoln County Assessor 2012

**Figure 10**  
9735 SE Cedar Street, front facade, view to the north

### 3.7 9737 SE Cedar Street / Residence

The residence at 9737 SE Cedar Street, South Beach, is located in Lincoln County. The county assessor lists the construction date as 1963. This property provided Rights of Entry, but could not be accessed without trespassing through the driveway/parking area of a home that had deigned access. As a result evaluation of the property was conducted from the public right-of-way. This residence is a north facing 1-story structure with a rectangular/irregular plan, and side-gable roofline (Figure 11). It shares a private drive off the east side of SE Cedar Street. The roof is clad with composition shingles and open eaves. The foundation is poured concrete. Exterior walls are covered with horizontal wooden board siding. The front entry is set in the center of the north façade and features a wood door with single partial sidelight. There are vinyl and metal slider windows on the residence and one small bay window on the front facade. The county assessor lists the garage being converted to living space ca. 2012.

#### *Statement of Significance*

The structure is a single story ranch design that has been remodeled. The large bay window is of vinyl construction, and is likely a later addition. Furthermore, the garage conversion may have replaced the roof in this section of the home, as it no longer maintains a roofline with the rest of the home. These conditions diminish its overall integrity, and it does not represent an outstanding example of its original style. ESA recommends that the property be considered Not Eligible for the NRHP based on its architectural style and materials (Criterion C). No connection to local, regional or national events (Criterion A), or important person's (Criterion B), was revealed during the archival research into the original builder or past residents. Finally, as a typical mid-20th century single family residence, the structure does not possess the ability to provide new information about history or prehistory (Criterion D).

The proposed project impacts, of tree clearing, will not impact the structure or its setting. The parcel is adjacent to active logging land and tree clearing has been occurring in the area before the structure was constructed and throughout its existence. As a result, ESA recommends that the project will not have an adverse effect to the property.



SOURCE: Lincoln County Assessor 2012

**Figure 11**  
9737 SE Cedar Street, front facade, view to the southeast

### 3.8 9765 SE Cedar Street / Residence

The residence at 9765 SE Cedar Street, South Beach, is located in Lincoln County. . ESA did not have Rights of Entry to the property and observed the structure from the public Right of Way. The county assessor lists the construction date as ca. 1964. This residence is a north facing 1-story structure with a rectangular plan, and cross-gable roofline (Figure 13). It is offset from SE Cedar Street. The roof is clad with composition shingles and open eaves. The foundation is poured concrete. Exterior walls are covered with cedar shingles and vertical board. The front entry is set in the center of the north façade and features an enclosed and covered porch with concrete steps. There is one picture window on the front face and metal slider windows throughout. The county assessor lists the detached garage as being converted into a studio ca. 1989.

#### *Statement of Significance*

At a reconnaissance level of evaluation, this residence retains some architectural integrity of design, materials, workmanship, and feeling consistent with its Cape Cod Revival style (e.g., rectangular plan, side-gabled roof, horizontal shake siding, symmetrical front façade, and period-appropriate paint colors). However, portions of the shingle siding have been replaced with horizontal board during the 1989 garage conversion, and some windows have been replaced. These conditions diminish its overall integrity and it is not an outstanding example of this architectural style. ESA recommends that the property be considered Not Eligible for the NRHP based on its architectural style and materials (Criterion C). No connection to local, regional or national events (Criterion A), or important person's (Criterion B), was revealed during the archival research into the original builder or past residents. Finally, as a typical mid-20th century single family residence, the structure does not possess the ability to provide new information about history or prehistory (Criterion D).

The proposed project impacts, of tree clearing, will not impact the structure or its setting. The parcel is adjacent to active logging land and tree clearing has been occurring in the area before the structure was constructed and throughout its existence. As a result, ESA recommends that the project will not have an adverse effect to the property.



SOURCE: Lincoln County Assessor 2012

**Figure 12**  
9765 SE Cedar Street, front facade, view to the southeast

### 3.9 The Newport Municipal Airport

The Newport Municipal Airport was built by the Civil Aeronautics Administration in 1943 on land granted by the City of Newport (Task Force 2016; WH Pacific 2018). The airport opened in 1944. In 1947, after the end of World War II, the Civil Aeronautics Administration transferred ownership of the Airport back to the City of Newport, Oregon. SHPO requires that historic aged airports be considered both as a whole, or district, and as individual historic aged buildings or infrastructure elements that contribute to the district. Based on its age, the Newport Municipal Airport represents a potential Historic District. The historic bounds of the airport, and thus the potential Historic District, overlap with the APE. However, no historic aged structures were observed within or adjacent to the APE. Furthermore, it is highly unlikely that any clearing activity will be necessary adjacent to the runway, as these facilities are already routinely cleared of brush and vegetation. Any clearing is likely to be associated with the young trees and bushes found along the perimeter of the airport. No mature trees were observed inside the fence for the operations buildings and runways.

The portion of the APE that overlaps with the airport facility shows possible tree obstructions within the actively minted airport facility, but no such trees were observed during the survey work. These LiDAR blips are likely a result of minor topographic variation, or possibly low shrubs. One small modern electrical utility shed is found at the southern extent of the Airport facility, in Area Two, this is likely the source of much of the potential tree clearing proposed in this area by the model.

#### *Statement of Significance*

While no structural elements of the airport are within the Project's APE The airport itself is of historic age. As a Civil Aeronautics Administration airport that was operation during World War Two the airport was crucial to both military and civilian life in the local area and region. As the airport transitioned into a civilian facility it has continued to serve the community as a vital element of the local infrastructure. ESA considers the airport to be Potentially Eligible for the NRHP as a Historic District under at least Criterion A (contribution to broad patterns of events). It is likely that historic aged properties within the airport still exists, and that they may represent contributing elements of the potential district which could be related to important person(s) (Criterion B) or represent structures constructed using exemplary design or material's (Criterion C). Further evaluation of the airport property would be required in order to develop a full recommendation.

However, ESA recommends that the proposed project actions, of potential, but unlikely, brush/tree clearing within the airport, will result in No Adverse Effect to any historic aged built environment elements, or the overall airport property or potential Historic District.



SOURCE: ESA 2019

**Figure 13**  
Overview of northeastern runway, in Area Five, note the lack of  
vegetation within the airport grounds, view to the southeast.

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## 4. ARCHAEOLOGICAL ASSESSMENT

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### 4.1 Methods

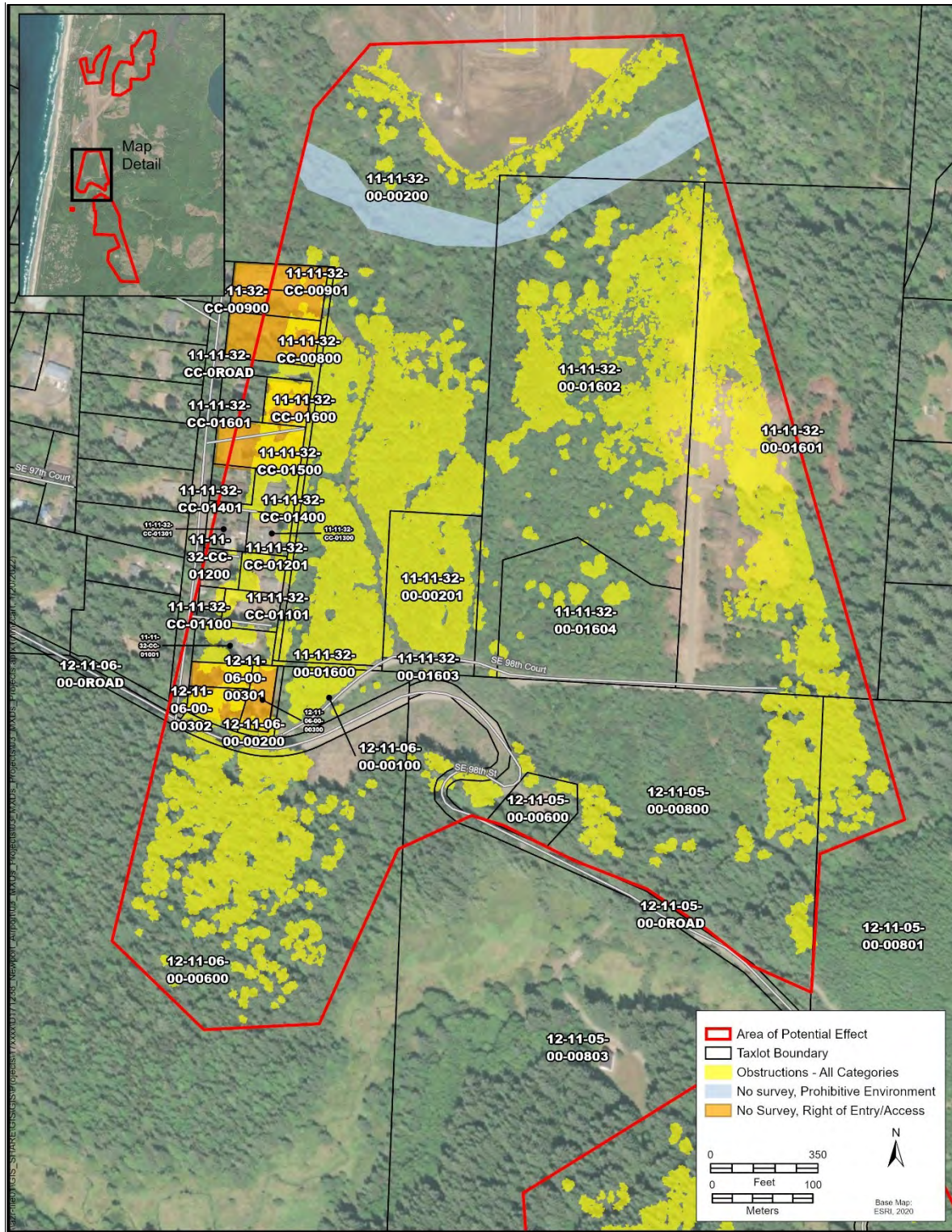
ESA archaeologists Tom Ostrander and Trevor Payne conducted a surface survey of the original APE on May 28-31, 2019. Weather conditions were overcast to partly sunny with mild temperatures. Survey was conducted, in areas of proposed tree clearing and along the network of existing access trails/roads. Additional survey of the expanded APE was conducted by ESA archaeologist Tom Ostrander on September 22-24, 2019. Weather conditions were clear and temperate with excellent visibility. (Figure 14, Figure 15, Figure 16, Figure 17). Survey was not conducted on private property where rights of entry could not be obtained or directly adjacent to the active airport runways (orange map areas). Additionally, some portions of the APE were not accessible due to prohibitive environmental conditions, such as steep deeply incised drainages (blue map areas). Finally, portions of the APE not selected for possible tree clearing were not actively surveyed. No subsurface survey was conducted in any portion of the APE, as the anticipated project impacts will be cutting trees at their base. Root balls will be left in situ, and existing access roads will be utilized, resulting in no expected subsurface disturbance.

