

City of Brookings

MEETING AGENDA

CITY COUNCIL

Monday, March 13, 2017, 7:00pm

City Hall Council Chambers, 898 Elk Drive, Brookings, OR 97415

The City Council will meet in Executive Session at 6:00 PM, in the City Manager's office, under the authority of ORS 192.660 (2)(d) "To conduct deliberations with persons designated by the governing body to carry on labor negotiations" and ORS 192.660 (2)(h) "To consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed."

CITY COUNCIL

A. Call to Order

B. Pledge of Allegiance

C. Roll Call

D. Appointments

1. Reappoint Gerald Wulkowilz to Planning Commission [Pg. 3]

E. Scheduled Public Appearances

1. Gerald Wulkowilz, Planning Commission Chair – Annual Report [Pg. 7]
 - a. Annual Report [Pg. 8]

F. Oral Requests and Communications from the audience

1. Public Comments on non-agenda items – 5 minute limit per person.*

G. Staff Reports

1. Acceptance of the Committee for Citizen Involvement (CCI) annual report [Planning, Pg. 9]
 - a. CCI Annual Report [Pg. 10]
2. Railroad Street Update [City Manager, Pg. 11]
 - a. Street Diagram [Pg. 13]
 - b. General Construction Plans [Pg. 16]
 - c. Pavement Marking Plans [Pg. 18]
 - d. Selected Reading from Parking Studies [Pg. 21]
 - e. Email on Bicycle Lane Alternative [Pg. 30]
 - f. Preliminary Street Re-design [Pg. 31]
3. Chetco Point Trail Improvements [City Manager, Pg. 32]
 - a. Agreement [Pg. 34]
 - b. Project Description [Pg. 37]
 - c. Cost Estimate [Pg. 54]
 - d. Support Letter [Pg. 55]
4. Municipal Judge Agreement [City Manager, Pg. 57]
 - a. Agreement [Pg. 58]

5. Fee Waiver for Bishop Alley Vacation [City Manager, Pg. 62]
 - a. BMC 12.50 Agreement [Pg. 63]
 - b. Map Agreement [Pg. 65]
6. Fee Waiver for Elmo Williams Day Event [City Manager, Pg. 66]
7. Strategic Plan Update [City Manager, Pg. 67]
 - a. Strategic Plan with Edits [Pg. 68]
8. Council Liaisons [City Manager, Pg. 70]
 - a. List [Pg. 72]

H. Consent Calendar

1. Approve Council minutes for February 27, 2017 [Pg. 73]
2. Accept Parks and Rec Committee minutes for January 26, 2017 [Pg. 76]

I. Informational Non-Action Items

1. February Vouchers [Pg. 78]
2. Vacant Committee Positions [Pg. 82]

J. Remarks from Mayor and Councilors

K. Adjournment

*Obtain Public Comment Forms and view the agenda and packet information on-line at www.brookings.or.us, at City Hall and at the local library. Return completed Public Comment Forms to the City Recorder before the start of meeting or during regular business hours.

All public meetings are held in accessible locations. Auxiliary aids will be provided upon request with at least 72 hours advance notification. Please contact 469-1102 if you have any questions regarding this notice.



CITY OF BROOKINGS

MAR 2 2017

RECEIVED.....

City of Brookings

898 Elk Drive, Brookings, OR 97415

Phone: (541) 469-2163 Fax: (541) 469-3650

www.brookings.or.us

APPLICATION TO SERVE ON A CITY OF BROOKINGS
COMMISSION, COMMITTEE OR BOARD

PART I. Contact Information:

Name: GERARD M. WULKOWICZ Date: 3/2/17
Physical Address: 18916 TULE ROAD
Mailing Address: 16916 TULE ROAD
Email Address: GMWULK@CHARTER.NET Phone: 541-469-7102

PART II. Position Selection, Requirements and Restrictions: (Please answer all that apply)

1. Commission/Committee applying for:

	Composition (i)	Term (ii)
<input checked="" type="checkbox"/> Planning Commission/ Commission for Citizen Involvement (iii)	5 Electors, 2 UGB	4 yrs
<input type="checkbox"/> Budget Committee	5 Electors	3 yrs
<input type="checkbox"/> Parks and Recreation Commission	4 Residents, 1 UGB	2 yrs
<input type="checkbox"/> Public Art Committee (iii)	3 Residents, 2 UGB	3 yrs
<input type="checkbox"/> Traffic Safety Committee	2 Residents	2 yrs
<input type="checkbox"/> Tourism Promotion Advisory Committee	TBD	TBD
<input type="checkbox"/> Other (please specify):		

2. **City residents:** How long have you lived in the City of Brookings? 13 (yrs/mths)

Are you a City elector (registered voter)? ☐ Yes ☒ No

3. **UGB residents:** How long have you lived in the UGB?: _____ (yrs/mths)

4. **What is your current occupation?** RETIRED

NOTES:

(i) *Membership requirements:*

- Resident and UGB status are determined by physical address.
- Residents must reside within the City limits.
- Electors are registered voters of the City of Brookings (verified by County Elections Officer)
- UGB members must reside within the Brookings Urban Growth Boundary or Area. (Contact the Planning Department at 541-469-1137 to determine if you are in the UGB).

(ii) *Term:* Appointments to fill mid-term vacancies will be for the remainder of that term.

(iii) *Other restrictions:*

- No more than two (2) Planning Commissioners may be principally involved, as individuals, members or partners, in the buying, selling or development of real estate for profit. No two (2) members shall be involved in the same kind of business or profession.
- Three (3) Public Art Committee members must have an art background

~~4~~

I am retired and have lived in Brookings for five years. I have kept abreast of City/Urban Growth Zone development issues through a subscription to the Curry Coastal Pilot. I feel I can contribute to the beneficial resolution of future planning issues through my professional input. Although I live outside the Brookings limit, my property has an irrevocable annexation agreement attached so I have a vested interest in guiding the City of Brookings in making informed decisions. I feel that if appointed to the Planning Commission I can not only bring my expertise to the Commission but also assist other members by sharing my experience in the Civil Engineering sector.

My first 17 years of employment with the Cook County Highway Department included drainage design and construction plan preparation; and, coordination, impact assessment and permit review/approval of municipal and private utilities on County highways and in unincorporated Cook County areas. Additionally, I also participated in Subdivision and PUD permit reviews from a drainage aspect including detention requirements.

My last 11 years with the Highway Department were as Head of the Advance Planning and Agreements Division whose duties, in part, included highway condition assessment, planning and project scheduling, resource allocation and preparation of a 5 year highway construction program. During this period, I also sat on the Work Program Committee of the Chicago Area Transportation Study (CATS see www.catsmpo.com), the Metropolitan Planning Organization (MPO) for Northeastern Illinois whose duties included the distribution of Federal Highway Funds and preparation of a 5 year Transportation Plan (TIP). I also participated in the development and publication of the 2000-2020 Long Range Transportation Plan for Northeastern Illinois.

In short, I can assimilate and interpret standards, criteria and building codes, I can read technical schematics as well as construction plans and I have been in a decision making position. I also have experience and am comfortable with both structured planning and the ethereal aspect of long range planning including the need for practicality and the restraints cause by the availability of resources.

4.

May 28, 1945 D.O.B.

- 1963 Graduate H.S.; Fenwick H.S., Oak Park, IL
- 1965-67 U.S. Army- Vietnam Veteran – Army Commendation Medal for Valor, Air Medal w/ 1st thru 10th Oak Leaf Cluster – Honorable Discharge
- 1971 Bachelor of Science, Geological Sciences, Univ. Illinois-Chicago
- 1973 Masters of Science, Environmental Geology and Hydrology, Univ. Illinois-Chicago. Published "Chloride Balance in an Urban Basin" G.S.A. Vol.5, No. 7, Oct. 1973
- 1974-84 Cook County Highway Department (www.co.cook.il.us), Drainage Division, Highway Engineer I, II, & III – Design highway storm sewers, waterway hydraulic openings and storm water pumping stations.
- 1984-92 Cook County Highway Department, Drainage Division, Highway Engineer IV, Utility Section Head – highway/utility impact assessment, design and construction conflict coordination, utility permit review w/ electrical, telephone, natural gas, petroleum pipeline, water utilities as well as municipal infrastructure.
- 1992-02 Cook County Highway Department, Advance Planning and Agreements Division, Highway Engineer V, Division Head – Oversee funding distribution, highway condition assessment, maintain highway inventory, coordinate Department/County Board Agenda, develop intergovernmental agreements, publish 5 year highway construction program.
- 1992-01 Served as Alternate Cook County Representative to the Work Program Committee of the Chicago Area Transportation Study (CATS), the MPO for Northeastern Illinois.
- 2002 to date Retirement.
- 2007 to ~~DATE~~ Joined and am active in TRASH DOGS
- 2009 to ~~DATE~~ BROOKINGS PLANNING COMMISSION

PART IV. Volunteer Agreement : *Please read and check off the following before signing:*

- ☒ I acknowledge that I will not be under the direct supervision and control of the City in connection with the voluntary services for which I have applied.
- ☒ I acknowledge that I will receive no compensation or expense reimbursement from the City in connection with any volunteer services for which I have applied.
- ☒ I understand and agree that my volunteer service will be donated to the City at times other than my regular work hours.
- ☒ I understand that if the position I applied for requires me to be an elector of the City of Brookings, that the City has permission to verify my status as a registered voter.
- ☒ I agree to release the City from all matters relating to the voluntary service for which I have applied, including compliance, if any is required, with social security, withholdings, insurance and all other regulations and reportings governing such matters. I assume full responsibility for any injuries or damages suffered by or arising from the voluntary service described herein. (*Planning Commission applicants, see ** below*)
- ☒ I agree to release, indemnify and hold the City harmless from and against any and all actions, causes of action, claims, demands, liabilities, losses, damages or expenses, of whatsoever kind and nature, including attorney fees, which City may sustain or incur as a result of errors or omissions in the performance of the voluntary service set forth herein.
- ☒ By signing this application voluntarily, I, the Applicant, do hereby acknowledge that I have read and agree to the terms stated above and that I understand and acknowledge that this document will become public information and may be distributed to the public and news media as part of a City Council Agenda Packet.

GERARD Wolkowicz
Applicant (print name)

[Signature]
Applicant's Signature

3/2/17
Date

****Planning Commissioners** holding office on April 1st of each year are required to file an Annual Statement of Economic Interest with the Oregon Government Ethics Commission (OGE). You may view a sample form at http://www.oregon.gov/OGE/forms_publications.shtml. Official forms are provided by OGE.

Submit completed applications by mail or in person to the City Recorder, 898 Elk Drive, Brookings, OR 97415. Regular City business hours are 9:00am – 4:30pm, Monday–Friday.

Commission and Committee contact information:

Planning Commission: 541-469-1137 dcolbyhanks@brookings.or.us

Budget Committee: 541-469-1123 jhoward@brookings.or.us

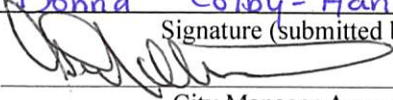
Parks and Recreation Commission, Public Art Committee, Tourism Promotion Advisory Committee and Traffic Safety Committee: 541-469-1103 lziemer@brookings.or.us

CITY OF BROOKINGS

COUNCIL AGENDA REPORT

Meeting Date: March 13, 2017

Originating Dept: PWDS/ Planning
Dept.

Donna Colby-Hanks
Signature (submitted by)

City Manager Approval

Subject: Chair of the Planning Commission's Annual Report.

Recommended Motion: Motion to accept the Annual Report.

Financial Impact: None.

Background/Discussion: The Chair of the Planning Commission, Gerald Wulkowicz, has prepared the annual report which reviews the work accomplished by the Planning Commission in 2016. He will attend the City Council meeting to present the attached report.

Policy Considerations: None.

Attachment(s): Planning Commission 2016 Annual Report.

BROOKINGS PLANNING COMMISSION

2016 YEAR IN REVIEW

The Brookings Planning Commission met in quorum eight (8) times in 2016. It was initially chaired by Bryan Tillung with Gerald Wulkowicz as Vice Chair. The other members of the Commission were: Loren Rings, Cheryl McMahan, Ray Hunter, Joseph Vogl and Timothy Hartzell. Mr. Tillung briefly resigned from the Commission and Mr. Wulkowicz assumed his Chairmanship. Mr. Tillung was subsequently reappointed by the City Council.

During the year the Commission acted on the following matters:

Recommendations of Approval to the City Council of the Wastewater Facilities Plan, the Storm Drainage Master Plan and two (2) Revisions to Municipal Code (LDC);

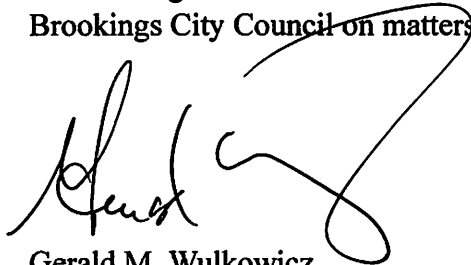
Approval of five (5) Conditional Use Permits (CUP), a Partition (M3), a Minor Change to a Conditional Use Permit (MC), a variance (VAR) and two (2) Zoning changes (CPZ));

And finally, in response to an appeal of a Public Art Committee application denial, the Planning Commission overturned that denial.

Additionally the Commission held a Workshop on Short Term Vacation Rental and participated jointly with the City Council in a Workshop on the Transportation System Plan (TSP).

Commissioners received counseling from the City Attorney regarding open meeting rules and land use decisions and attended an Oregon State training session concerning Ethics. Several members of the Commission also attended training sessions related to Planning Commission duties in general.

The Planning Commission looks forward to the upcoming year and serving the residents of Brookings with a fair and unbiased decision making process as well as advising the Brookings City Council on matters affecting its residents.

A handwritten signature in black ink, appearing to read 'Gerald M. Wulkowicz', is written over the printed name and title.

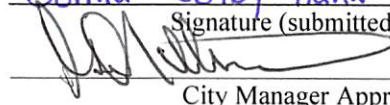
Gerald M. Wulkowicz
Chairman

CITY OF BROOKINGS

COUNCIL AGENDA REPORT

Meeting Date: March 13, 2017

Originating Dept: PWDS/Planning
Dept.

Donna Colby-Hanks
Signature (submitted by)

City Manager Approval

Subject: The Committee for Citizen Involvement (CCI) annual report.

Recommended Motion: Motion to accept the CCI annual report for 2016 and direct Staff to forward the report to the County Planning coordinator and the State's Citizen Involvement Advisory Committee as required by Resolution #399.

Financial Impact: None.

Background/Discussion: The Resolution creating the Committee for Citizen Involvement (CCI) requires an annual evaluation of the Citizens Involvement Program and a report to be given to the Planning Commission, Mayor and City Council, the County Planning Coordinator, and the State's Citizen Involvement Advisory Committee. In Resolution 399, the Planning Commission is defined as the CCI.

City staff has been soliciting input from a survey which is mailed to all participants who have engaged in the Planning Commission process. Each year the number of returned surveys increases. The Planning Commission reviewed the report and recommended approval to City Council at their February 6, 2017 meeting. The report is attached.

Policy Considerations: None.

Attachment(s): CCI Annual Report.



City of Brookings

898 Elk Drive, Brookings, OR 97415

(541) 469-1137 Fax (541) 469-3650

dcolbyhanks@brookings.or.us

TO: Planning Commission

FROM: Donna Colby-Hanks, Planning Manager *DC*

DATE: January 26, 2017

RE: Committee for Citizen Involvement 2016

The Resolution creating the Committee for Citizens Involvement (CCI) requires an annual evaluation of the Citizens Involvement Program and a report to be given to the Mayor and City Council, the County Planning Coordinator, and the State's Citizen Involvement Advisory Committee.

Many efforts are made to be sure information concerning meetings, process, and specific applications is available to the public. These efforts include providing hearing notices and/or agendas to several local papers, several radio stations, to the library, posting in City Hall, on the City's website, and mailed to neighbors when a specific property is involved. Contact information is provided and files are available for review at the Planning Department, the public library, City Hall and on the City's web site. The public is able to sign up to receive email or text message notices of Planning Commission meetings, both regular meetings and workshops. There are currently 56 participants in this program.

A survey form, designed to evaluate the effectiveness of the citizen involvement program, has been available for the past year at the sign-in table at every Planning Commission meeting and on the City's website. The survey is mailed to all participants in the land use process with the Notice of Decision. With this process, the number of returned surveys continues to increase each year; 16 in 2016, 14 in 2015 and 8 in 2014. Below is a summary of the responses from the surveys.

Summary of key questions:

- *Is information concerning meetings, process, and specific applications available to the public?*
All but one response indicated that the process or criteria were able to be located prior to the Planning Commission meetings or that no efforts were made to obtain the information.
- *Were citizens allowed to participate and did the Planning Commission consider their input?*
Fifteen of the responders indicated that they were allowed to participate while fourteen felt the Planning Commission considered their comments.
- *Did the Planning Commission explain their decision and how it pertains to the applicable policies?*
Thirteen of the responders felt that the Planning Commission accomplished this. One responder suggested that the entire final order be provided with the notice of decision.


Recommendation: Motion to accept the CCI Annual Report for 2016 and forward to the City Council.

CITY OF BROOKINGS

COUNCIL AGENDA REPORT

Meeting Date: March 13, 2017

Originating Dept: City Manager


Signature (submitted by)

City Manager Approval

Subject: Railroad Street Update

Recommended Motion:

No action needed if City Council desires to continue with project as currently designed, which is recommended by staff.

Financial Impact:

Approximately \$20,000 to modify design for one block.

Background/Discussion:

Staff will update the City Council on the status of the Railroad Street water and sewer project, and will brief the Council on the February 28 public meeting. The City Council reviewed this matter at their workshop on March 6.

The most significant item from the public meeting was concern over the loss of on-street parking as all head-in parking will be converted to parallel parking. Several business owners (5) requested that the City consider eliminating the proposed center turn lane and reduce the width of the sidewalk on the east side of the street (currently designed to City standard of 10 feet) to accommodate angle parking on one or both sides of the street. The City Manager has requested the project engineer to prepare some schematic drawings that would assist in evaluating this request. The City Manager has also requested the project engineer to evaluate the feasibility of reducing the width of the aforementioned sidewalk to six feet and adding a marked bicycle lane.

The purpose of the center turn lane is to facilitate traffic slow along the street by eliminating stops and starts resulting from stopped vehicles making left turns onto side streets and into driveways. The center turn lane can also accommodate delivery vehicles servicing nearby businesses without impeding traffic or taking up curbside parking. Eliminating the turn lane defeats a basic purpose for reconstruction of the street, which is to improve traffic flow and traffic safety. An alternative may be to double-line the center line and prohibit left turns.

Angle parking along a busy street creates a safety hazard and impacts the useable area of the sidewalk. Vehicles that angle park typically overhang the sidewalk by as much as two feet, an area that would be occupied by street lights and street trees. Vehicles would back into traffic; existing ad-hoc angle parking that has developed along the street does not meet minimum standards and, due to the undeveloped and rather helter-skelter nature of the street, vehicles are often able to back out of these substandard spaces or road shoulders into an area that is not a part of the travel lane before entering traffic. This will not be the case when curbs are present. Angle parking would also eliminate any area that could be used by delivery vehicles; delivery vehicles

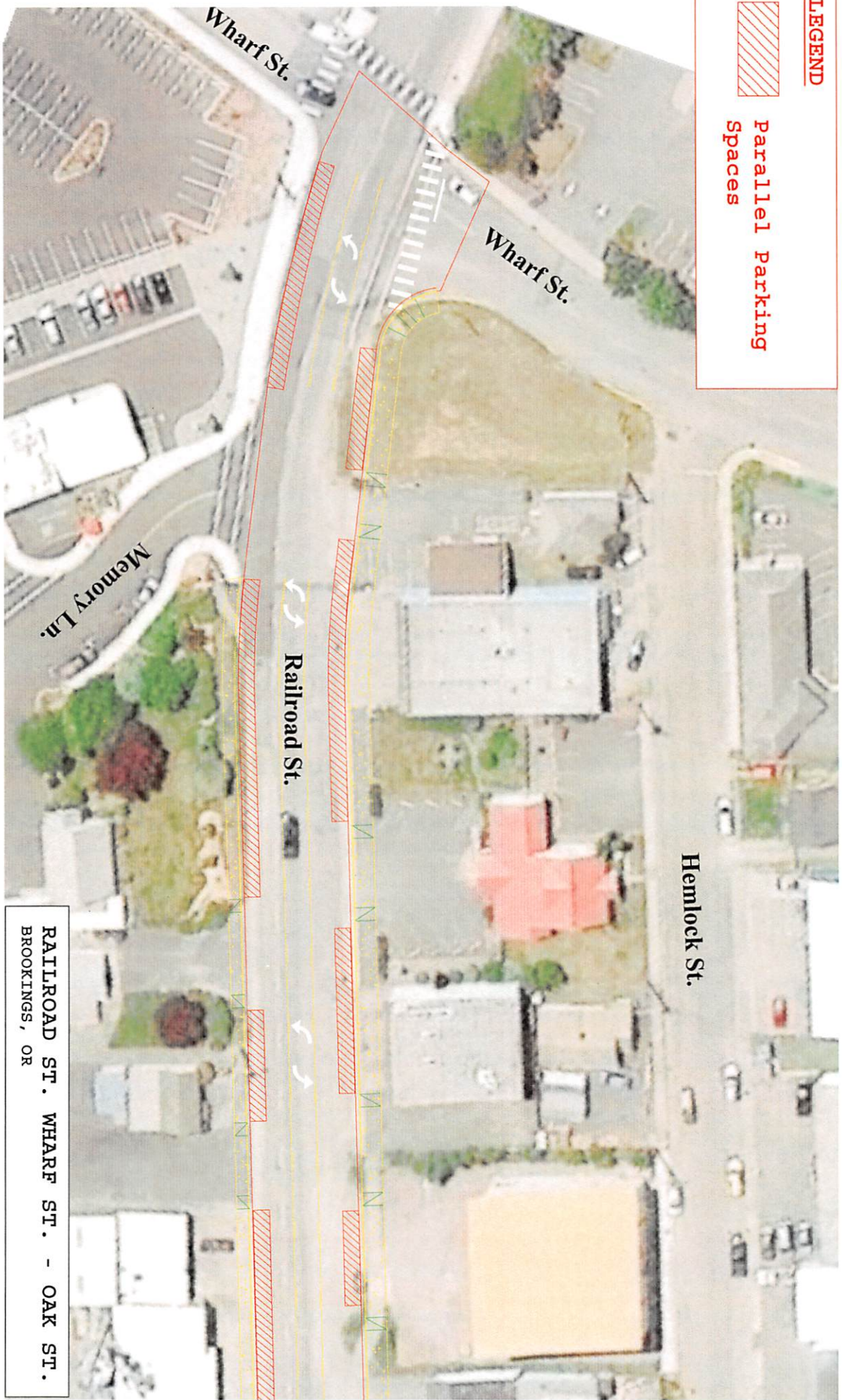
would either need to find a curbside space, stop on an adjacent street or block traffic on Railroad Street. As not all vehicles are some the same length and height, the vision of drivers leaving a parallel parking space is often obscured until they enter the travel lane, creating a safety hazard. Finally, angle parking is considered a hazard for bicyclists.

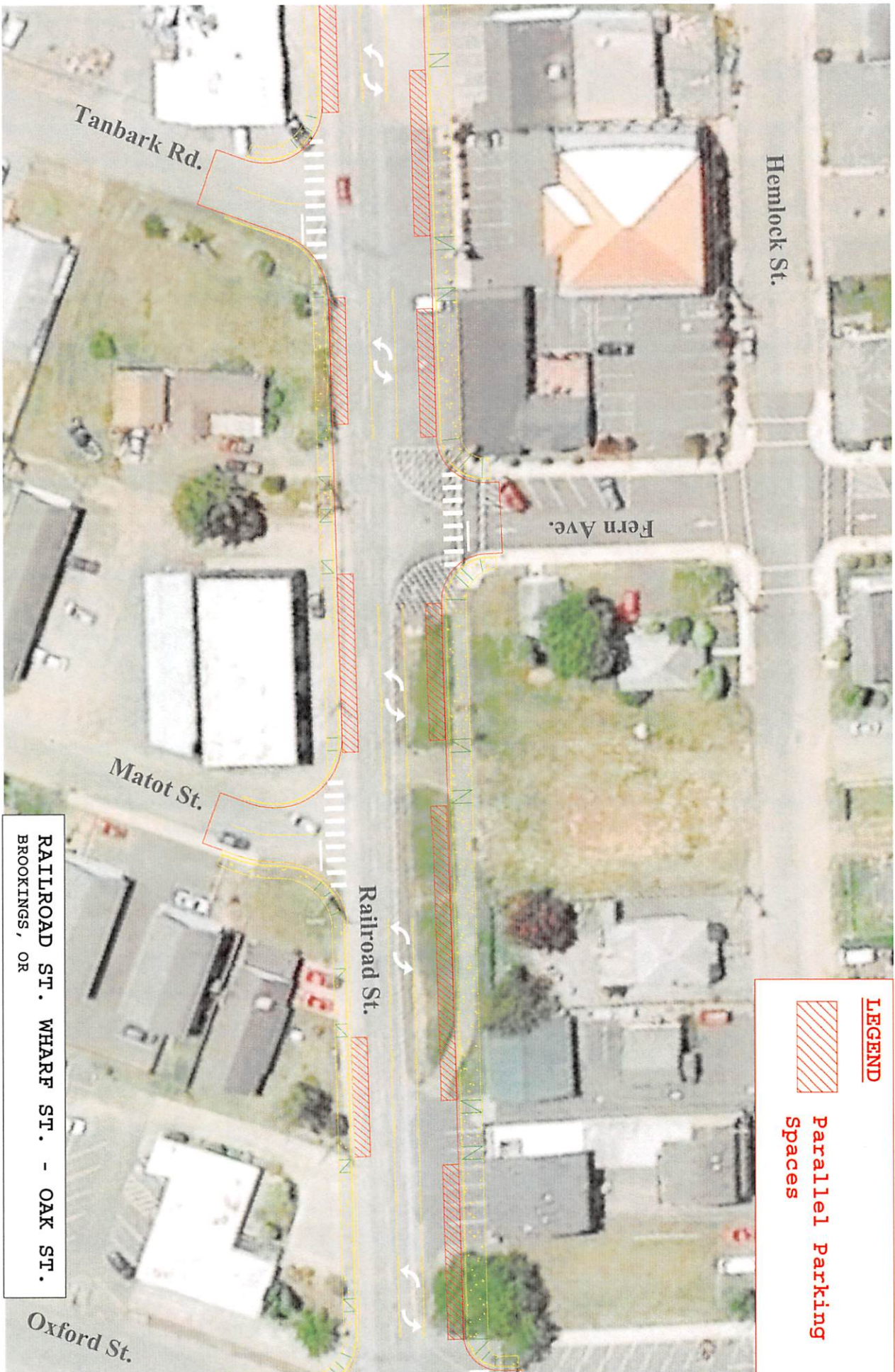
One of the major goals of the Railroad Street reconstruction project is to make the street more attractive for use by motorists and encourage the development of adjacent lands; so higher traffic volumes are anticipated.

The project engineer has prepared a preliminary design plan placing angle parking on one side of the street between Fern Avenue and Willow Street. The engineer estimates that this would increase the number of on-street parking spaces by 10.