Surface survey was conducted in areas of proposed tree felling. Surface survey was conducted at approximately 30 meters (100 foot) interval transects across areas of proposed tree clearing. Survey transects were not maintained through areas of prohibitive topography, such as steep slopes, ravines or sheer ridges. Immature dense conifer stands often required utilizing existing game trails with meandering paths rather than maintaining transects following cardinal directions. However, once conditions allowed transect spacing and orientation was reestablished.

The survey was aided by mobile data platforms with access to hi definition LiDAR scans, aerial satellite imagery, existing roadways, and the proposed tree clearing activities within the APE. This data was accessed using iPad Pro tablets, with external GNSS enabled GPS dongles. GPS resolution varied due to steep topography and tree cover, but accuracy was generally within 5 meters (17 feet). Geotagged photographs were recorded of conditions within the APE. Areas with substantial viewsheds were utilized to gain a broader understanding of the overall landforms.

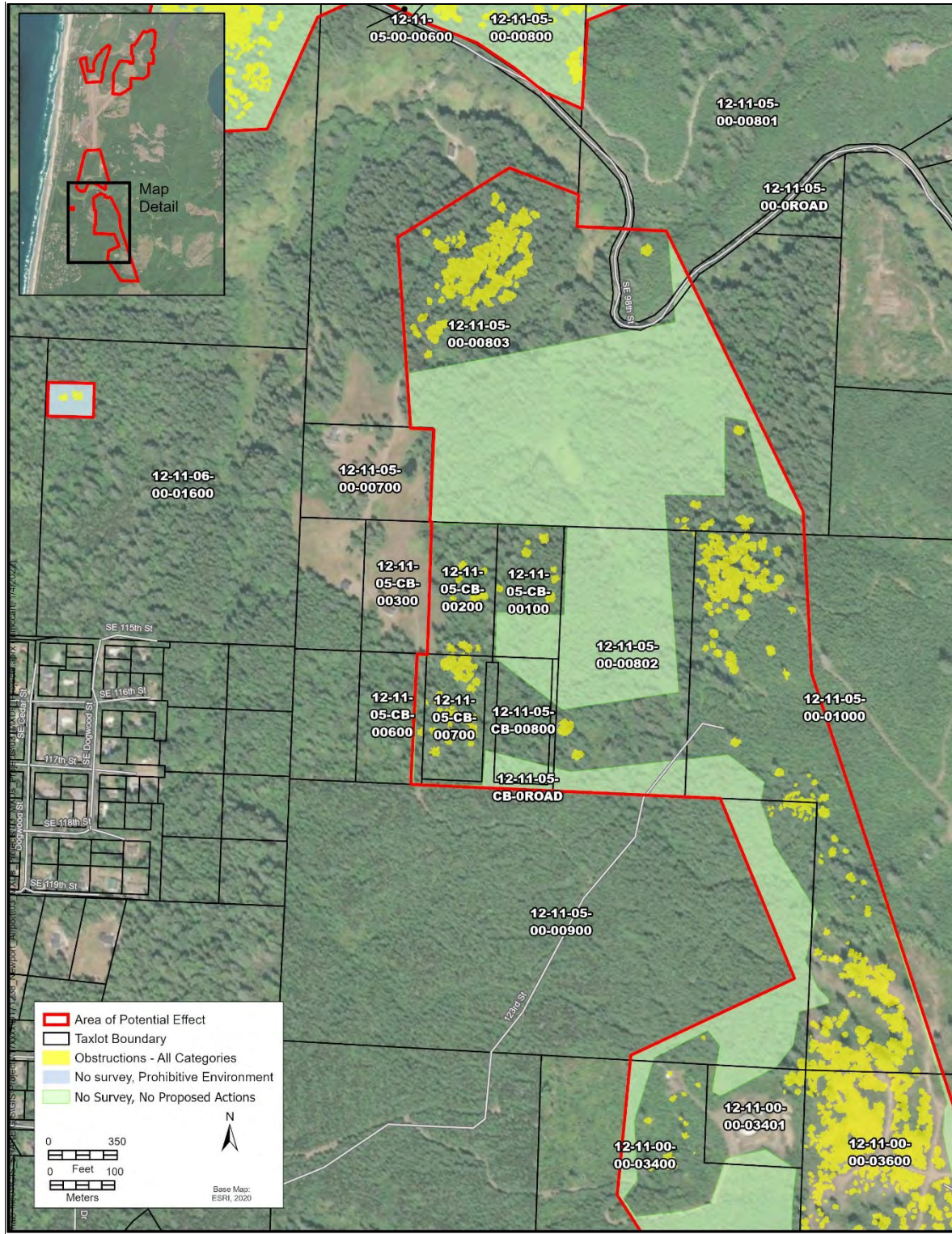






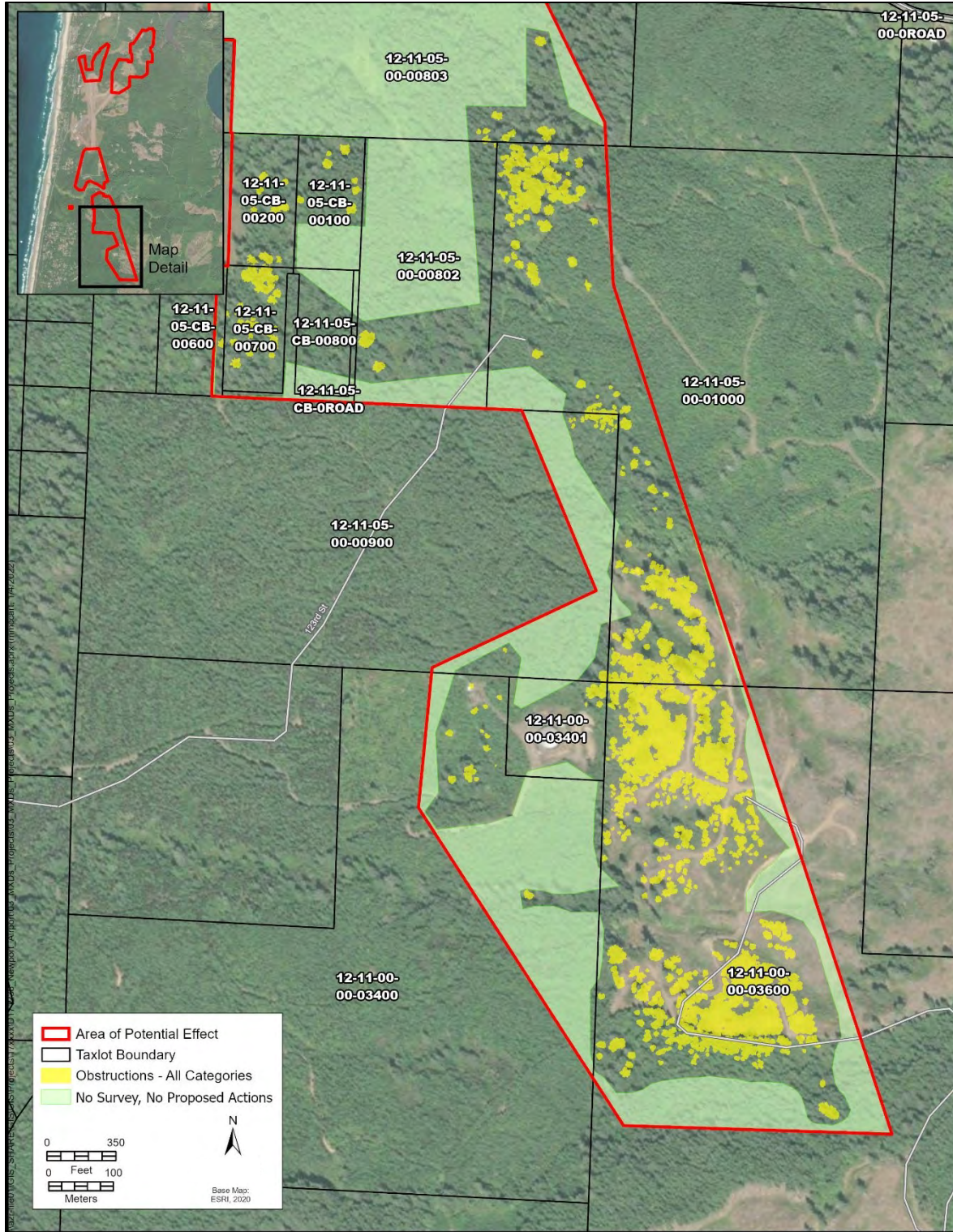
SOURCE: ESA

**Figure 15**  
Area Two surveyed area/proposed obstruction removal locations



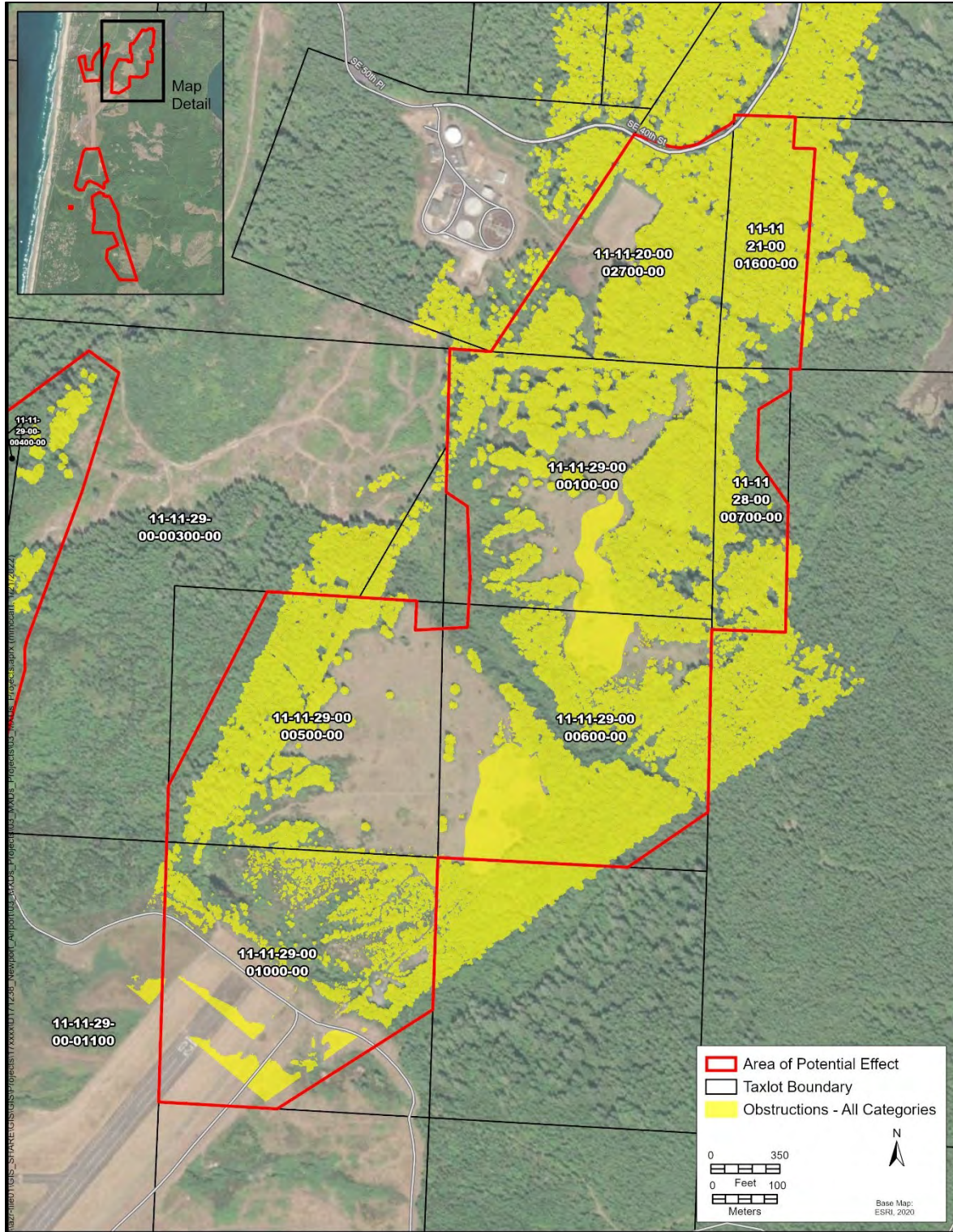
SOURCE: ESA

**Figure 16**  
Area Three surveyed area/proposed obstruction removal locations



SOURCE: ESA

**Figure 17**  
Area Four surveyed area/proposed obstruction removal locations



SOURCE: ESA

**Figure 18**  
Area Five surveyed area/proposed obstruction removal locations

## 4.2 Results

No archaeological sites or isolates were observed during the cultural resources survey of the Newport Municipal Airport Environmental Assessment Project APE.

### 4.2.1 Area One (Northwest Work Area)

Area One has two distinct environments. The first is the northern airport facility grounds adjacent to the runway. The second is the forested ridges and semi cleared open fields to the north, in the approach and departure surfaces of Runway 16. Both environments have established access roads and staging areas.

Ground visibility is excellent, greater than 50%, within the airport facility. This portion of the APE has no dense vegetation, obstructions mapped here are likely reflecting surface topography, rather than vegetation obstructions (Figure 19). There are no existing structures in this portion of the APE, and infrastructure is limited to surface lighting and access roads for runways. Previous surveys within the northern end of the Newport Airport identified a ruined foundations related to historic airport facilities (Elis et al. 2013). No such features were observed within this portion of the APE.



SOURCE: ESA

**Figure 19**  
Overview of Area One from Airport, view to south

The area north of Runway 16 is much more heavily vegetated. Existing airport infrastructure such as lighting towers are common, and a complex network of established roads and trails provides excellent access. The area is topographically diverse, with steep ridges and deeply incised valleys (Figure 20). Slopes and areas of sparse canopy cover were covered in Oregon grape, while dense areas of young recently logged forest lacked established understory vegetation, and were choked by immature conifers (Figure 21). These areas displayed less than 10% ground visibility. Densely forested areas with established canopy, were rare, but when present, contained very little underbrush and had excellent surface visibility, greater than 50%. These areas were typically found along the higher probability ridge lines. While the slopes were more densely vegetated with less mature trees and understory. The forested northern portions of Area One contained pervasive evidence of logging activity, such as cut stumps, piles of limbing debris, and a network of access trails throughout the landscape.