Attachment(s):

- a. Street diagram showing areas that would be available for on-street parking.
- b. General construction plans.
- c. Pavement marking plans.
- d. Selected readings from parking studies.
- e. Email on bicycle lane alternative from Project Engineer Mike Erickson.
- f. Preliminary street re-design with angle parking block between



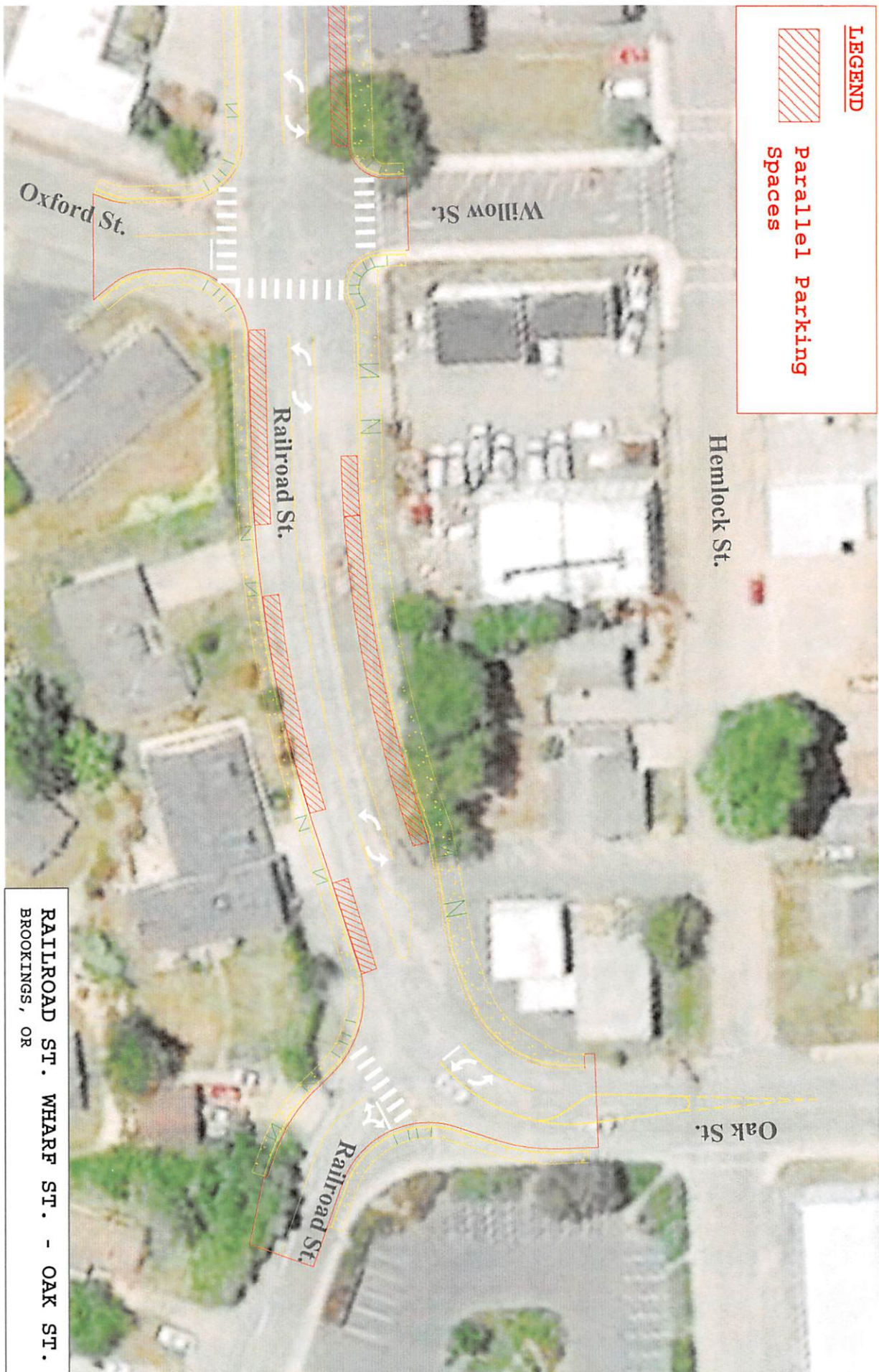


LEGEND

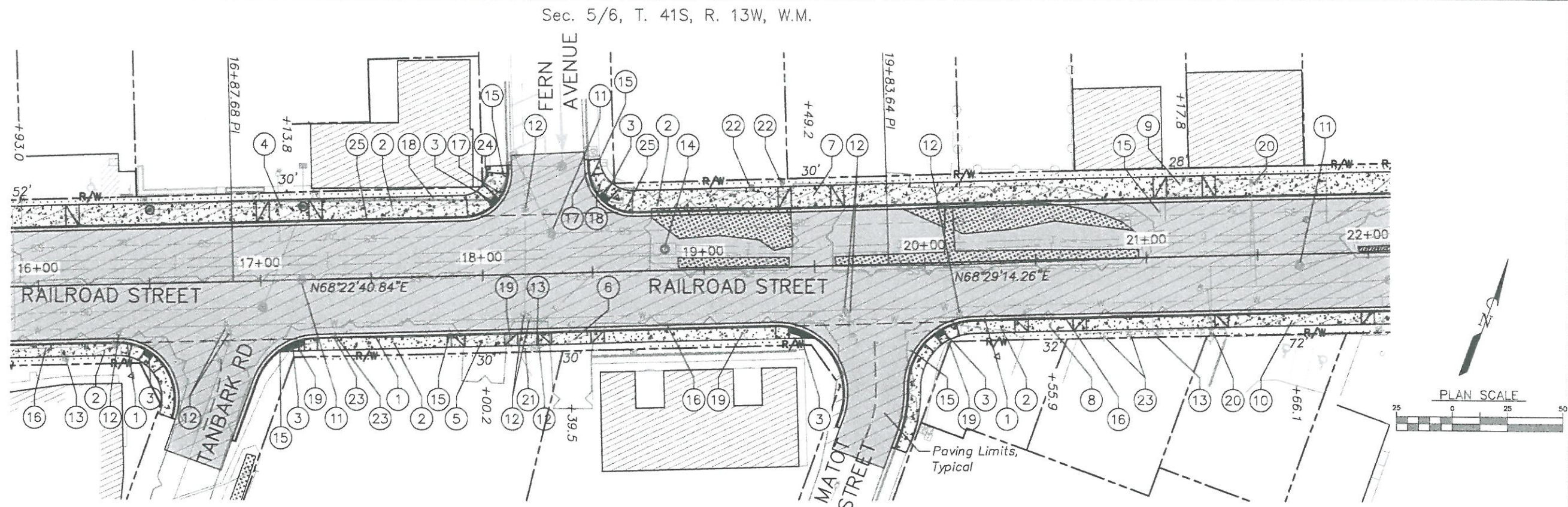


**Parallel Parking
Spaces**

**RAILROAD ST. WHARF ST. - OAK ST.
BROOKINGS, OR**



\\Dyer2\h\dyer-part\A\projects\178 David Evans & Assoc\178.07 Railroad Street Center St - Oak St\Drawings\Railroad-M.dwg, 2/3/2017 10:12:27 AM PLOT DATE February 3, 2017



- | | | | |
|---|---|--|---|
| ① Construct curb and gutter | ⑧ Const. driveway approach
(See drg. no. RD??? - option ?) | ⑮ Remove & relocate exist'g sign - 6 | ⑳ Remove exist'g stump - 2 |
| ② Construct sidewalk | ⑨ Const. driveway approach
(See drg. no. RD??? - option ?) | ⑯ Remove exist'g 4" ac water line - 400' | ㉑ Remove exist'g mailboxes
Inst. multiple mailbox support - 12
(See drg. no. RD100 & RD101) |
| ③ Construct sidewalk ramp | ⑩ Const. driveway approach
(See drg. no. RD??? - option ?) | ⑰ Remove exist'g curb/curb & gutter - 217' | ㉒ Protect exist'g light pole in place |
| ④ Const. driveway approach
(See drg. no. RD??? - option ?) | ⑪ Adjust exist'g sanitary sewer manhole - minor - 3 | ⑱ Remove exist'g concrete sidewalk - 56 SY | ㉓ Construct outfall curb and gutter
(For details, see sht. 2B-3) |
| ⑤ Const. driveway approach
(See drg. no. RD??? - option ?) | ⑫ Adjust exist'g water valve - 10 | ㉒ Relocate exist'g utility pole/guy anchor - 4
(By others) | |
| ⑥ Const. driveway approach
(See drg. no. RD??? - option ?) | ⑬ Adjust exist'g water meter - 3 | ㉓ Adjust exist'g sanitary sewer cleanout - 2
(For details, see sht. 2B-2) | |
| ⑦ Const. driveway approach
(See drg. no. RD??? - option ?) | ⑭ Adjust exist'g telephone manhole - minor | ㉔ Relocate exist'g telephone pedestal
(By others) | |

ASPHALT DRIVEWAY CONNECTION TABLE				
Station	Width (ft)	Length (ft)	Area (sq. feet)	Existing Surface Type
17+14, LT.	30	3	90	Concrete
18+00, RT.	30	3	90	AC Pavement
18+40, RT.	30	3	90	AC Pavement
19+49, LT.	30	3	90	AC Pavement
20+56, RT.	32	3.5	112	Gravel/Concrete
21+18, LT.	28	3.5	98	Concrete
21+66, RT.	72	3.5	252	AC Pavement

LEGEND

	New concrete sidewalk
	New ac pavement
	Exist'g pavement removal
	Exist'g wetlands
	Catchline

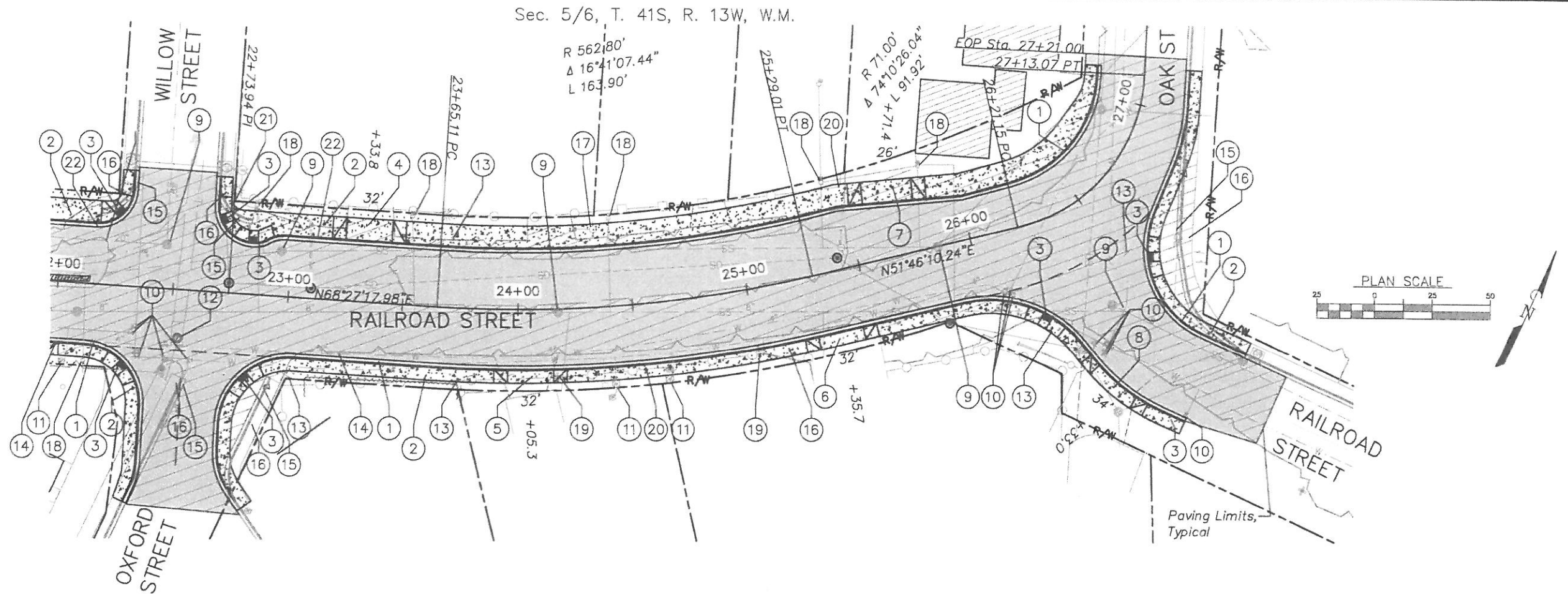
THE DYER PARTNERSHIP ENGINEERS & PLANNERS, INC.
1330 TEAKWOOD AVENUE
COOS BAY, OREGON 97420
TELEPHONE: (541) 269-0732

RAILROAD STREET:WHARF ST-OAK ST
BROOKINGS
RAILROAD STREET
CURRY COUNTY

Reviewed By - Michael Erickson
Designed By - Joseph Goette
Drafted By - Joseph Goette

GENERAL CONSTRUCTION

SHEET NO.
4



- | | | | |
|--|--|--|---|
| ① Construct curb and gutter | ⑦ Const. driveway approach
(See drg. no. RD??? - option ?). | ⑬ Remove & relocate exist'g sign - 5 | ⑲ Relocate exist'g mailbox - 2
New support |
| ② Construct sidewalk | ⑧ Const. driveway approach
(See drg. no. RD??? - option ?). | ⑭ Remove exist'g 4" ac water line - 131' | ⑳ Remove and relocate exist'g fence |
| ③ Construct sidewalk ramp | ⑨ Adjust exist'g sanitary sewer manhole - minor - 5 | ⑮ Remove exist'g curb/curb & gutter - 307' | ㉑ Protect exist'g light pole in place |
| ④ Const. driveway approach
(See drg. no. RD??? - option ?). | ⑩ Adjust exist'g water valve - 12 | ⑯ Remove exist'g concrete sidewalk - 168 SY | ㉒ Construct outfall curb and gutter
(For details, see sht. 2B-2) |
| ⑤ Const. driveway approach
(See drg. no. RD??? - option ?). | ⑪ Adjust exist'g water meter - 3 | ⑰ Relocate exist'g utility pole/guy anchor
(By others) | |
| ⑥ Const. driveway approach
(See drg. no. RD??? - option ?). | ⑫ Adjust exist'g telephone manhole | ⑱ Adjust exist'g sanitary sewer cleanout - 6
(For details, see sht. 2B-2) | |

ASPHALT DRIVEWAY CONNECTION TABLE

Station	Width (ft)	Length (ft)	Area (sq. feet)	Existing Surface Type
23+34, LT.	32	3.5	112	AC Pavement
24+05, RT.	32	3	96	Gravel/Concrete
25+36, RT.	32	3	96	Concrete
25+71, LT.	26	3	165	AC Pavement
26+33, RT.	34	5	170	Gravel

LEGEND

	New concrete sidewalk
	New ac pavement
	Exist'g pavement removal
	Exist'g wetlands
	Catchline