SOURCE: ESA

**Figure 20**  
Overview of Area One from airport, showing existing airport infrastructure and forested ridgelines view to north





SOURCE: ESA

**Figure 21**  
Densely vegetated forest environment typical of the slopes in Area One.

### 4.2.2 Area Two (Central Work Area)

Area Two is the most diverse of the work areas in the APE. It contains the southern extent of the maintained airport grounds; a residential subdivision, and both recently cut and mature stands of managed forest lands. The airport facility consists of the cleared open fields adjacent to the runway, maintenance and operations infrastructure, such as gravel access roads, and an electrical shed (Figure 22). This area had moderate surface visibility, approximately 20% due to the dense closely cropped grasses. This area shows evidence of heavy past disturbance associated with airport construction and operations. A steep ravine divides the airport property from the rest of Area Two. The ravine was surveyed from both banks and into the cut as much as was feasible, but the steep banks prevented full access to the base, which is occupied by an active drainage.



SOURCE: ESA

**Figure 22**  
Overview of Area Two within the southern airport facility, view to the west.

The residential neighborhood was opportunistically surveyed, but access to private property was often restricted. The subdivision itself was begun in the 1960s and eight of the homes are of historic age. No refuse dumps or ruined foundations were observed during the survey of the area. Abutting the residential neighborhood to the north, south and west are active logging parcels. The northern and western parcels have been recently logged within the last decade and ground visibility is poor due to the dense understory. However the recent logging has left a network of overgrown but useable access roads and paths (Figure 23). This area shows evidence of heavy logging disturbance such as cleared staging areas with limbing debris, and pervasive stumps. Visibility is poor, often less than 10%.



SOURCE: ESA

**Figure 23**  
Overview of Area Two within the immature logging area east of the subdivision.

The portions of Area Two south of the housing development are established older mature conifer forests. Despite variable and often steep topography both visibility and access was excellent (Figure 24). This area contains an active stream channel, and is the closest of any of the zones to a permanent water source. However, the stream channel is deeply incised, often more than 20 meters (66 feet) below the surrounding grade. Access was treacherous, but visibility was excellent. No secondary terraces or stable platforms were observed.



SOURCE: ESA

**Figure 24**  
Overview of mature conifer forest common in Area Two, view to the west.

### 4.2.3 Area Three (North Half of Southern Work Area)

Area Three consists of mature conifer forest. The ground visibility here is moderate to good, between 25-50% visibility. Ridge lines have the best visibility, due to the more densely spaced mature conifers, while slopes, valley bottoms and open sections without forest canopy are more heavily vegetated and have poor visibility. The entire area shows evidence of pervasive disturbance related to logging activity, in the form of cleared staging areas and access roads, and piles of woody debris and common cut stumps. The area is not in close proximity to permanent water bodies. The vast majority of the area is either heavily sloped or occupied by constructed access or staging infrastructure (Figure 25). Higher probability landforms, such as ridgelines and terraces with a view shed are small and uncommon. This area are also often heavily disturbed by previous logging activity (Figure 26).



SOURCE: ESA

**Figure 25**  
Overview of steep slopes with established canopy conifer forest typical of Area Three.



SOURCE: ESA

**Figure 26**  
Typical open ridge lines with access paths and cleared former staging area.

#### 4.2.4 Area Four (South Half of Southern Work Zone)

Area Four consists of an open grassy plain occupied by a modern municipal water treatment facility, and recently clear cut logging parcels. The municipal water treatment facility and its associated access roads and staging facilities are in the northwestern portion of Area Four. The construction of this modern facility has resulted in clearing of most vegetation and pervasive grading to level the area (Figure 27). Surface visibility is excellent, greater than 50%. Very little tree clearing is proposed in this area.



SOURCE: ESA

**Figure 27**  
Water treatment structure in Area Four, view to the east.

Besides the level industrial facility, the other main environment in Area Four are the logging parcels, which have been recently clear cut. These areas are topographically diverse, with many ridges and valleys. The clear cutting activity has removed the vegetation and ground visibility is greater than 50%. The area has a network of existing access roads and staging areas. Tree clearing activity is unlikely to be needed in much of this environment outside of scattered isolated conifers left over from the logging activity (Figure 28).



SOURCE: ESA

**Figure 28**  
Overview of clear cut within Area Four, view to the South

Multiple cut in access roads have exposed the soil matrix present within Area Four. These cut profiles evidence a massive sandy conglomerate of marine deposits. A thinly developed A horizon is present at the surface (Figure 29). No beds of finer grained material were observed. This confirms the mapped geological conditions in the area.





SOURCE: ESA

**Figure 29**  
Exposed cut bank in area four showing typical geologic and soils conditions for the area.

#### 4.2.5 Area Five (Northeastern Work Zone)

Area Five consists of the northeastern corner of the Newport Airport facility and transitions into mixed open grasslands and established canopy forest. Area Five is bisected by the incised channel of Henderson Creek. An established network of access roads and trails are found throughout the zone. Area Five contains multiple modern built environment features. The southern portion of Area Five contains the airport runway and associated lighting and access roads. The central portion of Area Five contains modern agricultural sheds and access roads, and the northern portion of Area Five contains public recreation facilities, such as a cleared field and a recently installed disk golf course. The Project does not propose to impact any of these facilities.

Surface visibility is variable between the airport facility, central meadows, and northern mature forest. Within the airport facility visibility was moderate at 50%. Vegetation here consists of close cropped grasses and small shrubs. No trees currently exist here and the mapped obstructions are likely reflecting surface topography, rather than vegetation, which the project does not propose to alter. The central meadows consist of tall grasses and shrubs with scattered mature conifers. This area has poor surface visibility at approximately 10%, however the general topography is very clear across the landscape. Finally, the northern mature forest has excellent ground visibility at approximately 75%. The dense canopy has sparse undergrowth, with scattered ferns and shrubs. Areas adjacent to Henderson Creek,

which bisects Area Five, running east to west in the center of the zone, are anomalous, in that the dense reparation vegetation completely obscures the ground surface.

The open fields within the Newport Airport have been heavily modified and graded as a result of airport construction and maintenance. There are no buildings foundations or features other than gravel access roads and the runway surface (Figure 30). The area does not match the surrounding topography; it is artificially constructed. The open level expanse is in stark contrast to the steep ridges and ravines that define the typical local conditions.



SOURCE: ESA

**Figure 30**  
Overview of graded airport facility within Area Five, view to the south.

The forested areas have an established canopy, with mature conifers. A network of two track roads and foot paths are found throughout, providing excellent access. Buckboard notched old growth stumps are common, suggesting that the area has not been wholly regraded. (Figure 31). Many areas show smaller diameter stumps, indicating that multiple logging events have occurred after the initial historic cutting. The forest topography is quite steep. The topography is defined by ridge lines, with slopes in excess of 25%, leading into narrow gullies. While these steep slopes make access difficult, the ridgelines provide excellent visibility of the landscape. Additionally, exposures of parent material, consisting of marine sandstone are evidenced in common exposures.



SOURCE: ESA

**Figure 31**  
Overview of typical forest conditions, with old growth stumps, in  
Area Five

The more open meadows are undulating, without the steep ridges found in the forests (Figure 32). Modern fence lines consisting of wire mesh and metal t-posts divide the fields. These open fields also contain many two rack access roads. The open grass lands provide ample staging opportunities. Small seasonal drainages are found throughout, and the incised banks again show the marine sandstone parent materials.



SOURCE: ESA

**Figure 32**  
Typical grassy meadow conditions, with scattered trees in Area Five, view to the northwest

Disused modern agricultural sheds and outbuildings are found at the edges of the meadows. The current landowner acquired the lands near the turn of the 21<sup>st</sup> century and has not maintained the farm buildings, rather they use the property as hunting lands. No large barns are present. Rather the structures appear to have been shelters for livestock. They are made using modern materials, such as galvanized roofing with fiberglass inserts (Figure 33). The construction materials, milled timbers with galvanized and brass hardware are indeterminate to a specific construction period, but taken together the use of plastic materials and galvanized stamped brackets suggests the structures were constructed in the latter 20<sup>th</sup> century. Additionally, the refuse piles associated with the ruins and materials within the structures themselves all indicate that the period of use was the last quarter of the 20<sup>th</sup> century. Plastic paint buckets, water troughs, and modern refuse such as plastic toys and kiddie pools all appear to date to the 1980s-1990s. Furthermore, the materials found adjacent to the buildings and in the creek channels are also from the modern age. One large pile of gallon-wine jugs was identified consisting of a single type of vessel, with no other materials present (Figure 34). Neither the refuse piles or the structures show evidence of historic period use. There are no additions to the shelters, and there does not appear to be multiple phases of deposition within the refuse piles. The ruins represent a late 20th century agricultural property, and are not considered to be historic aged structures, or archaeological sites.



SOURCE: ESA

**Figure 33**  
Partially collapsed modern livestock shelter in Area Five



SOURCE: ESA

**Figure 34**  
Modern deposit entirely consisting of modern glass gallon sized wine jugs found adjacent to collapsed shelter.

## 5. INTERPRETATION & EVALUATION

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The overall APE has been heavily disturbed during the historic and recent past by multiple phases of development and resource extraction, primarily through the logging activity, and later thorough residential and commercial development. This activity has installed a complex network of establish and itinerant access roads and staging areas; furthermore, the pervasive multiple waves of logging actions have cleared and or disturbed the majority of the surface deposits. The Project should have no issues gaining access to the necessary parts of the APE using the existing road and staging area network.

The topographically diverse landscape is largely removed from sources of freshwater, and would have been most attractive for terrestrial mammal hunting, or for periodic resource gathering during the precontact period. This type of use is often exceedingly difficult to identify during survey level investigations, but obvious potential quarry sites or other attractive resources nodes were not identified. Two larger permanent drainages, Henderson Creek and Moore Creek do run thorough the APE. However, the steep incised creek banks, without associated floodplains or stable terrace banks are unlikely to preserve intact cultural resources and the topography would not be conducive to habitation. However, even if resources are present buried within the alluvium associated with these constrained drainages the proposed project actions will not involve subsurface excavation.

The observable field conditions reflected and confirmed the mapped geologic and soils conditions in the area. Landforms consist of weathered congregate marine deposits or bedrock, with very thin weakly developed A horizons. This material is unlikely to deeply burry archaeological deposits. While subsurface survey was not conducted, as the project will not result in excavation, deeply bedded Holocene aged sediments are likely to only be found in stream beds and wetland areas, which the project plans to avoid.

In general, the APE appears to have been utilized as logging grounds in the historic period. Later in the 20<sup>th</sup> century as the region expanded subdivisions began to be constructed, and the northeastern portion of the APE, Area Five, was used as agricultural property. Evidence of historic period logging, in the form of decayed large diameter tree stumps was found across all segments of the APE. No historic aged sites or isolates were observed. The collapsed agricultural sheds, and associated debris piles commonly observed in Area Five all evidenced a period of use within the last quarter of the 20<sup>th</sup> century. Modern plastic and glass vessels along with tires and domestic debris such as garden hose, kitchen appliances and general plastic rubbish was observed in the debris piles; no older period materials were identified. The collapsed sheds evidenced modern galvanized metal rooves with fiberglass inserts. Lumber was modern in appearance and hardware was galvanized or brass. No evidence of earlier structures or additions were observed in the collapsed or partially standing livestock shelters and storage sheds.

The Project APE extends into the Newport Municipal Airport, which is a historic aged facility, originally constructed during World War Two. No evidence of derelict airport facilities was observed within the APE. Due to the extensive grading required to construct the airport facility it is very unlikely that intact precontact or early historic period resources are contained within the airport facility. If once present these materials would have been removed for wholly reworked during the initial construction.

## 6. RECOMMENDATIONS

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Based on the available information, ESA recommends the Project will result in **No Historic Properties Adversely Affected** (36CF800.4(d)(1)). The FAA should request concurrence from Oregon SHPO on this recommendation.