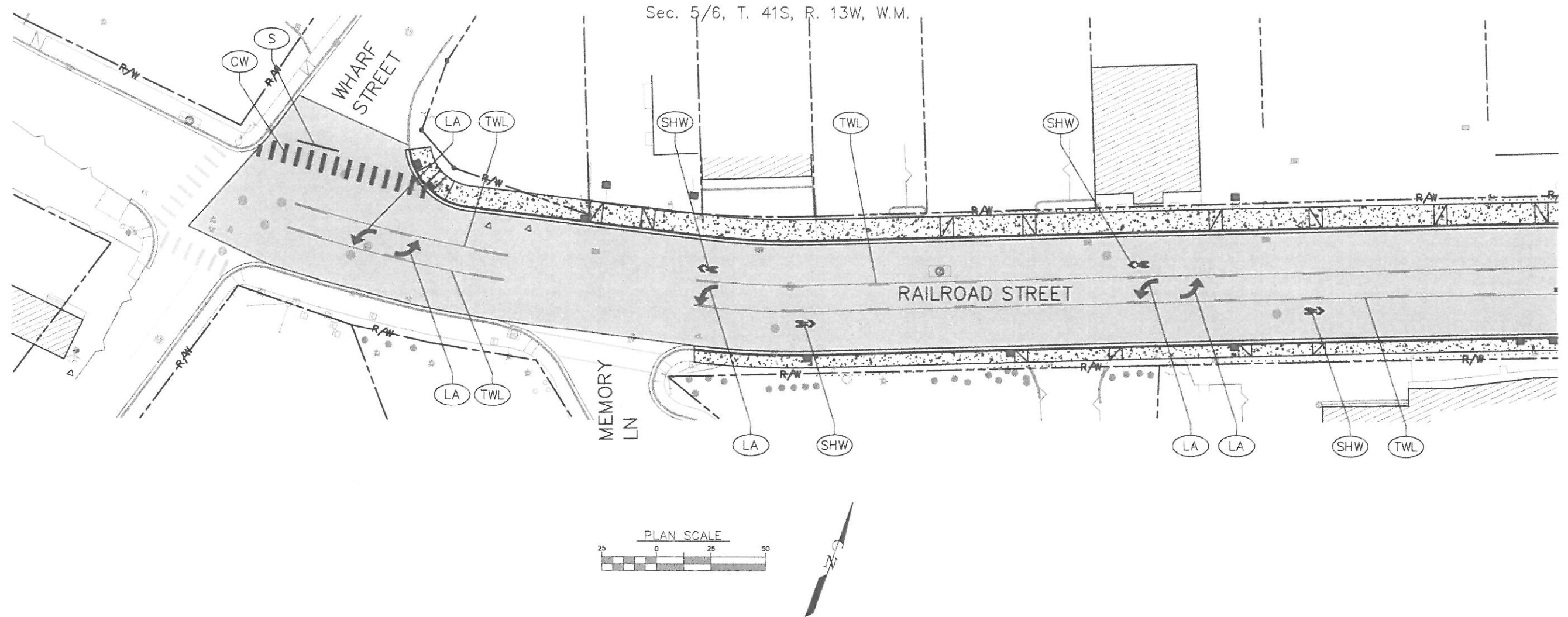
D THE DYER PARTNERSHIP ENGINEERS & PLANNERS, INC.
1330 TEAKWOOD AVENUE
COOS BAY, OREGON 97420
TELEPHONE: (541) 269-0732

RAILROAD STREET: WHARF ST-OAK ST
BROOKINGS
RAILROAD STREET
CURRY COUNTY

Reviewed By - Michael Erickson
Designed By - Joseph Goette
Drafted By - Joseph Goette

GENERAL CONSTRUCTION

SHEET
NO.
5



To Be Accompanied By Drg. Nos.,
TM 500, TM 503

- (TWL) Two way left turn - 4" yellow lines
Shown Thus:
- (ND) Narrow Double - 4" yellow lines
Shown Thus:
- (CW) 12" White crosswalks
Shown Thus:
- (SHW) White sharrow pavement markings
Shown Thus:
- (LA) Left turn arrow
Shown Thus:
- (Y) 4" Yellow line
Shown Thus:
- (S) 1' White stop bar
Shown Thus:
- (RALA) Right turn left turn arrow
Shown Thus:

D THE DYER PARTNERSHIP ENGINEERS & PLANNERS, INC.
1330 TEAKWOOD AVENUE
COOS BAY, OREGON 97420
TELEPHONE: (541) 269-0732

RAILROAD STREET:WHARF ST-OAK ST
BROOKINGS
RAILROAD STREET
CURRY COUNTY

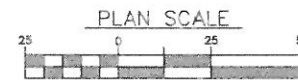
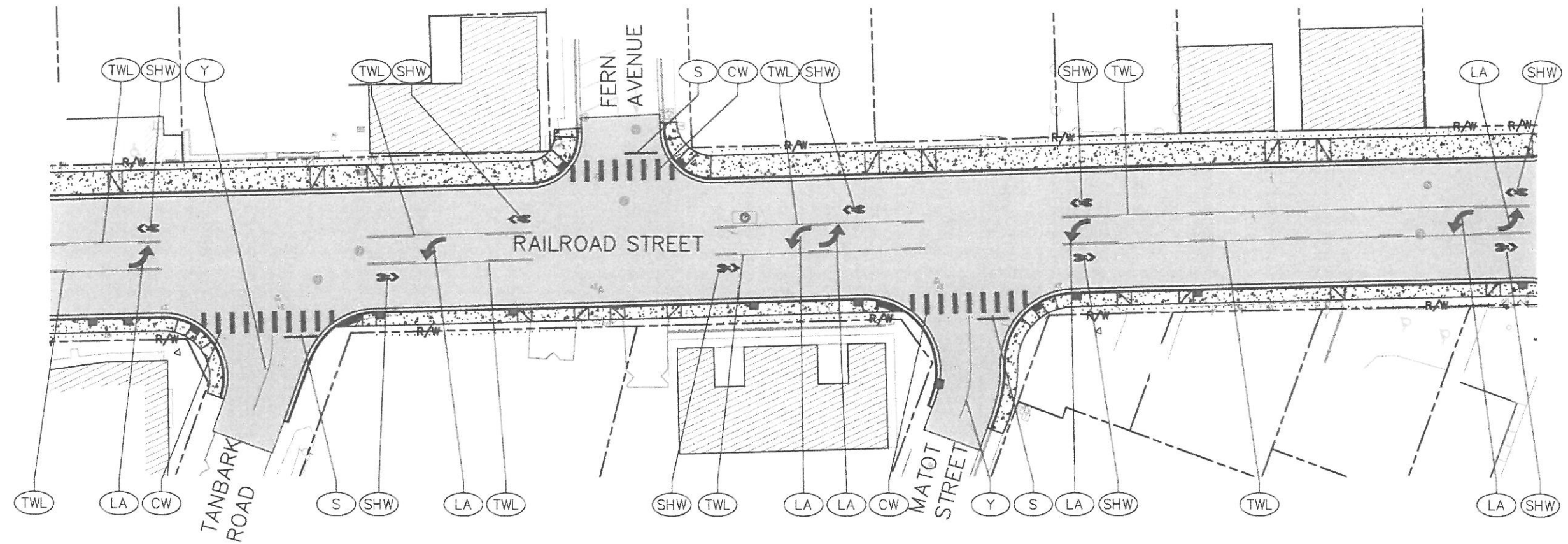
Reviewed By - Michael Erickson
Designed By - Joseph Goette
Drafted By - Joseph Goette

PERMANENT PAVEMENT
MARKINGS PLAN

SHEET
NO.
ST

\\Dyer2\hdyer-part\A\Projects\178 David Evans & Assoc\178.07 Railroad Street Center St - Oak St\Drawings\Railroad-M.dwg, 2/3/2017 10:12:27 AM PLOT DATE February 3, 2017

Sec. 5/6, T. 41S, R. 13W, W.M.



To Be Accompanied By Drg. Nos.,
TM 500, TM 503

- TWL Two way left turn - 4" yellow lines
Shown Thus:
- ND Narrow Double - 4" yellow lines
Shown Thus:
- CW 12" White crosswalks
Shown Thus:
- SHW White sharrow pavement markings
Shown Thus:
- LA Left turn arrow
Shown Thus:
- Y 4" Yellow line
Shown Thus:
- S 1' White stop bar
Shown Thus:
- RALA Right turn left turn arrow
Shown Thus:

D THE DYER PARTNERSHIP ENGINEERS & PLANNERS, INC.
1330 TEAKWOOD AVENUE
COOS BAY, OREGON 97420
TELEPHONE: (541) 269-0732

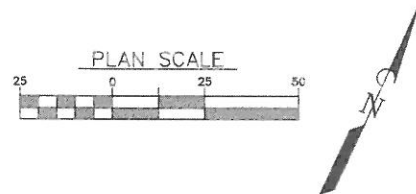
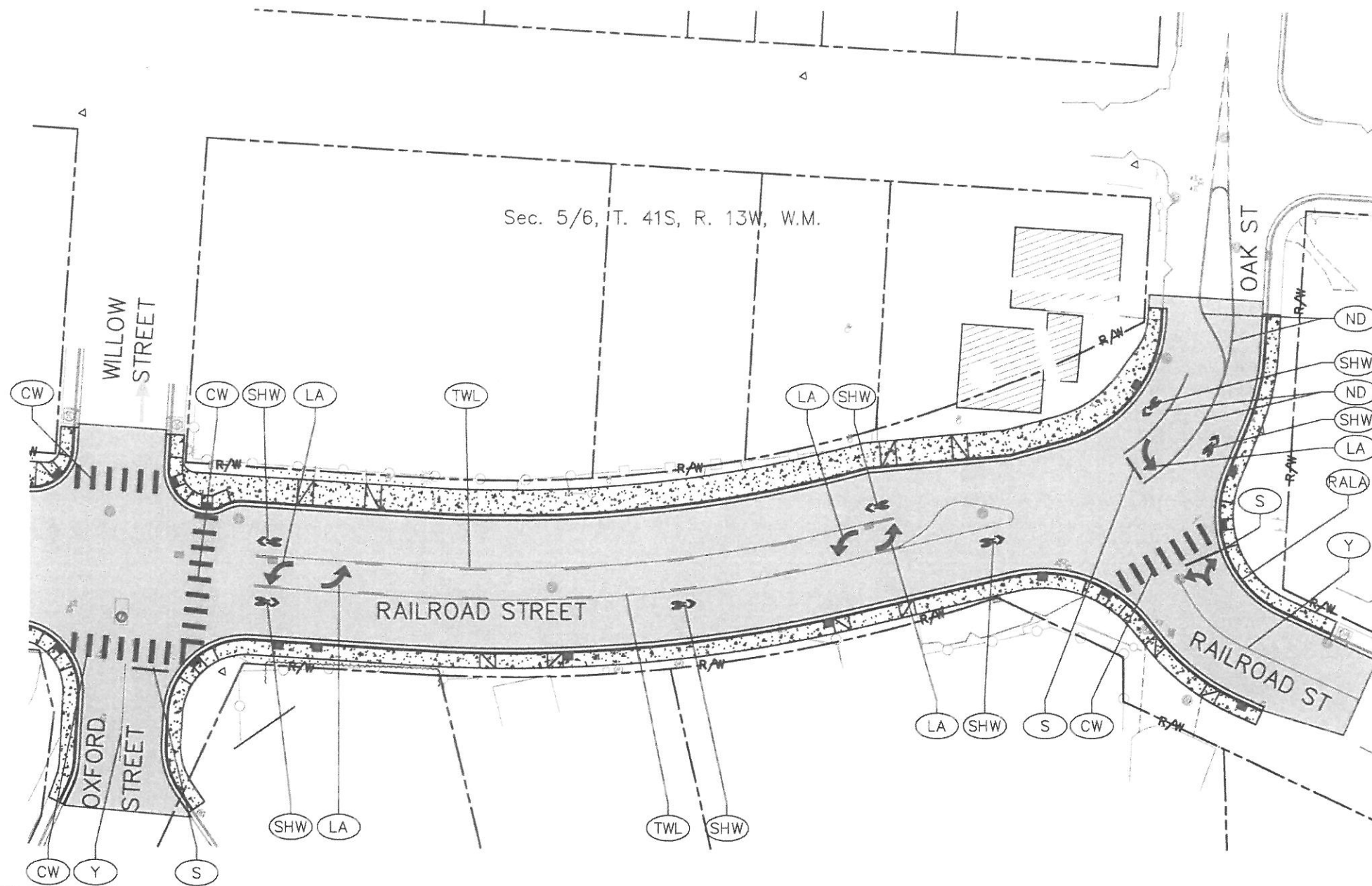
RAILROAD STREET: WHARF ST-OAK ST
BROOKINGS
RAILROAD STREET
CURRY COUNTY


Reviewed By - Michael Erickson
Designed By - Joseph Goette
Drafted By - Joseph Goette

PERMANENT PAVEMENT
MARKINGS PLAN

SHEET
NO.
ST-2

- To Be Accompanied By Drg. Nos.,
TM 500, TM 503
- (TWL) Two way left turn - 4" yellow lines
Shown Thus:
 - (ND) Narrow Double - 4" yellow lines
Shown Thus:
 - (CW) 12" White crosswalks
Shown Thus:
 - (SHW) White sharrow pavement markings
Shown Thus:
 - (LA) Left turn arrow
Shown Thus:
 - (Y) 4" Yellow line
Shown Thus:
 - (S) 1' White stop bar
Shown Thus:
 - (RALA) Right turn left turn arrow
Shown Thus:



 <div>THE DYER PARTNERSHIP ENGINEERS & PLANNERS, INC. 1330 TEAKWOOD AVENUE COOS BAY, OREGON 97420 TELEPHONE: (541) 269-0732</div>	
RAILROAD STREET:WHARF ST-OAK ST BROOKINGS RAILROAD STREET CURRY COUNTY	
Reviewed By - Michael Erickson Designed By - Joseph Goette Drafted By - Joseph Goette	
PERMANENT PAVEMENT MARKINGS PLAN	SHEET NO. ST-3



1.2 Disadvantages and Problems. Curb parking typically generates problems related to accidents (crashes) and traffic interference. A single parked vehicle can cause delay for or pose a danger to hundreds of vehicles. Some curb parking is necessary, but it should be monitored closely to maintain the proper control of the location and type of parking allowed. The following are the most common causes of crashes due to curb parking.

- Vehicle parked in roadway
- Vehicle leaving/entering parking space
- Passenger exiting/entering parked vehicle
- Reduced sight distance for vehicles and pedestrians (especially near intersections)

In order to eliminate these types of problems care should be taken in allowance of parking and enforcement of existing parking restrictions.



Angled parking increases the number of spaces along a property frontage by 2.5 times compared with parallel parking because more vehicles can park along the same length of property frontage. However, the required street width is much greater because the vehicles intrude into the street much more with angled parking than with parallel parking. In addition, angled parking affects the remaining roadway area because of their backing movements. Angle parking should be avoided and removed wherever possible.

Traffic capacity (number of vehicles moving along a section of roadway) is lost due to parking along a street. Parking, backing, stopping, or standing vehicles during a parking maneuver physically restricts other traffic movements because they are typically well within the traveling lane when doing so. The presence of vehicle passengers in the street, opening doors, or pedestrians walking between cars also interfere with efficient traffic movement.



March 15, 2001

Safety Comparison of Angle and Parallel Parking

File Code: TRA 07-01-05

SUMMARY

Recently, the Traffic Engineering Services Unit was asked to review the research on the safety differences between types of on-street parking, specifically parallel and angle parking. This document is a summary of those findings.