As noted in Section 3, ESA extends a recommendation of No Adverse Effect to built environment Historic Properties. While ESA was unable to fully document all the historic aged structures within the APE due to private access restrictions, the Project is not proposing any direct impacts to existing structures, and the housing development containing the historic aged structures is bordered by active logging parcels which continually experience the type of tree felling activity proposed by the Project. The Newport Airport itself may represent an NRHP Eligible Historic Property, due to its use and form associated with costal airports during World War Two. However, the Project does not propose to alter any features of the airport, and the clearing of vegetation within and around the facility is in keeping with the historic and modern period maintenance and operations actions that have occurred at the facility since its construction. These actions do not constitute a loss of integrity to the Potential Historic Property, and do not alter the associations, form, or data potential of the airport.

Based upon the results of the survey and proposed tree-removal methods, ESA extends no recommendations for further cultural resources work within the APE. While some portions of the APE were not able to be directly accessed due to lack of entry rights or prohibitive conditions these areas do not represent areas thought to have a high potential to contain archaeological resources. No Archaeological Historic properties were identified within the APE However, an Inadvertent Discovery Plan (IDP) should be established for the Project.

The findings and professional opinions included in this report are based on standard archaeological techniques including pedestrian survey and archival research; however, each has its limitations. It is possible that unanticipated cultural resource materials may be encountered during construction. In the event that cultural resources are observed during implementation of the project, work should be temporarily suspended at that location and the procedures for inadvertent discoveries by applicable Federal and State laws should be followed.

Native American Human Remains, funerary objects, sacred objects and objects of cultural patrimony associated with Oregon Tribes are protected under Oregon state law (ORS 97.740-.994 and 358.905-961). As summarized by the Legislative Commission on Indian Services, the procedures for the identification of and notification for human remains are as follows (Legislative Commission on Indian Services 2022):

- 1. Oregon laws (ORS 146.090 and 146.095) outline the types of deaths that require investigation and the accompanying responsibilities for that investigation. The law enforcement official, district medical examiner, and the district attorney for the county where the death occurs are responsible for deaths requiring investigation. Deaths that require investigation include those occurring under suspicious or unknown circumstances.*



2. *If human remains that are inadvertently discovered or discovered through criminal investigations are not clearly modern, then there is high probability that the remains are Native American and therefore ORS 97.745(4) applies, which requires immediate notification with State Police, State Historic Preservation Office, Commission on Indian Services, and all appropriate Native American Tribes. To determine who the "appropriate Native American Tribe" is, the responsible parties should contact the Legislative Commission on Indian Services (LCIS). To determine whether the human remains are Native American, the responsible parties should contact the appropriate Native American Tribes at the initial discovery. It should be noted that there may be more than one appropriate Native American Tribe to be contacted.*
3. *If the human remains are possibly Native American then the area should be secured from further disturbance. The human remains and associated objects should not be disturbed, manipulated, or transported from the original location until a plan is developed in consultation with the above named parties. These actions will help ensure compliance with Oregon state law that prohibits any person willfully removing human remains and/or objects of cultural significance from its original location (ORS 97.745).*
4. *All parties involved and the appropriate Native American Tribes shall implement a culturally sensitive plan for reburial.*

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# Appendix A

## Section 106 Correspondence



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

**Seattle Airports District Office  
2200 S. 216th Street  
Des Moines, WA. 98198**

July 8, 2019

Mr. Dennis Griffin  
State Archaeologist  
Oregon SHPO  
725 Summer Street, NE, Suite C  
Salem, Oregon 97301-1266

Newport Airport – Obstruction Removal Project  
Request for Initiate Section 106 Consultation; request for comment on Area of Potential Effects  
Newport Municipal Airport  
Newport, Oregon

Dear Mr. Griffin:

The Federal Aviation Administration (FAA) would like to initiate consultation with you in accordance with Section 106 of the National Historic Preservation Act of 1966, and implementing regulations 36 CFR Part 800 for the aforementioned project. FAA has provided a project description and a definition of the Area of Potential Effects (APE) below for your review.

**Project Description**

Newport Municipal Airport (Airport) is proposing an obstruction removal project. An Airport Geographic Information Systems survey was completed in 2014 that identified numerous obstructions in the Runway 16-34 Federal Aviation Regulation Part 77 approach surfaces and runway departure surfaces. These trees are potential hazards to the operational safety of the Airport due to their height. The proposed project will assess the potential effects of vegetation removal to allow the improvement of the associated surfaces for Runway 16-34 and Runway 2-20. The proposed vegetation for removal is located in the approach/departure zones surrounding the airport operations area.

**Definition of the APE**

The APE encompasses all areas of potential ground disturbance, construction staging areas, and access routes. The anticipated depth of ground disturbance would be limited to the extent of falling trees. The exact placement of access roads and staging areas has not yet been defined but these locations are not anticipated to extend beyond APE limits. The survey methods include a literature review and a field investigation. The literature review study area will be a one-mile radius from the APE. Fieldwork will include a pedestrian survey of the APE and a historic property inventory of buildings and structures within the APE.

**Tribal Consultation**

FAA is concurrently offering to conduct government-to-government consultation with the Confederated Tribes of the Warm Springs Reservation of Oregon, Confederated Tribes of the Grand Ronde Community of Oregon, and the Confederated Tribes of Siletz Indians of Oregon FAA will notify SHPO of any concerns raised during the consultation process.

Should you have any questions or wish to discuss aspects of the project in further detail, please contact me at (206) 231-4143.

Sincerely,

*Sean E. Callahan*

Sean E. Callahan

Environmental Protection Specialist  
Seattle Airports District Office





# Oregon

Kate Brown, Governor

## Parks and Recreation Department

State Historic Preservation Office

725 Summer St NE Ste C

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August 5, 2019

Mr. Sean Callahan  
FAA - NW Mountain Region  
Seattle Airports Dist Off  
2200 S 216th St  
Des Moines, WA 98198

RE: SHPO Case No. 19-1125  
FAA Project, Newport Municipal Airport Vegetation Removal  
Tree removals due to potential hazards  
135 SE 84th Street, Newport, Lincoln County

Dear Mr. Callahan:

Our office has recently received a letter from your agency noting the Area of Potential Effect (APE) boundaries for the upcoming project referenced above. Upon review of the documents, we concur with the proposed project's APE boundaries and look forward to receiving the cultural resources report when it is completed.

Under federal and state law archaeological sites, objects, and human remains are protected on both public and private lands in Oregon. If you have not already done so, be sure to consult with all appropriate Indian tribes regarding your proposed project. If you have any questions or comments regarding this letter, please do not hesitate to contact me. In order to help us track your project accurately, please be sure to reference the SHPO case number above in all correspondence.

Sincerely,

Jamie French, M.A.  
SHPO Archaeologist  
(503) 986-0729  
[Jamie.French@oregon.gov](mailto:Jamie.French@oregon.gov)



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

**Seattle Airports District Office  
2200 S. 216th Street  
Des Moines, WA. 98198**

December 9, 2019

Mr. Dennis Griffin  
State Archaeologist  
Oregon SHPO  
725 Summer Street, NE, Suite C  
Salem, Oregon 97301-1266

Newport Airport – Obstruction Removal Project  
Newport Municipal Airport  
Newport, Oregon

Dear Mr. Griffin:

This letter is in furtherance of our consultation initiated with the Oregon State Historic Preservation Office on July 8, 2019, wherein an Area of Potential Effect (APE) and project description was submitted. A cultural resources assessment was prepared by Environmental Science Associates (ESA) (Thomas Ostrander, M.Sc., and Katherine F. Wilson MA) and the FAA is submitting it to your office.

The project proponent had engaged, ESA to prepare an Archaeological Resources Memorandum for the Newport Municipal Airport obstruction removal project to address the potential for archaeological resources. ESA conducted a literature review of the Project's Study Area extending one mile in every direction from the footprint of the APE. No cultural resources were previously identified within the AP. ESA archaeologists Tom Ostrander and Trevor Payne conducted a surface survey of the APE on May 28-31, 2019; after the APE was expanded to include additional tree felling areas Tom Ostrander conducted a supplemental survey on September 22-24 2019.

The survey consisted of 30 meter spaced surface transects within portions of the APE with clustered potential tree removal areas, access routes, and likely staging locations. No subsurface survey was conducted as the project design does not call for ground disturbing excavation. The majority of the APE is active logging land that has been heavily disturbed and reworked during the modern era. ESA did not identify any archaeological sites or isolates during the survey.

The built environment survey identified a total of eight historic-aged (older than 50 years) properties. All are previously undocumented, privately owned homes. None of the historic aged homes will be directly impacted by the proposed actions. While the Newport Municipal Airport is a historic aged, and should be considered an NRHP Potentially Eligible Historic District, no historic aged built environment structures or infrastructure elements of the airport that could contribute to the potential Historic District, are within or adjacent to the areas of proposed tree removal.

Based upon the findings and recommendations in the memorandum, we have determined that our Federal undertaking will have **No Historic Properties Affected** and request your concurrence. Should you have any questions or wish to discuss aspects of the project in further detail, please contact me at (206) 231-4143.

Sincerely,

*Sean E. Callahan*

Sean E. Callahan  
Environmental Protection Specialist  
Seattle Airports District Office



# Oregon

Kate Brown, Governor

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January 2, 2020

Mr. Sean Callahan  
FAA - NW Mountain Region  
Seattle Airports Dist Off  
2200 S 216th St  
Des Moines, WA 98198

RE: SHPO Case No. 19-1125  
FAA Project, Newport Municipal Airport Vegetation Removal  
Tree removals due to potential hazards  
135 SE 84th Street, Newport, Lincoln County

Dear Mr. Callahan:

We have reviewed the materials submitted on the project referenced above, and we concur with the following determinations of eligibility:

- Newport Municipal Airport: Treated as eligible for listing in the National Register of Historic Places (NRHP) until a complete evaluation is done.
- 425 SE 9th Street, South Beach: Eligible for listing in the NRHP.
- 585 SE 98th Street, South Beach: Not eligible for listing in the NRHP.
- 9435 SE Cedar Street, South Beach: Not eligible for listing in the NRHP.
- 9709 SE Cedar Street, South Beach: Not eligible for listing in the NRHP.
- 9711 SE Cedar Street, South Beach: Not eligible for listing in the NRHP.
- 9735 SE Cedar Street, South Beach: Not eligible for listing in the NRHP.
- 9737 SE Cedar Street, South Beach: Not eligible for listing in the NRHP.
- 9765 SE Cedar Street, South Beach: Not eligible for listing in the NRHP.

We also concur that the proposed undertaking will result in no adverse effect to historic properties. This letter refers to above-ground historic resources only. Comments pursuant to a review for archaeological resources, if applicable, will be sent separately.

Unless there are changes to the project, this concludes the requirement for consultation with our office under Section 106 of the National Historic Preservation Act (per 36 CFR Part 800) for above-ground historic resources. Local regulations, if any, still apply and review under local ordinances may be required. Please feel free to contact me if you have any questions, comments, or need additional assistance.

Sincerely,

Tracy Schwartz  
Historic Preservation Specialist  
(503) 986-0677  
[tracy.schwartz@oregon.gov](mailto:tracy.schwartz@oregon.gov)



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Kate Brown, Governor

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January 10, 2020

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FAA - NW Mountain Region  
Seattle Airports Dist Off  
2200 S 216th St  
Des Moines, WA 98198

RE: SHPO Case No. 19-1125  
FAA Project, Newport Municipal Airport Vegetation Removal  
Tree removals due to potential hazards  
135 SE 84th Street, Newport, Lincoln County

Dear Mr. Callahan:

We have recently received a request from your office to review the project area referenced above for any known archaeological objects or sites. Unfortunately, our office needs additional information before it can complete its review:

- The entirety of the APE was not surveyed, could you please provide maps and/or shapefiles that indicate precisely which areas were surveyed and which areas were not surveyed.

Thank you. If you have not already done so, be sure to consult with all appropriate Indian tribes regarding your proposed project. In order to help us track your project accurately, please be sure to reference the SHPO case number above in all correspondence.

This letter refers to archaeological resources only. Comments pursuant to a review for above-ground historic resources will be sent separately.

Sincerely,

Jamie French, M.A.  
SHPO Archaeologist  
(503) 986-0729  
[Jamie.French@oregon.gov](mailto:Jamie.French@oregon.gov)

cc: Susan Cunningham, Environmental Science Associates



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Sincerely,

Tracy Schwartz  
Historic Preservation Specialist  
(503) 986-0677  
[tracy.schwartz@oregon.gov](mailto:tracy.schwartz@oregon.gov)

cc: Susan Cunningham, Environmental Science Associates



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Dear Mr. Callahan:

We have recently received a request from your office to review the project area referenced above for any known archaeological objects or sites. Unfortunately, our office needs additional information before it can complete its review:

- The entirety of the APE was not surveyed, could you please provide maps and/or shapefiles that indicate precisely which areas were surveyed and which areas were not surveyed.

Thank you. If you have not already done so, be sure to consult with all appropriate Indian tribes regarding your proposed project. In order to help us track your project accurately, please be sure to reference the SHPO case number above in all correspondence.

This letter refers to archaeological resources only. Comments pursuant to a review for above-ground historic resources will be sent separately.

Sincerely,

Jamie French, M.A.  
SHPO Archaeologist  
(503) 986-0729  
[Jamie.French@oregon.gov](mailto:Jamie.French@oregon.gov)

cc: Susan Cunningham, Environmental Science Associates

# Appendix B

## Historic Property Inventory Data

**OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM  
Individual Properties**

Property Name: Residence	Street Address: 585 SE 98th Street	City, County: South Beach, Lincoln
Project Name: Newport Municipal Airport Obstruction Removal		Agency project #:
Agency: Federal Aviation Administration		SHPO Case#: 19-1125
Location Coordinates (to sixth decimal place): Latitude: 44.565362      Longitude: -124.057666		Is the property listed in the National Register of Historic Places? <input type="checkbox"/> YES – Individually <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES – In a district



Front facade/south, view to the northeast

Surveyor: Thomas Ostrander	Date Recorded: 7/18/2019
<b>National Register Findings:</b> <input type="checkbox"/> Eligible: <input type="checkbox"/> Individually <input type="checkbox"/> As part of District    NR Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input checked="" type="checkbox"/> Not Eligible: <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Not 50 Years <input checked="" type="checkbox"/> Fails to meet NR Criteria	<b>Finding of Effect:</b> <input checked="" type="checkbox"/> No Effect <input type="checkbox"/> No Adverse Effect <input type="checkbox"/> Adverse Effect

**State Historic Preservation Office Comments – Official Use Only:**

Eligibility:  Concur                       Do Not Concur:

Effect:     Concur                       Do Not Concur:

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Signed \_\_\_\_\_ Date \_\_\_\_\_

CONTACT INFORMATION STAMP

**Comments:**





**OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM  
Individual Properties**

Property Name: Residence	Street Address: 585 SE 98th Street	City, County: South Beach, Lincoln
<p>Description of project scope, and nature and extent of impacts:</p> <p>The Newport Municipal Airport (Airport) proposes to remove obstructions from the approach and departure surfaces of Runway 16-34 and the approach surface of Runway 20 during the fall/winter season of 2021. The need for obstruction removal has been identified in the Airport's Capital Improvement Plan (CIP). Obstructions consist largely of tall trees and shrubs. The project involves removing trees that have been identified as obstructions in the associated surfaces of Runway 16-34 and Runway 20. A Geographic Information Systems survey of the Airport that was completed in 2019 identified numerous obstructions in the Federal Aviation Regulation Part 77 in the associated surfaces of Runway 16-34 and Runway 20. These trees are potential hazards to the Airport's operational safety because of their height. At this time, it is proposed that the trees would be cut at the base using hand-held equipment (e.g., chainsaws), leaving the stumps and roots in place.</p> <p>The proposed project impacts, of tree clearing, will not impact the structure or its setting. The parcel is adjacent to active logging land and tree clearing has been occurring in the area before the structure was built and throughout its existence. As a result, ESA recommends that the project will not have an adverse effect to the property.</p>		
<p>Finding of Effect and justification:</p> <p>Based on the structure at 425 SE 98th Street being recommend Not Eligible for the NRHP, ESA recommends that the Project will result in a finding of No Historic Properties Affected in regard to this address.</p>		

OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM  
Individual Properties

Property Name: Residence	Street Address: 585 SE 98th Street	City, County: South Beach, Lincoln
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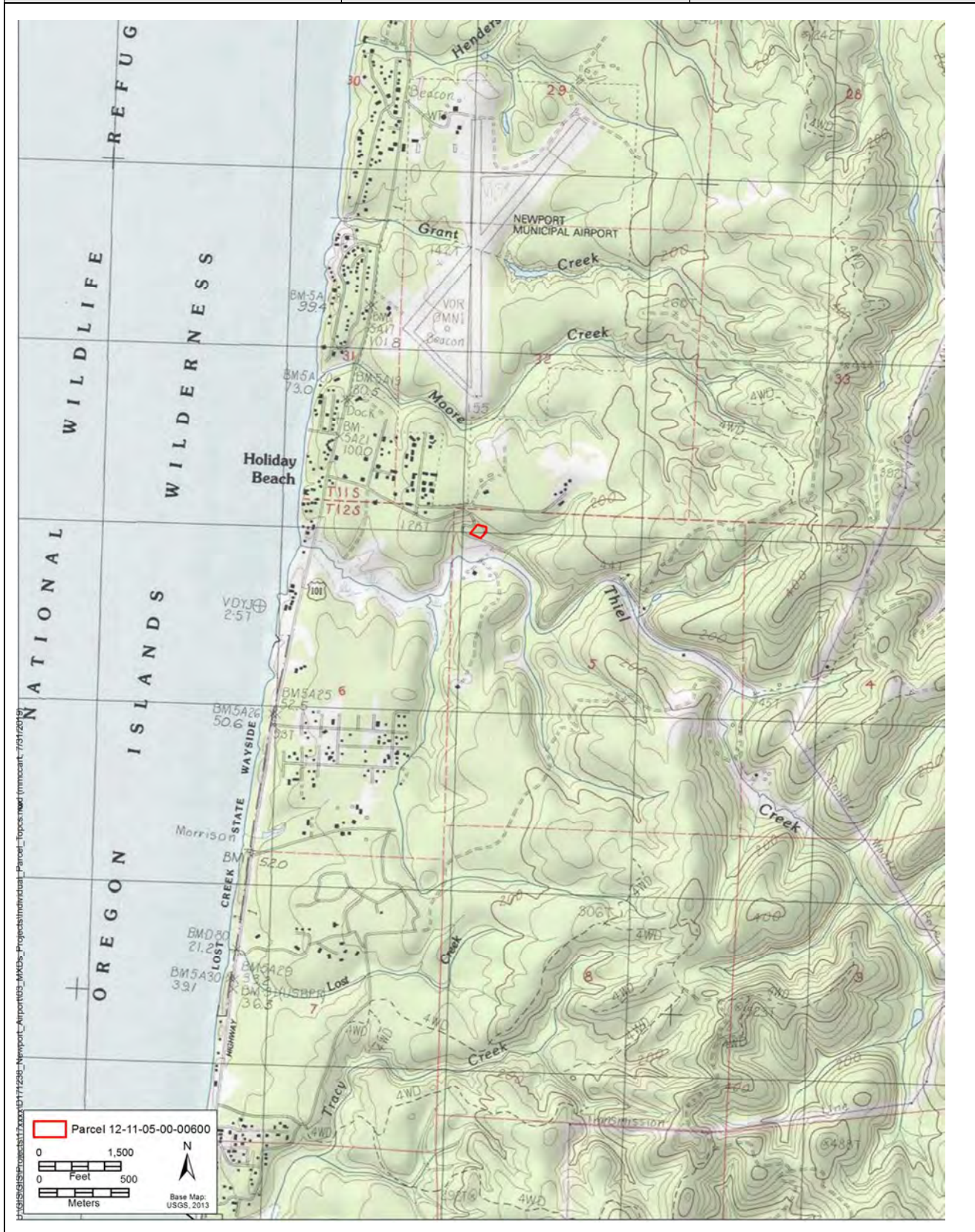
View: Front facade/south, view to the northeast