In general, the study of the safety effects of on-street parking has been focused on the type of parking arrangement since it is clear that any on-street parking "decreases through capacity, impedes traffic flow, and increases crash potential (1)". Much of the research on the comparison of on-street parking (angle and parallel) was conducted prior to the 1980s with a few more recent studies in the 1990s. Conclusions of the early research were consistent in that urban sections with angle parking had higher crash rates than comparable sections with parallel parking, although they were criticized for failing to account for different levels of parking activity(2). These studies can be divided into two types, before and after comparisons of changes in parking arrangement and cross sectional studies of similar roadway sections with different parking arrangements. The before and after studies found crash rate reductions of 19% to 63% when converting from angle to parallel parking. None of these studies, however, included sites where parking was changed from parallel to angle. Cross sectional studies found differences in crash rates of 50% to 70% lower for parallel than angle. In recent research, McCoy et al conducted a before and after study in Lincoln, Nebraska. The researchers found no statistical evidence in the difference between the crash rate of angle and parallel parking when the increase in parking activity was included in the analysis(3). The researchers concluded that while angle parking clearly has a higher crash rate and frequency it is more likely due to the increased activity of parking rather than the characteristics of either type of parking and that if ample parking supply exists, parallel parking should be used.

While parallel parking is generally preferred for safety and operational considerations, the drawbacks include: 1) driver and passengers may have to exit vehicle into the traveled way; 2) the parking maneuver takes more time than angle; 3) some drivers must execute maneuver multiple times; 4) interruption of through movement depending upon width of cross section. Angle parking is generally less desirable because: 1) the driver leaving the space has limited visibility to the rear; 2) empty spaces are hard to detect by approaching drivers resulting in stop and go movements; 3) through drivers decrease speed in anticipation of conflict movements. However, angle parking is desirable because of 1) less time required for parking maneuver; 2) greater number of stalls; 3) driver and passengers exit vehicle outside of the traveled way.

Based upon the review of the research and in agreement with AASHTO *A Policy on Geometric Design of Highways and Streets* (1994) and the ODOT Highway Design Guide (1996) **parallel parking is preferable to angle parking whenever possible.**

DESIGN GUIDES

The AASHTO *Policy on Geometric Design of Highways and Streets* (1994) recommends that the type of on-street parking selected "should depend on the specific function and width of the street, the adjacent land use, traffic volume, as well as existing and anticipated traffic operations." Parallel parking is preferred and angle parking is allowable under certain circumstances.

The *Oregon Department of Transportation Highway Design Guide* (1996) states that on-street parking is appropriate for different types of roadways. For example, parking is not appropriate for expressways, suburban arterials, and urban business areas. For special transportation areas, the necessity of on-street parking is recognized but only parallel parking should be used on a state highway and other types of parking requires an exception. Design exceptions should be granted in cooperation with the State Traffic Engineer and Roadway Section.

RESEARCH SUMMARIES

Safety Evaluation Of Converting On-Street Parking From Parallel To Angle (1991) (3)

A case study of converting on-street parking from parallel to angle in Lincoln, Nebraska was conducted by McCoy et al. Beginning in September of 1987, 27 block faces in Lincoln were converted from parallel to angle parking to increase the supply of downtown parking. All of the conversions were to 9 foot stalls with 55 degree parking angle. Four of the sites were two-lane, two-way the rest were three-lane, one-way streets. Because of data concerns, only 11 of these block faces were included in the study. For comparison, 8 block faces that had not been converted were included in the study.

All of the study and comparison block faces had posted speed limits of 25 mph. The utilization of the study sites ranged from 2.97 to 8.05 cars per 8 hour day with an average utilization rate of 85-100% per 8 hour parking days on the study sites and 92-94% on the comparison sites. The average daily traffic (ADT) on the study sites ranged from 1,000 to 5,730 vehicles per day (vpd) and 11,600 to 15,200 (vpd) on the comparison sites. Data on crashes were collected that occurred on weekdays between 9 am and 5 pm for a period from 3 months after the conversion to the end of 1989. The number of crashes in the study sites increased from 2 to 11 but the comparison sites also increased from 3.5 to 6.7 (average). Given this increase, the expected crashes on the study site should have been from 2 to 4 so the increase over the expected number of crashes that was attributed to the change in parking arrangement was from 4 to 11 (175 percent)

Crash rates were calculated for the study sites in crashes per million vehicle miles and in crashes per million space-hours per 1,000 parkers per million vehicle miles as a measure of exposure of parking activity. Adjusted rates were calculated based upon the increase of crashes at the control sites. Before and after rates were compared for the study sites for both rates. In all cases the before and after crash rates were significantly higher at the 5 percent level of confidence. When the before and after rates per million space-hours per 1,000 parkers per million vehicle miles were compared, there was no significant difference at the 5 percent level of confidence. There also was no statistical change in the severity of crashes.

The researchers concluded that while angle parking clearly has a higher crash rate and frequency it is more likely due to the increased activity of parking rather than the characteristics of either type of parking. The researchers summary was that "when the supply of parking is sufficient, the conversion of on-street parking from parallel to angle should *not* be considered because the number of accidents will increase as a result of more parking activity because of more spaces."

Figure 9.10 Reverse (back-in) angled parking improves driver visibility of bicyclists. Source: Dan Burden, walklive.org.

Table 9.2 Recommended Practice for Bicycle Lanes on Walkable Urban Thoroughfares

	Minimum Width	Recommended Width
Bicycle lane width—combined with on-street parking lane		
All thoroughfare types	13 feet	13 feet
Bicycle lane width—no on-street parking		
All thoroughfare types	5 feet ¹	6 feet

Table notes:

¹ Requires a minimum 3-foot rideable surface outside of gutter pan. If no gutter pan is present, the minimum width is 5 feet. Bicycle routes without marked lanes are acceptable for low-volume thoroughfares with target speeds of 25 mph or less.

Recommended Practice

Table 9.2 presents the recommended practice for bicycle facilities on thoroughfares. The recommendations assume arterial and collector streets in urban contexts with target speeds of 35 mph or less.

Justification

Urban thoroughfares within the bicycle network should provide bicycle lanes, particularly where the width of shared lanes is prohibitive or undesirable. The type and experience level of bicycle riders and the volume of bicyclists is a consideration in determining the need for bicycle lanes. Where bicycle lanes are needed and right of way is constrained, the designer needs to understand the trade-offs between adding bicycle lanes and eliminating or reducing the width of other thoroughfare design elements.

On-Street Parking Configuration and Width

Background and Purpose

The presence and availability of on-street parking serves several critical needs on urban thoroughfares: to meet parking needs of adjacent uses, protect pedestrians from moving traffic and increase activity on the street. Usually, on-street parking cannot by itself meet all of the parking demand created by adjacent land uses and typically will supplement the off-street parking supply. On-street parking provides the following benefits:

- Supports local economic activity of merchants by providing proximate access to local uses, as well as visitor needs in residential areas;
- Increases pedestrian comfort by providing a buffer between pedestrians and moving traffic helping reduce vehicle splash, noise and fumes;
- Slows traffic, making pedestrian crossing safer;
- Enables drivers and their passengers to become pedestrians conveniently and safely;
- Provides an indication to the motorist that desired operating speeds are reduced and that they are entering a low or moderate travel speed area;
- Provides the shortest accessible route to a street fronting building entrance for pedestrians who have disabilities;
- Increases pedestrian activity on the street since people will walk between their parking space and destination, providing more exposure to ground floor retail and increasing opportunities for social interactions;
- Supports local economic activity by increasing the visibility of storefronts and signs to motorists parking on street;

- Reduces development costs for small business by decreasing on-site parking needs, particularly in urban infill development on small lots;
- Requires less land per space than off-street parking and is thereby an efficient and cost-effective way to provide parking; and
- Provides space for on-street loading and unloading of trucks, increasing the economic activity of the street and supporting commercial retail uses.

Related Thoroughfare Design Elements

- Lane width
- Curb extensions
- Bicycle lanes
- Cross-section determination

Trade-Offs

While this report supports on-street parking as an inherent element of walkable, compact, mixed-use urban areas and a component of the economic health of urban businesses, the practitioner designing walk-able streets should always consider the trade-offs of integrating on-street parking. These include:

- A reduction in traffic capacity and increased friction in the flow of traffic;
- Conflicts with the provision of bicycle lanes and increased hazards to bicyclists;
- Use of thoroughfare width that could be used for other functions (e.g., wider streetsides);
- Visual obstructions for pedestrians crossing intersections, vehicles moving along the thoroughfare and vehicles exiting driveways;
- The need for, and administration of, parking enforcement; and
- An increase in crashes.

On-street parking can result in a 3 to 30 percent decrease in the capacity of the adjacent travel lane, depending on the number of lanes and frequency of parking maneuvers. The designer needs to balance traffic capacity and local access needs when deciding where and when to permit on-street parking. There are methods for minimizing the impact of parking maneuvers on traffic flow. For example, see MUTCD (Figure 3B—17, referenced in Section 3B.18) showing a parallel parking configuration that allows vehicles to drive forward into the parking space.

General Principles and Considerations

General principles and considerations regarding on-street parking include the following:

- On-street parking should be located based on the characteristics of the thoroughfare type, needs of the adjacent land uses and applicable local policies and plans for parking management.
- On-street parking should be primarily parallel parking on higher-volume urban arterial boulevards and avenues. Angled parking may be used on low-speed and low-volume collector avenues and streets with ground floor commercial uses, primarily those serving as main streets (see **Figure 9.11** and the Chapter 6 section on special thoroughfare types).
- On-street parking should be prohibited on streets with speeds greater than 35 mph due to potential hazards associated with maneuvering in and out of spaces.
- Width of the parking space is dependent on the context zone, thoroughfare type and the anticipated frequency of parking turnover.
- Conform to local and PROWAG accessibility requirements and provide appropriate number of accessible spaces.
- Use metered parking, or a similarly appropriate technology, to enforce parking time limits that provide reasonable short-term parking for retail customers and visitors while discouraging long-term parking.
- In developing and redeveloping areas, provide the amount of on-street parking for planned, rather than existing, land use densities. If more parking is needed, consider public or shared parking structures or integrate the design of parking facilities with adjacent land uses.

Recommended Practice

The preferred width of a parallel on-street parking lane is 8 feet wide on commercial thoroughfares (all types) or where there is an anticipated high turnover of parking and 7 feet wide on residential thoroughfares. These dimensions are inclusive of the gutter pan and applicable to all context zones (C-3 through C-6).



Figure 9.11 Angled parking on a retail-oriented main street in Hayward, CA. Source: Kimley-Horn and Associates, Inc.

On low-volume, low-speed avenues and streets in commercial main street areas, where sufficient curb-to-curb width is available, angled parking may be appropriate. Angled parking should have the dimensions shown in **Table 9.3** for a variety of different angles. **Head-in angled parking can create sight distance problems associated with vehicles backing out of parking spaces.** The use of reverse (back-in) angled parking can be used to overcome sight distance concerns and is considered safer for bicyclists traveling adjacent to angled parking (**Figure 9.12**).

Table 9.3 Minimum Dimensions for Head-In Angled On-Street Parking*

Angle	Stall Width	Stall Depth (Perpendicular to Curb)	Min. Width of Adjacent Lane	Curb Overhang
45°	8.5-9.0 feet	17 feet 8 inches	12 feet 8 inches	1 foot 9 inches
50°	8.5-9.0 feet	18 feet 3 inches	13 feet 3 inches	1 foot 11 inches
55°	8.5-9.0 feet	18 feet 8 inches	13 feet 8 inches	2 feet 1 inches
60°	8.5-9.0 feet	19 feet 0 inches	14 feet 6 inches	2 feet 2 inches
65°	8.5-9.0 feet	19 feet 2 inches	15 feet 5 inches	2 feet 3 inches
70°	8.5-9.0 feet	19 feet 3 inches	16 feet 6 inches	2 feet 4 inches
90°	8.5-9.0 feet	18 feet 0 inches	24 feet 0 inches	2 feet 6 inches

Source: *Dimensions of Parking*, 4th Edition, Urban Land Institute Notes:

Typical design vehicle dimensions: 6 feet 7 inches by 17 feet 0 inches. Use 9.0 feet wide stall in commercial areas with moderate to high parking turnover. *For back-in angled parking, reduce curb overhang by one foot.



Figure 9.12 Reverse (back-in) angled parking improves driver visibility. Source: Dan Burden, walklive.org.

Additional Guidelines

Additional guidelines regarding on-street parking include the following:

- Where traffic capacity needs to be balanced with on-street parking, consider using the curb lane for parking during off-peak periods and for traffic during peak periods. It is important to consider the trade-offs of this strategy. It requires consistent daily enforcement and immediate towing of violators. Removal of parking will impact the walkability of the streetside by removing the parking buffer. This strategy should be used when traffic congestion causes significant impacts to adjacent residential neighborhoods or in conditions with poorly connected networks and limited alternative routes.
- Angled parking should be allowed in C-4 and C-5 context zones where operating speeds are 25 mph or less and where the community finds the delay produced by parking maneuvers acceptable. Where practical or on bicycle routes, back-in diagonal parking is preferable to front-in parking. Consider the trade-offs associated with different angles of parking; lower-angle parking results in fewer parking spaces, while higher-angle parking requires a wider adjacent travel lane to keep vehicles exiting parking spaces from backing into the opposing travel lane.
- For parallel parking provide a minimum 1.5-foot wide operational offset between the face of curb and edge of potential obstructions such as trees and poles. This will allow the unobstructed opening of car doors.
- Parking should be prohibited within 10 feet of either side of fire hydrants (or per local code), at least 20 feet from nearside of midblock crosswalks (those without curb extensions) and at least 20 feet from the curb return of intersections (30 feet from an approach to a signalized intersection) unless curb extensions are provided (see Chapter 10).
- At bus stops, intersections and various mid-block locations, extend curbs by 6 feet into the parking lane to improve pedestrian visibility and to provide additional space for street furniture and landscaping (see Chapter 10 section on curb extensions).

Dimensional Requirements

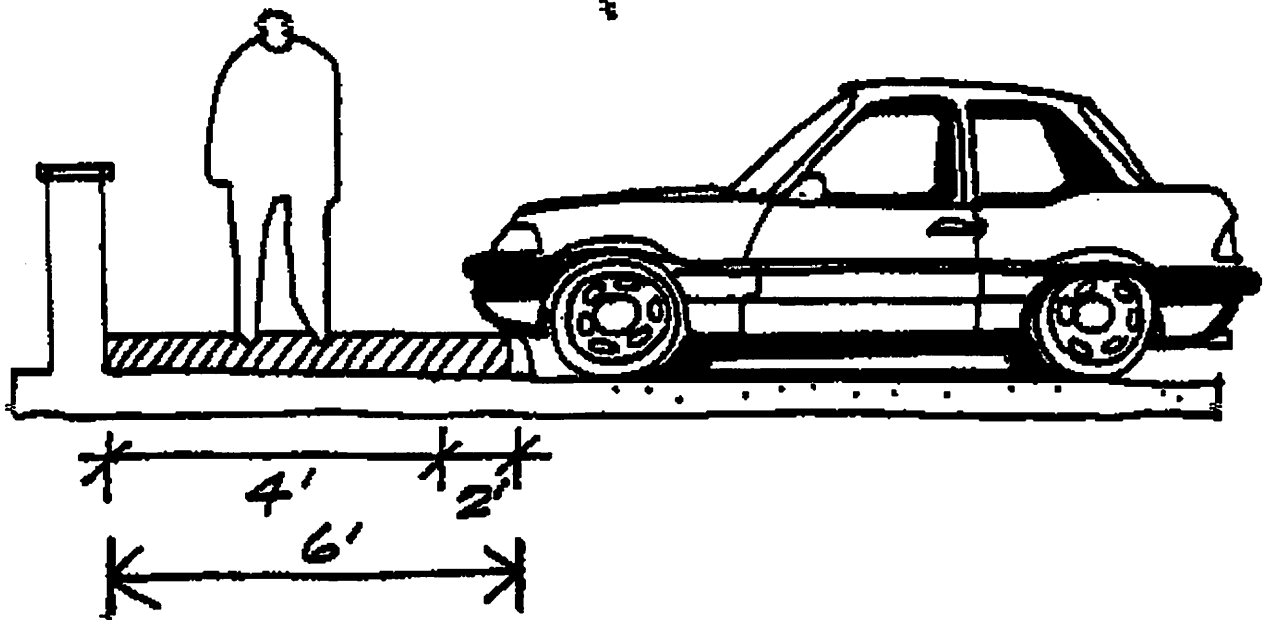


Table 1. Considerations for Parking Configuration

Parallel Parking on One Side of the Street	
<p>Use if:</p> <ul style="list-style-type: none"> The street has a high volume of locally-destined traffic (not cut-through traffic) that would need to pass in opposing directions. The street accommodates higher volumes of large vehicles such as buses or trucks. There are businesses that require truck access (and turning from street). There is a high volume of curb-side garbage pick up. The street has many driveways on the "No Parking" side of the street. There are very long distances between intersections and limited passing space for opposing vehicles. 	<p>Don't use if:</p> <ul style="list-style-type: none"> On-street parking capacity is a higher priority than through vehicle capacity. <p>Optional if:</p> <ul style="list-style-type: none"> The street has relatively low volume of traffic.
Parallel Parking on Both Sides of the Street	
<p>Use if:</p> <ul style="list-style-type: none"> The street has a relatively low volume of traffic. There are short blocks where opposing traffic can wait at the intersection. Few large vehicles use the street. 	<p>Don't use if:</p> <ul style="list-style-type: none"> The street has a high volume of traffic, and single direction operation would create congestion or the need to frequently back vehicles to avoid opposing traffic. There is substantial curb-side waste/recycling pickup when trucks could block traffic lane. There are long blocks where passing areas cannot be provided. The street is used as a primary emergency access route (e.g., near a hospital or fire station.)
Angle Parking	
<p>Use if:</p> <ul style="list-style-type: none"> Angle parking increases parking capacity and there are more driveways on one-side of the street. There is a continuous curbed street segment (e.g., adjacent to a park). The vehicle overhang at the curb will not reduce the pedestrian walkway effective width to below 6 feet. 	<p>Don't use if:</p> <ul style="list-style-type: none"> Adjacent to narrow sidewalks where vehicle overhang would affect ADA accessibility. Two-sided parallel parking would provide more capacity (e.g., on streets with many driveways). Parallel streets or intersections would be adversely affected if angle parking requires one-way operation on the subject street. Angle parking would create headlight glare for ground-floor residential uses across the street. Street trees would be damaged by vehicles that overhang curb.

Gary Milliman

Subject: FW: Bike lane

From: M Erickson [<mailto:merickson@dyerpart.com>]
Sent: Wednesday, March 01, 2017 8:06 AM
To: Gary Milliman
Cc: Paul Stevens
Subject: RE: Bike lane

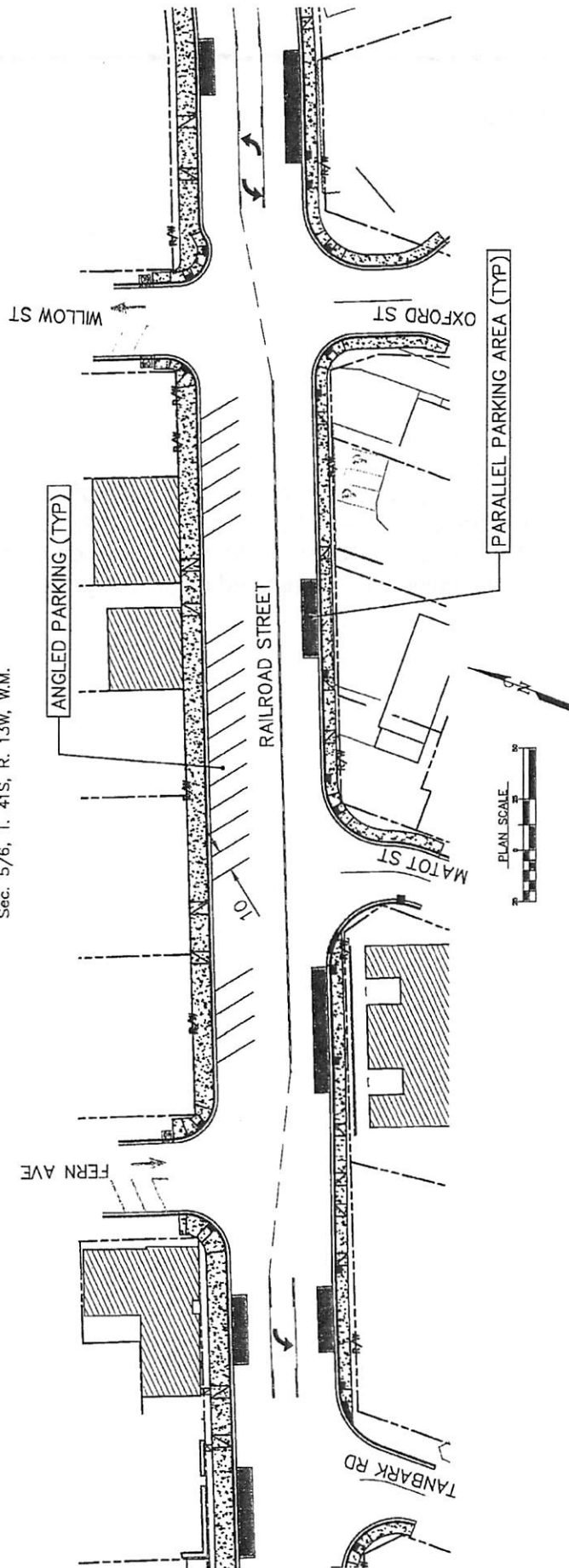
Gary

To answer your question, we are only reducing the sidewalk by 4 feet, so it would be difficult to get a separate bike path since we would want this between the parallel parking and the travel lane. The normal width for this bike path would need to be 6 feet under this scenario. So the overall road width would be 2 feet wider.

We could however, widen the sidewalk on the south side from 6 feet to 10 feet (basically flipping the sidewalk widths from what we currently have in the design). This would make it a multi-use path, meaning it would be both ways. I know we considered this before, but the downtown planning called for the wider sidewalk along the businesses. Due to a number of businesses having their store front right on the right-of-way, it would not work as a bike path on the north side due to conflicting movements (doors to businesses vs bikers etc). We do not have this situation on the south side so it could serve as a two-way bike path I believe.

Michael Erickson, PE PLS
The Dyer Partnership
Engineers and Planners Inc.
1330 Teakwood Drive
Coos Bay, OR 97420
PH: (541) 269-0732

Sec. 5/6, T. 41S, R. 13W, W.M.



PROS:

- 10 MORE PARKING SPACES

CONS:

- LOSE CENTER TURN LANE
- SAFETY ISSUE WITH BACKING INTO TRAVEL LANE
- REQUIRES WIDER STREET SECTION ≈ 5 FEET
- MAY REQUIRE ADDITIONAL RIGHT-OF-WAY
- DEVIATION IN TRAVEL LANE ALIGNMENT
- HIGHER COSTS


	OREGON DEPARTMENT OF TRANSPORTATION THE OVER PARTNERSHIP ENGINEERS & PLANNERS, INC. 1000 N. W. 10TH AVE., SUITE 200 CORVALLIS, OREGON 97330 TELEPHONE (503) 838-0733
	RAILROAD STREET: WHARF ST-OAK ST BROOKINGS RAILROAD STREET CURRY COUNTY
Reviewed By — Michael Erickson Designed By — Joseph Gault Drafted By — Joseph Gault	SHEET NO. 1
ANGLED PARKING OPTION	

CITY OF BROOKINGS

COUNCIL AGENDA REPORT

Meeting Date: March 13, 2017

Originating Dept: City Manager



Signature (submitted by)

City Manager Approval

Subject: Chetco Point Trail Improvement Project and Agreement with Lela E. Wagner

Recommended Motion:

Motion 1: Motion to approve Chetco Point Trail Improvement Project a presented at the City council meeting of March 13, 2017.

Motion 2: Motion to authorize the City Manager to execute Agreement for the Use of Funds for the Chetco Point Trail Improvement Project with Lela E. Wagner.

Financial Impact:

The City will receive \$200,000 from Lela E. Wagner for use in improving the trail at Chetco Point. Cost of the improvements is estimated at \$231,486. The City would need to fund the difference (\$31,486) from Park System Development Charges or the General Fund.

Background/Discussion:

On September 1 the City Manager received an email from Kim Hunter, Recreation Programs Manager for the Rogue River-Siskiyou National Forest, forwarding a letter she had received from the representative of a private party offering \$200,000 for the development of a coastal trail or overlook in Oregon or Washington that could be dedicated in honor of the party's deceased father. The parameters included: an ocean vista, beach access, picnic benches, close proximity to a major highway, easy hiking ("for older folks") and a dedication plaque. Multiple parties received this referral.

The City Manager responded on September 12 with a letter to Larry Kahle, the representative of the private party, providing two alternatives: 1) development of a trail and overlook on an existing City easement off Tanbark Road and 2) improving the trail at Chetco Point Park. Parks Supervisor Tony Baron developed some conceptual drawings. Staff also requested and received a support letter from the Oregon Coast Visitors Association.

On September 20 Kahle arrived in Brookings as the last visit to prospective project sites and visited both locations. He met with City staff and we discussed several concepts for both locations. Kahle indicated that of all the sites he had visited he liked the trail at Chetco Point Park and thought the funding party, Lela E. Wagner, would agree. Kahle requested some additional design work and a cost estimate. His only concern was the steepness of the "dip" between the end of the current paved trail and the dirt trail leading up the hill toward Chetco Point. The City Manager suggested installing a trestle-like boardwalk along this section to ease the slope, although this still may not meet ADA standards. Kahle liked the idea. He was also

impressed with the OCVA letter. Staff advised Kahle that the City had budgeted for construction of a restroom and paving the parking lot at Chetco Point this year.

Baron has now developed a more detailed concept plan (attached) which was provided to Kahle on October 6. Since that time we have had periodic contact with Kahle as he has discussed the project with Wagner raising with questions and requests for design modifications, some of which could be accommodated and others not.

While this project was not “on our radar” it would certainly enhance visitation to Chetco Park and Brookings. The City Manager was contacted by Kahle on January 25 and advised that Wagner had selected the Brookings project and would like to proceed as quickly as possible.

The project was reviewed at a joint City Council and Parks and Recreation Commission workshop on February 6, 2017 and the Parks and Recreation Commission subsequently voted to recommend approval of the project. The City Attorney prepared a draft Agreement between the City and Wagner, which has also been modified several times. Under the terms of the Agreement, the trail at Chetco Point will be named the “Peter Happ Memorial Trail” in honor of Wagner’s father. Approval of the Agreement would also approve naming of the trail.

Attachment(s):

- a. Agreement.
- b. Project description.
- c. Cost estimate (Note: paving has been eliminated from the project scope, which would reduce this budget by about \$22,800).
- d. Support letter.

AGREEMENT FOR THE USE OF FUNDS FOR THE CHETCO POINT TRAIL IMPROVEMENT PROJECT

This Agreement for the Use of Funds for the Chetco Point Trail Improvement Project (“Agreement”) is hereby entered into by and between the City of Brookings, an Oregon municipal Corporation (“City”), and Lela E. Wagner (“Benefactor”) to set for the terms and conditions for the City’s use of the funds gifted by Benefactor.

WHEREAS, Benefactor has sought a project to improve or construct a coastal trail to fund in memory of Peter and Stella (Musgrave) Happ, her parents; and

WHEREAS, the City proposed certain improvements to the Chetco Point Trail as the project;

WHEREAS, Benefactor has chosen to fund the Chetco Point Trail Improvement Project in memory of her parents.

NOW, THEREFORE, the parties agree as follows:

- 1.0 Purpose.** The purpose of this Agreement is to set forth the terms and conditions upon which Benefactor is gifting funds to the City. The general purpose of the gift is to fund the Chetco Point Trail Improvement Project in memory of Benefactor’s parents.
- 2.0 Gift of Funds.** Within 90 days of the date of this agreement, Benefactor will gift to the City the sum of \$200,000.00 for the Chetco Point Trail Improvement Project.
- 3.0 Use of Funds.** The City shall use the funds solely for the Chetco Point Trail Improvement Project and for no other purpose. City agrees to maintain all improvements funded by Benefactor in perpetuity.
- 4.0 Project Description.** The Chetco Point Trail Improvement Project is described in Exhibit A, attached to this Agreement. Exhibit A also includes an estimate for the Project.
- 5.0 Project Timeline.** The City shall make every effort to commence the Chetco Point Trail Improvement Project on or before July 1, 2017 and to complete the project by October 31, 2018. If project is not completed on or before October 31, 2018, City shall return all funds to Benefactor.
- 6.0 Dedication of Trail.** Upon completion of the Chetco Point Trail Improvement Project, the trail shall be dedicated and renamed the Peter Happ Memorial Trail. In honor of this donation, the City shall erect and maintain a commemorative plaque at a conspicuous public place at or near the entrance to the Trail containing the name of Peter and Stella (Musgrave) Happ and such other wording approved by Benefactor as Exhibit B attached to this agreement. Said plaque will be mounted on a five foot tall stone.
 - 6.1 No other signs, plaques, historical data, advertisement of any sort will be located on the trail.
 - 6.2 Any signs required for insurance purposes, hours of operation, etc. will be placed at the gate at the commencement of the trail.