View: Back/North Facade, View to the East

**OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM  
Individual Properties**

Property Name: Residence	Street Address: 585 SE 98th Street	City, County: South Beach, Lincoln
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OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM  
Individual Properties  
Supplemental Photos

Property Name: Residence	Street Address: 585 SE 98th Street	City, County: South Beach, Lincoln
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View: Garage with second story; view to the southeast



View: West and south facades of garage and house, view to the east

**OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM  
Individual Properties**

Property Name: Kramer Residence	Street Address: 9709 SE Cedar Street	City, County: South Beach, Lincoln
Project Name: Newport Municipal Airport Obstruction Removal		Agency project #:
Agency: Federal Aviation Administration (FAA)		SHPO Case#: 19-1125
Location Coordinates (to sixth decimal place): Latitude: 44.567262      Longitude: -124.061833		Is the property listed in the National Register of Historic Places? <input type="checkbox"/> YES – Individually <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES – In a district



North / front facade overview, view to the south

Surveyor: Thomas Ostrander	Date Recorded: 7/18/2019
<b>National Register Findings:</b> <input type="checkbox"/> Eligible: <input type="checkbox"/> Individually <input type="checkbox"/> As part of District    NR Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input checked="" type="checkbox"/> Not Eligible: <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Not 50 Years <input checked="" type="checkbox"/> Fails to meet NR Criteria	<b>Finding of Effect:</b> <input checked="" type="checkbox"/> No Effect <input type="checkbox"/> No Adverse Effect <input type="checkbox"/> Adverse Effect

**State Historic Preservation Office Comments – Official Use Only:**

Eligibility:     Concur                       Do Not Concur:

Effect:         Concur                       Do Not Concur:

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Signed \_\_\_\_\_ Date \_\_\_\_\_

CONTACT INFORMATION STAMP

**Comments:**

**OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM  
Individual Properties**

Property Name: Kramer Residence	Street Address: 9709 SE Cedar Street	City, County: South Beach, Lincoln
Original Use: Single Dwelling		Number of Associated Resources: 0
Architectural Classification / Resource Type: Ranch (type) Building		Owner: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal
Window type and Materials: Slider, vinyl frame		Exterior Surface Materials: Primary: Shingle Secondary: Vertical Board Decorative: Not Applicable
Roof Type and Materials: Side-gable with eaves; composition shingle		
Integrity: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor		Construction Date: 1967      ( <input type="checkbox"/> Circa)
		Architect/Builder (if known): unknown
<p>Description of Property (including previous alterations &amp; approximate dates):</p> <p>The residence at 9709 SE Cedar Street, South Beach, is located in Lincoln County. The county assessor lists the construction date as 1967. This residence is a north facing 1-story rectangle plan structure with a side-gable roofline and attached 2-car garage. It shares a private drive off the east side of SE Cedar Street. The roof is clad with composition shingles and open eaves. There is a brick chimney present. The foundation is poured concrete. Exterior walls are covered with decorative patterned wood shingle and wood vertical board at the roofline on the west facade and wood vertical board on the east facade/garage. The front entry is setback and offset to the east of the north facade and features a wood door with three small diagonal windows. There are vinyl slider windows on the house and single pane windows on the garage. There is a small shed clad in wood horizontal clapboard with a front gable roofline to the west of the house. The county assessor lists the original garage as being removed and replaced with the current garage in 2004.</p>		
<p>Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):</p> <p>Build dates and property cards for the property were obtained from the Lincoln County Assessor, through both online, and physical searches of the property archives. These records produced photograph's, permits, and plans for the structure.</p> <p>The original single story ranch style home has been remodeled. The windows have been replaced with modern vinyl, and the garage has been demolished and replaced with a structure that no longer matches the original roofline or dimensions of the home. The roof appears to have been replaced with asphalt shingles. It is not clear if the wooden siding is original or a replacement, the assessor was not able to provide photographs of the original structure. These conditions diminish its overall integrity, and it does not represent an outstanding example of its original style. ESA recommends that the property be considered Not Eligible for the NRHP based on its architectural style and materials (Criterion C). No connection to local, regional or national events (Criterion A), or important person's (Criterion B), was revealed during the archival research into the original builder or past residents. Finally, as a typical med 20th century single family residence, the structure does not posses the ability to provide new information about history ore prehistory (Criterion D).</p>		

**OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM  
Individual Properties**

Property Name: Kramer Residence	Street Address: 9709 SE Cedar Street	City, County: South Beach, Lincoln
<p>Description of project scope, and nature and extent of impacts:</p> <p>The Newport Municipal Airport (Airport) proposes to remove obstructions from the approach and departure surfaces of Runway 16-34 and the approach surface of Runway 20 during the fall/winter season of 2021. The need for obstruction removal has been identified in the Airport's Capital Improvement Plan (CIP). Obstructions consist largely of tall trees and shrubs. The project involves removing trees that have been identified as obstructions in the associated surfaces of Runway 16-34 and Runway 20. A Geographic Information Systems survey of the Airport that was completed in 2019 identified numerous obstructions in the Federal Aviation Regulation Part 77 in the associated surfaces of Runway 16-34 and Runway 20. These trees are potential hazards to the Airport's operational safety because of their height. At this time, it is proposed that the trees would be cut at the base using hand-held equipment (e.g., chainsaws), leaving the stumps and roots in place.</p> <p>The proposed project impacts, of tree clearing, will not impact the structure or its setting. The parcel is adjacent to active logging land and tree clearing has been occurring in the area before the structure was built and throughout its existence. As a result, ESA recommends that the project will not have an adverse effect to the property.</p>		
<p>Finding of Effect and justification:</p> <p>Based on the structure at 9709 SE Cedar Street Street being recommend Not Eligible for the NRHP, ESA recommends that the Project will result in a finding of No Historic Properties Affected in regard to this address.</p>		



**OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM  
Individual Properties**

Property Name: Kramer Residence	Street Address: 9709 SE Cedar Street	City, County: South Beach, Lincoln
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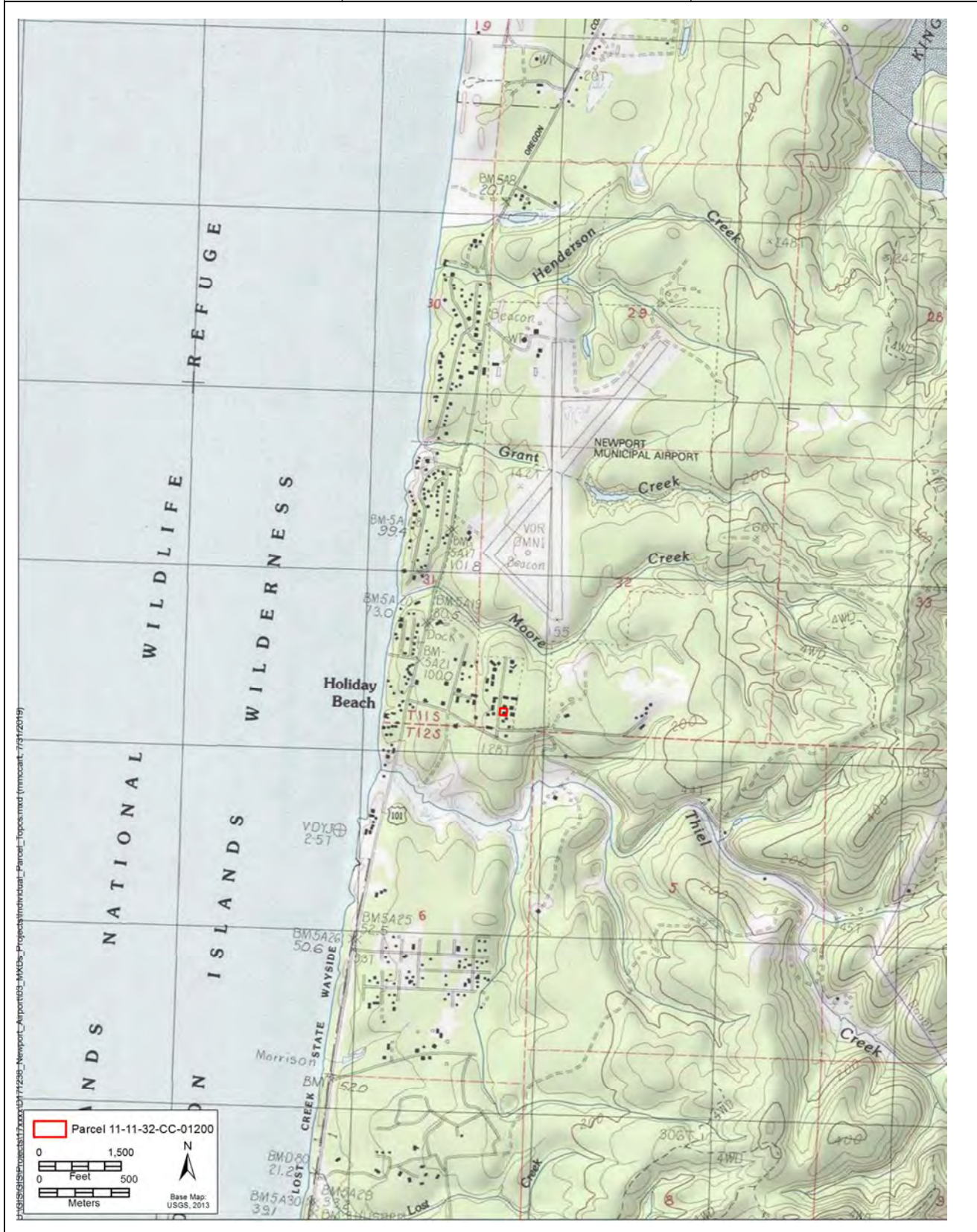
View: North / front facade overview, view to the south