6.3 In the case of the trail being devastated by a natural disaster or act of God or man, any replacement trail that is constructed will continue to be called the 'Peter Happ Memorial Trail' and the monument with the plaque will be replaced.

7.0 Use of Trail. There shall be no fees or charges for the use of this trail. However, a container may be installed at the entrance/exit of the trail for receipt voluntary donations/contributions for maintenance of the trail.

8.0 General Provisions.

8.1 Notices. Any notice given pursuant to this Agreement must be addressed to the party at the address listed below and sent first class, postage prepaid to the following applicable address:

If to City of Brookings:
City of Brookings
98 Elk Drive
Brookings, OR 97415

If to Benefactor:
Lela E. Wagner
230 Choice Loop
Sequim, WA 98382

Notice shall be deemed given on the date of personal delivery or 3 days after deposit in the U.S. mail. Either party may change its address for delivery of notice by complying with this section.

8.2 Assignment. This Agreement may not be assigned without the advanced written consent of the other party.

8.3 Amendment. Modifications or amendments to the terms of the Agreement must be in writing and executed by both parties to be valid and enforceable.

8.4 Headings. The headings used in this Agreement are used for administrative purposes only and do not constitute substantive matter to be considered in construing the terms of this Agreement.

8.5 No Third-Party Beneficiary. Nothing expressed or implied in this Agreement is intended, or shall be construed, to confer upon or give any person other than the parties hereto any rights or remedies under or by reason of this Agreement.

8.6 Governing Law/Venue. This Agreement will be administered and interpreted under the laws of the State of Oregon as written by both parties. The parties agree that any legal action arising from this Agreement shall be filed in Curry County Circuit Court.

8.7 Integration Clause. This document contains the entire agreement of the parties with respect to the subject matter contained herein. Any prior negotiations, conversations, representations, and oral agreements are superseded by this Agreement.

8.8 Severability. If any court of competent jurisdiction or subsequent preemptive legislation holds or renders any of the provisions of this Agreement unenforceable or invalid, the validity and enforceability of the remaining provisions, or portions thereof, will not be affected.

8.9 Attorney's Fees. If either party commences any legal action against the other party arising out of this Agreement or the performance thereof, the prevailing

party in such action will be entitled to recover its reasonable litigation expenses, including court costs, expert witness fees, discovery expenses, and attorneys' fees.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed this ____ day of February, 2017.

City of Brookings

Benefactor

By: _____
Mayor Jake Pieper

Lela E. Wagner

Attest:

City Recorder Teri Davis

Witness:

Name

EXHIBIT A

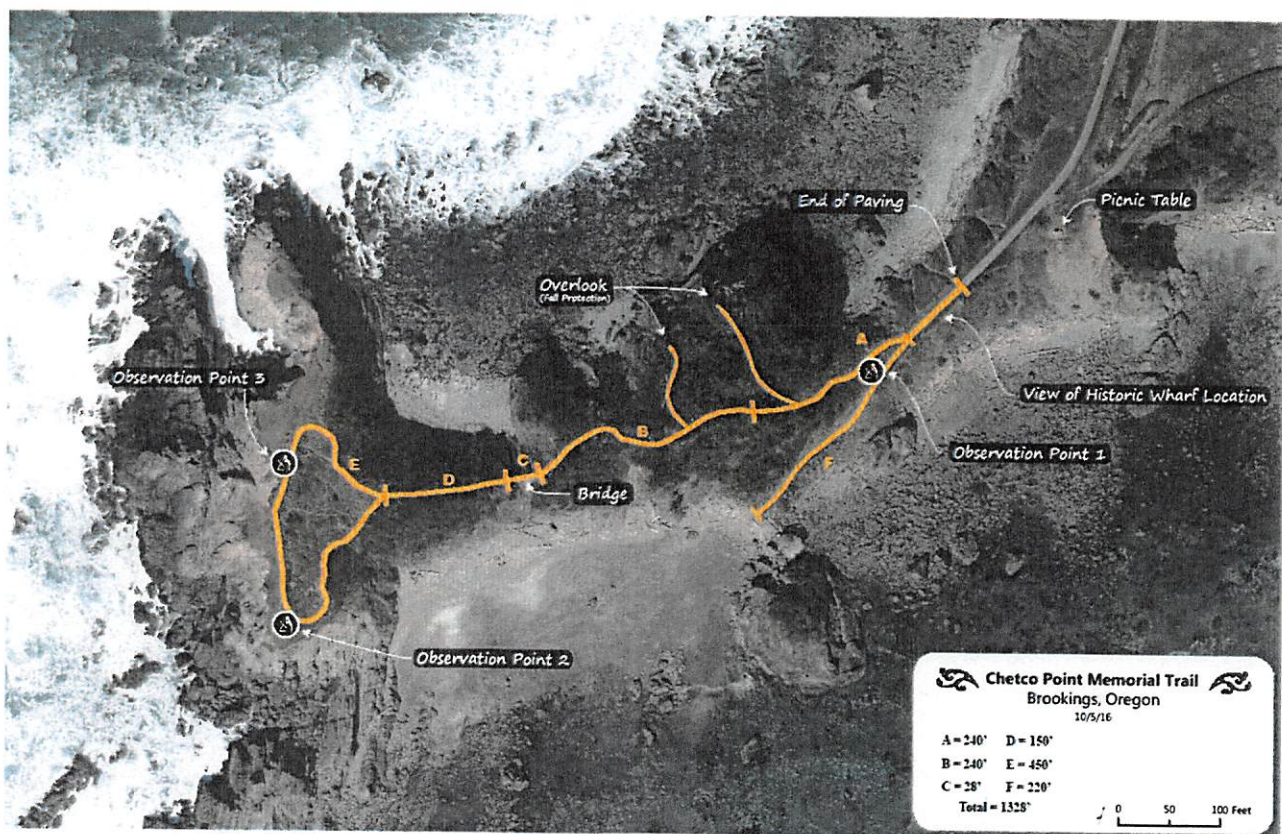
Chetco Point Memorial Trail

Project Overview

The memorial trail project would include widening much of the existing 1328 lf trail to between 5 and 6 feet wide, resurfacing the trail with gravel, reconstructing an existing foot bridge to make it wider, install 4 ft fences along the trail and at identified overlooks that provide fall protection and handrails. In addition, the proposed project will include three observation points along the trail that provide an opportunity for resting, taking in the magnificent vistas as well as an opportunity to provide interpretive signage accounting the rich history of Chetco Point.

Attached you will find a report including photo's describing all of the elements of the project, a map of the project and a first glance estimate on what the project might cost. As I mentioned previously there may be elements of the project that go beyond maintenance of an existing trail and could require design and construction to ADA standards.

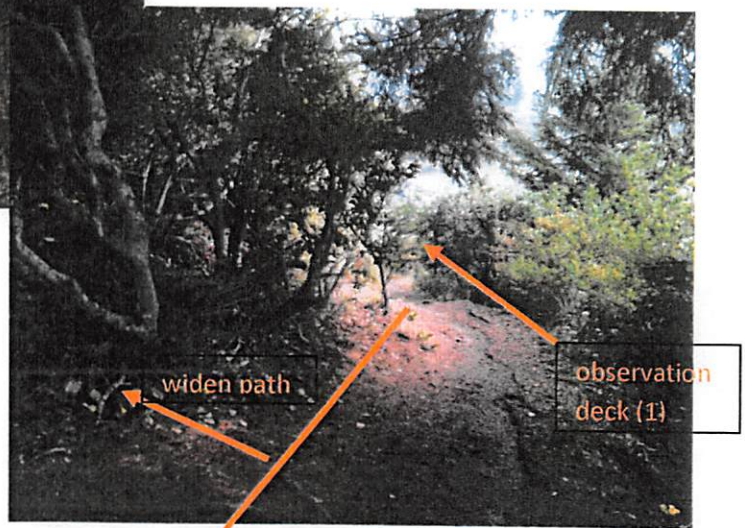
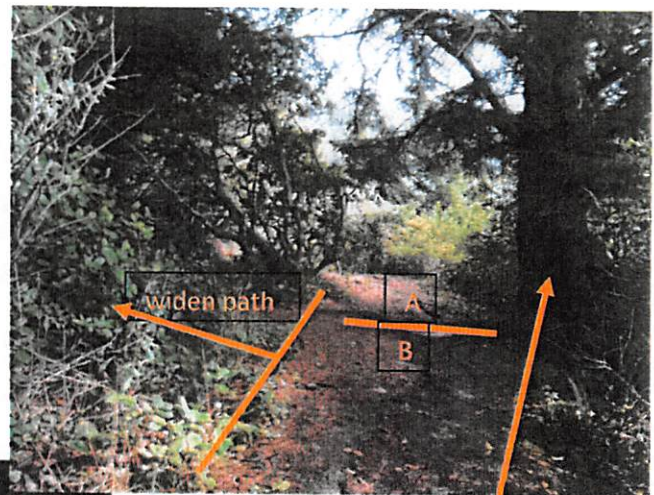
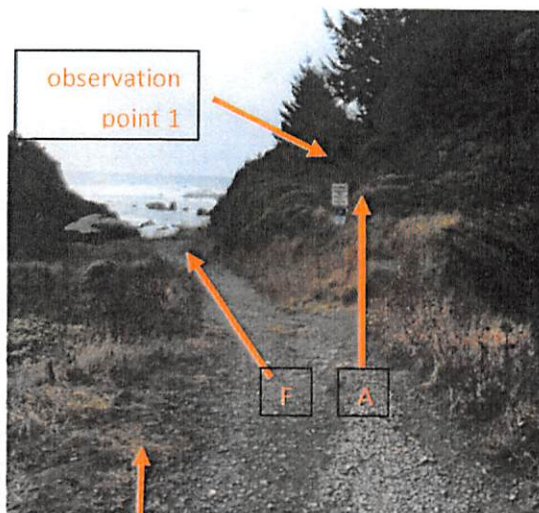
Site Map



Segment A

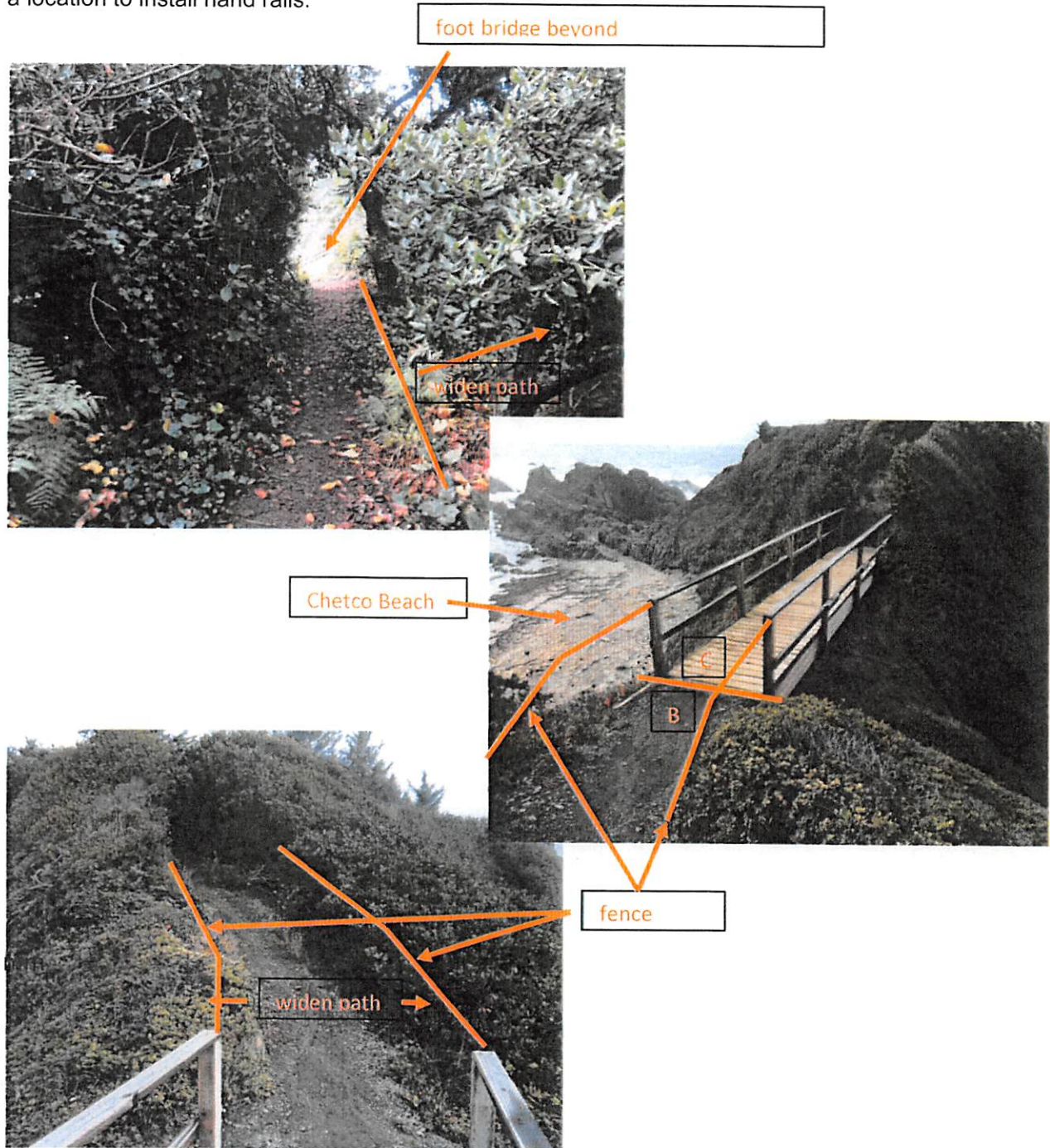
This segment of trail is 240 lf from the end of the existing asphalt path to the base of a spruce tree shown in the photo below. 150 lf of this segment has a steep incline and represents the most challenging segment of the overall trail. We propose to widen the path to the north, resurface with a gravel base and build a 4ft fence on the south side that will double as fall protection as well as provide a location to install a hand rail. We are also proposing to construct an 8x12 observation deck at the midpoint of this segment on the south side of the trail to serve as a resting point and interpretive area used to describes the history of the old wharf that existed in the early 1900's. A memorial trail dedication plaque will be inserted into a large bolder placed at the beginning of the new trail (end of the existing paved trail)

An alternate design to address the steep incline of this segment of the trail would be to build a 320ft long raised 6 ft wide boardwalk walking surface structure out of pressure treated wood that at its highest point will be approximately 8-12 ft above the lowest point (dip) of the existing trail. A structure of this kind will be required to meet ADA where as widening a gravel surfaced path would not as it is considered maintenance of an existing trail.