View: Side / west facade with small shed in foreground, view to the east

**OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM  
Individual Properties**

Property Name: Kramer Residence	Street Address: 9709 SE Cedar Street	City, County: South Beach, Lincoln
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**OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM  
Individual Properties  
Supplemental Photos**

Property Name: Kramer Residence	Street Address: 9709 SE Cedar Street	City, County: South Beach, Lincoln
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View: Side / east facade of garage, view to the west

Insert Photo Here

View:

**OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM  
Individual Properties**

Property Name: McDonagh Residence	Street Address: 9711 SE Cedar Street	City, County: South Beach, Lincoln
Project Name: Newport Municipal Airport Obstruction Removal		Agency project #:
Agency: Federal Aviation Administration		SHPO Case#: 19-1125
Location Coordinates (to sixth decimal place): Latitude: 44.567270      Longitude: -124.061300		Is the property listed in the National Register of Historic Places? <input type="checkbox"/> YES – Individually <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES – In a district



Front/North facade, view to the south

Surveyor: Thomas Ostrander	Date Recorded: 7/18/2019
<b>National Register Findings:</b> <input type="checkbox"/> Eligible: <input type="checkbox"/> Individually <input type="checkbox"/> As part of District    NR Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> Not Eligible: <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Not 50 Years <input checked="" type="checkbox"/> Fails to meet NR Criteria	<b>Finding of Effect:</b> <input checked="" type="checkbox"/> No Effect <input type="checkbox"/> No Adverse Effect <input type="checkbox"/> Adverse Effect

**State Historic Preservation Office Comments – Official Use Only:**

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Effect:     Concur                       Do Not Concur:

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**Comments:**



**OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM  
Individual Properties**

Property Name: McDonagh Residence	Street Address: 9711 SE Cedar Street	City, County: South Beach, Lincoln
<p>Description of project scope, and nature and extent of impacts:</p> <p>The Newport Municipal Airport (Airport) proposes to remove obstructions from the approach and departure surfaces of Runway 16-34 and the approach surface of Runway 20 during the fall/winter season of 2021. The need for obstruction removal has been identified in the Airport's Capital Improvement Plan (CIP). Obstructions consist largely of tall trees and shrubs. The project involves removing trees that have been identified as obstructions in the associated surfaces of Runway 16-34 and Runway 20. A Geographic Information Systems survey of the Airport that was completed in 2019 identified numerous obstructions in the Federal Aviation Regulation Part 77 in the associated surfaces of Runway 16-34 and Runway 20. These trees are potential hazards to the Airport's operational safety because of their height. At this time, it is proposed that the trees would be cut at the base using hand-held equipment (e.g., chainsaws), leaving the stumps and roots in place.</p> <p>The proposed project impacts, of tree clearing, will not impact the structure or its setting. The parcel is adjacent to active logging land and tree clearing has been occurring in the area before the structure was built and throughout its existence. As a result, ESA recommends that the project will not have an adverse effect to the property.</p>		
<p>Finding of Effect and justification:</p> <p>Based on the structure at 9711 SE Cedar Street being recommend Not Eligible for the NRHP, ESA recommends that the Project will result in a finding of No Historic Properties Affected in regard to this address.</p>		

OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM  
Individual Properties

Property Name: McDonagh Residence	Street Address: 9711 SE Cedar Street	City, County: South Beach, Lincoln
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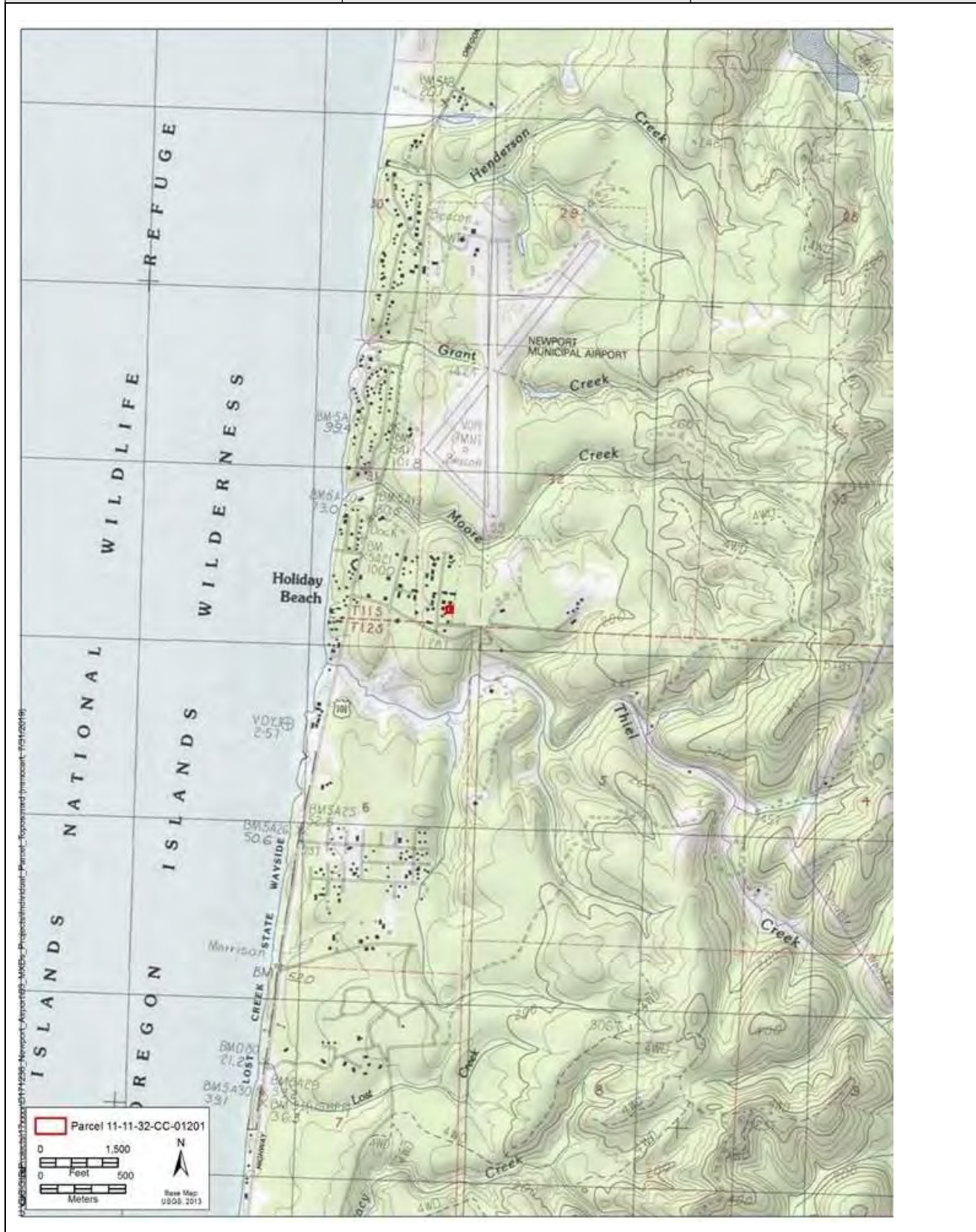
View: Front/North facade, view to the south



View: Side / west facade, view to the east

**OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM  
Individual Properties**

Property Name: McDonagh Residence	Street Address: 9711 SE Cedar Street	City, County: South Beach, Lincoln
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OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM  
Individual Properties  
Supplemental Photos

Property Name: McDonagh Residence	Street Address: 9711 SE Cedar Street	City, County: South Beach, Lincoln
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View: Side / east facade, view to the west



View: Side / east facade with back porch / entrance, view to the west