Segment B

This segment of trail is 240 lf from the spruce tree to the existing foot bridge of which nearly sixty percent of this trail segment is currently 5-6 ft wide. We propose to widen the remaining portion of the path to the north, resurface with a gravel base and build 80 lf of 4ft fence on both the north the south side near the foot bridge that will double as fall protection as well as provide a location to install hand rails.



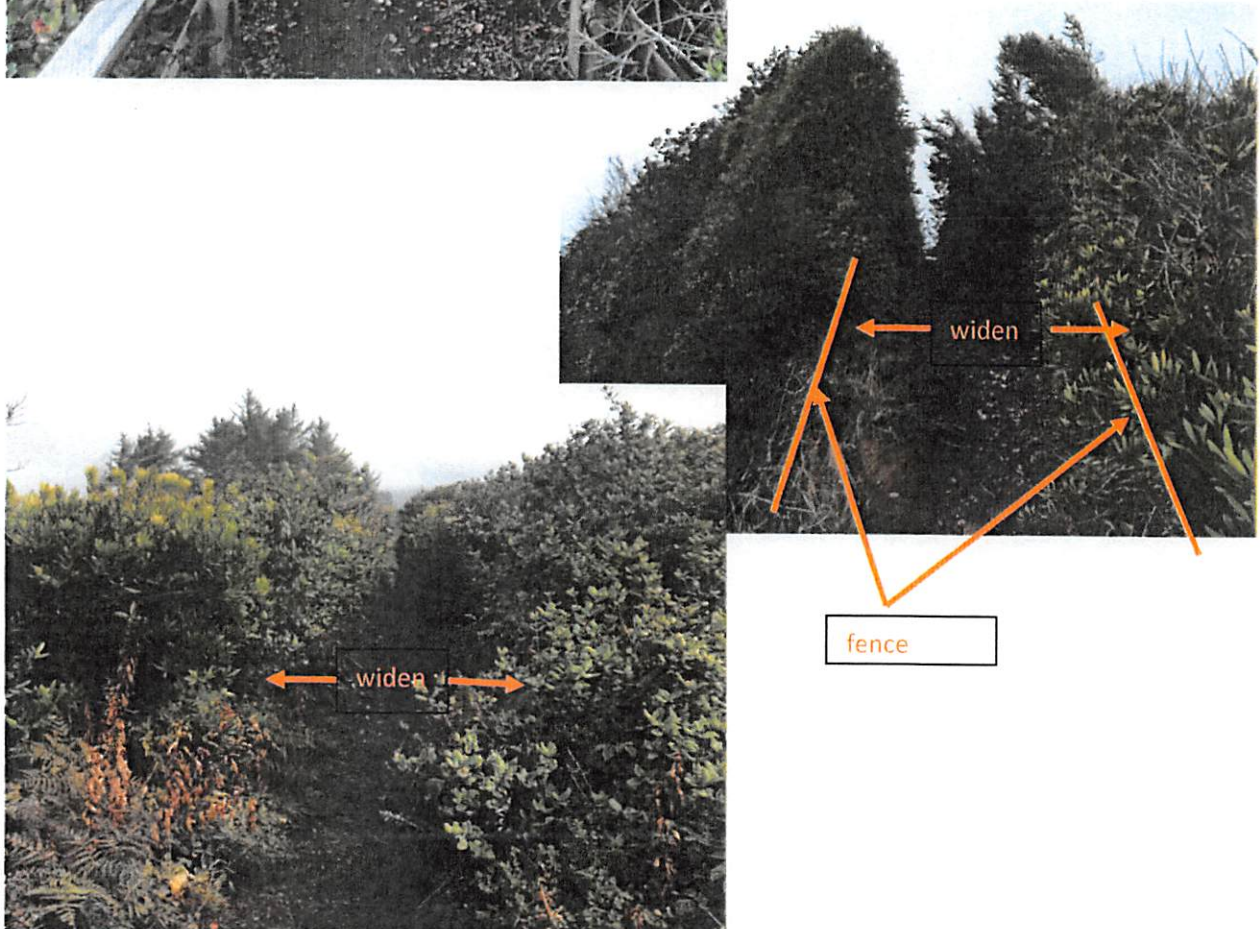
Segment C

The existing foot bridge is 4ft wide and 28ft long. We propose to rebuild the bridge and widen it to a minimum of 6ft wide complete with fall protection handrails. The bridge will be constructed to support the weight of a small utility vehicles and equipment needed to maintain the trail and overlooks beyond this point (Segments D & E)



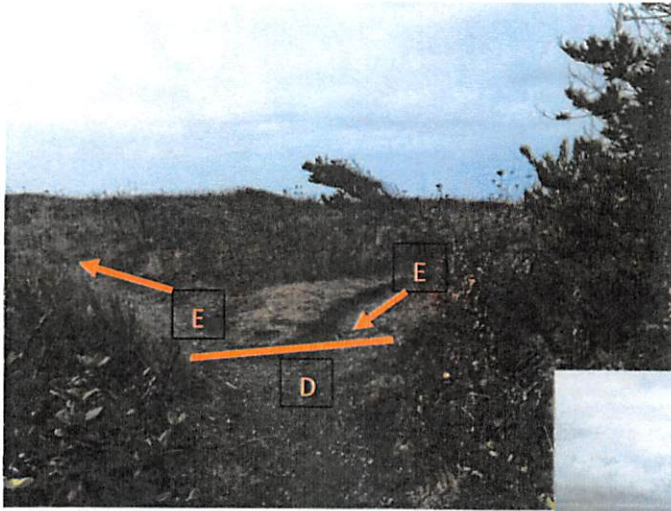
Segment D

This segment of trail from the existing foot bridge to Chetco Point is 150 lf of which nearly forty percent of the path is currently 5ft wide. We propose to widen the remaining portion of the path to 5ft, resurface with gravel, add 40 lf of fencing to south and north side, near the foot bridge, for fall protection and grab rails.



Segment E

This segment of trail is 450 lf looping around Chetco Point. The existing section is quite narrow but room to expand the path to 5ft. We propose to widen the trail to 5ft, resurface with gravel and add two observation points. These observation points will include one or two benches at each, as well as interpretive signage.



Observation Point 2

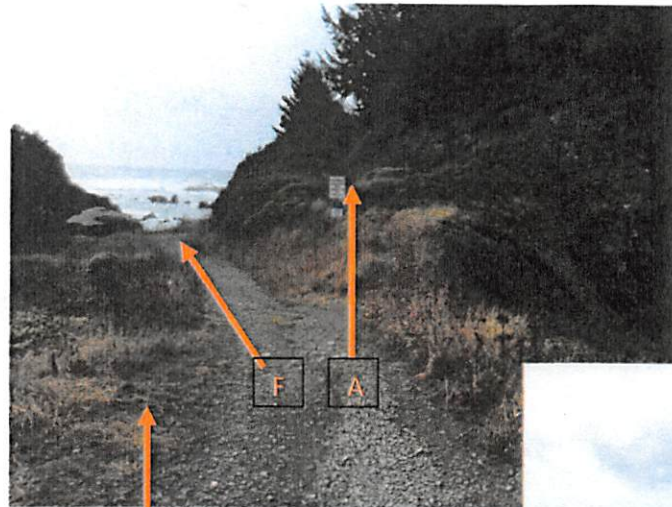


Observation Point 3



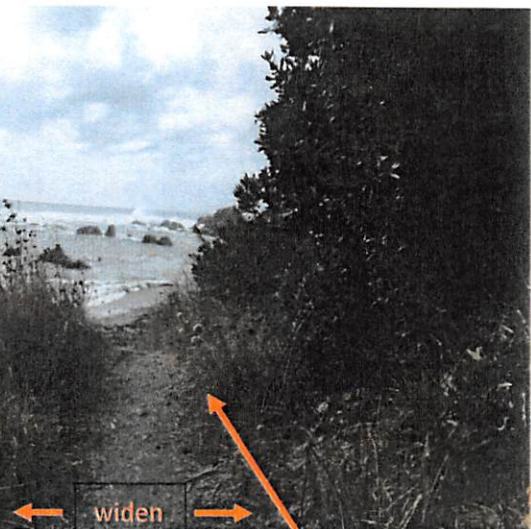
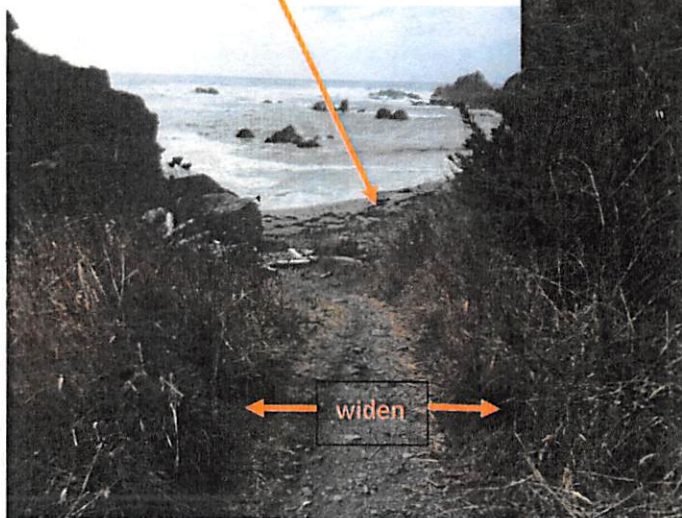
Segment F

This segment of trail is 220 lf and extends to Chetco Beach. Approximately seventy five percent of the trail is 5ft to 8ft wide. We propose to widen the remaining portions of the trail to a minimum of 5ft wide, add a gravel base and pave with asphalt. In addition we propose to excavate a relatively small portion of the path at the end in order to create a gentle grade to the beach.

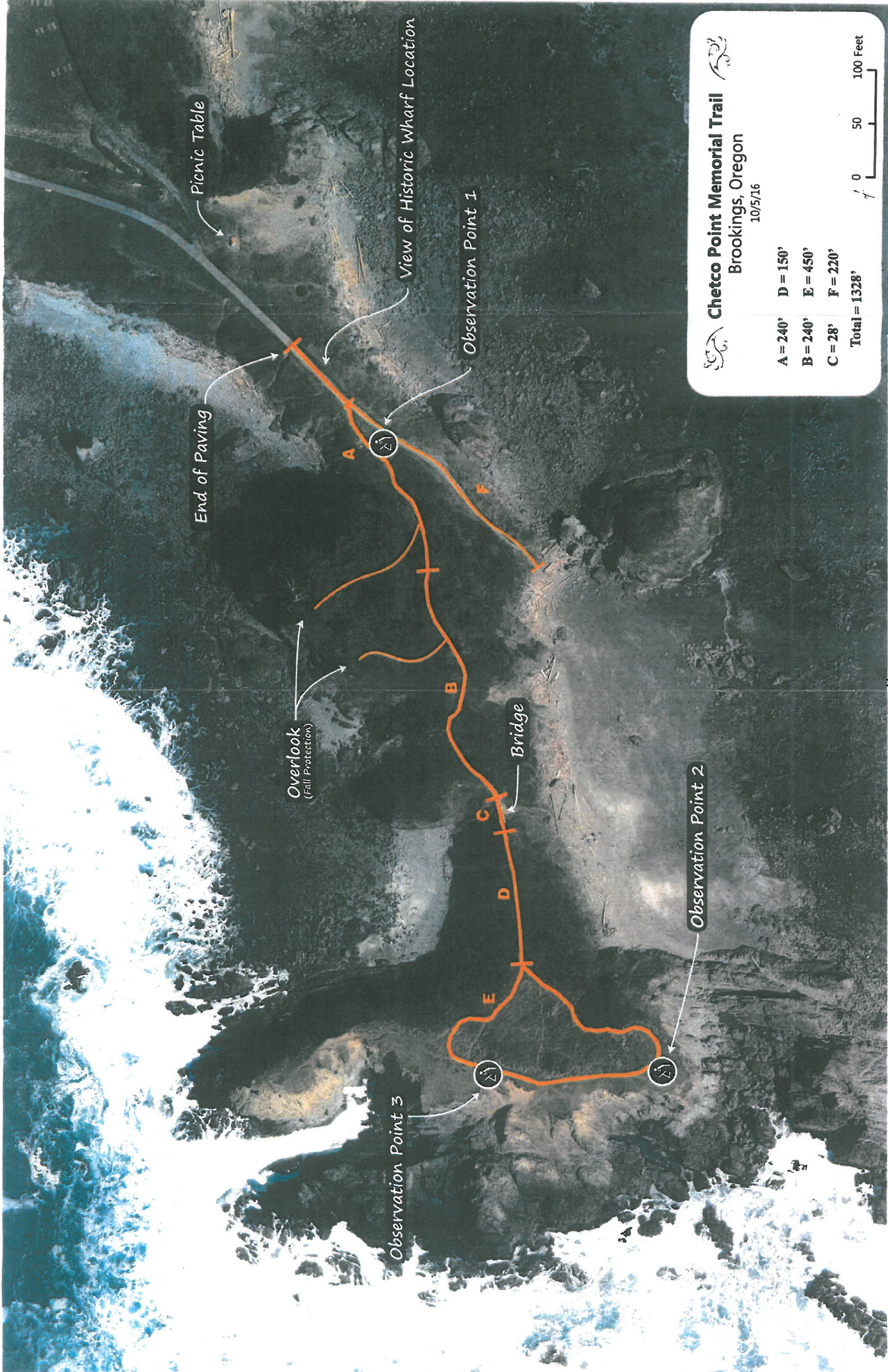


memorial trail
dedication plaque

Chetco Beach



excavate and re grade



Chetco Point Memorial Trail

Brookings, Oregon

10/5/16

A = 240' D = 150'

B = 240' E = 450'

C = 28' F = 220'

Total = 1328'



Exhibit B

PETE HAPP TRAIL

This trail is dedicated to
the memory of Peter Joseph Happ and Stella (Musgrave) Happ
by their daughter, Lela (Happ) Wagner

June 2017

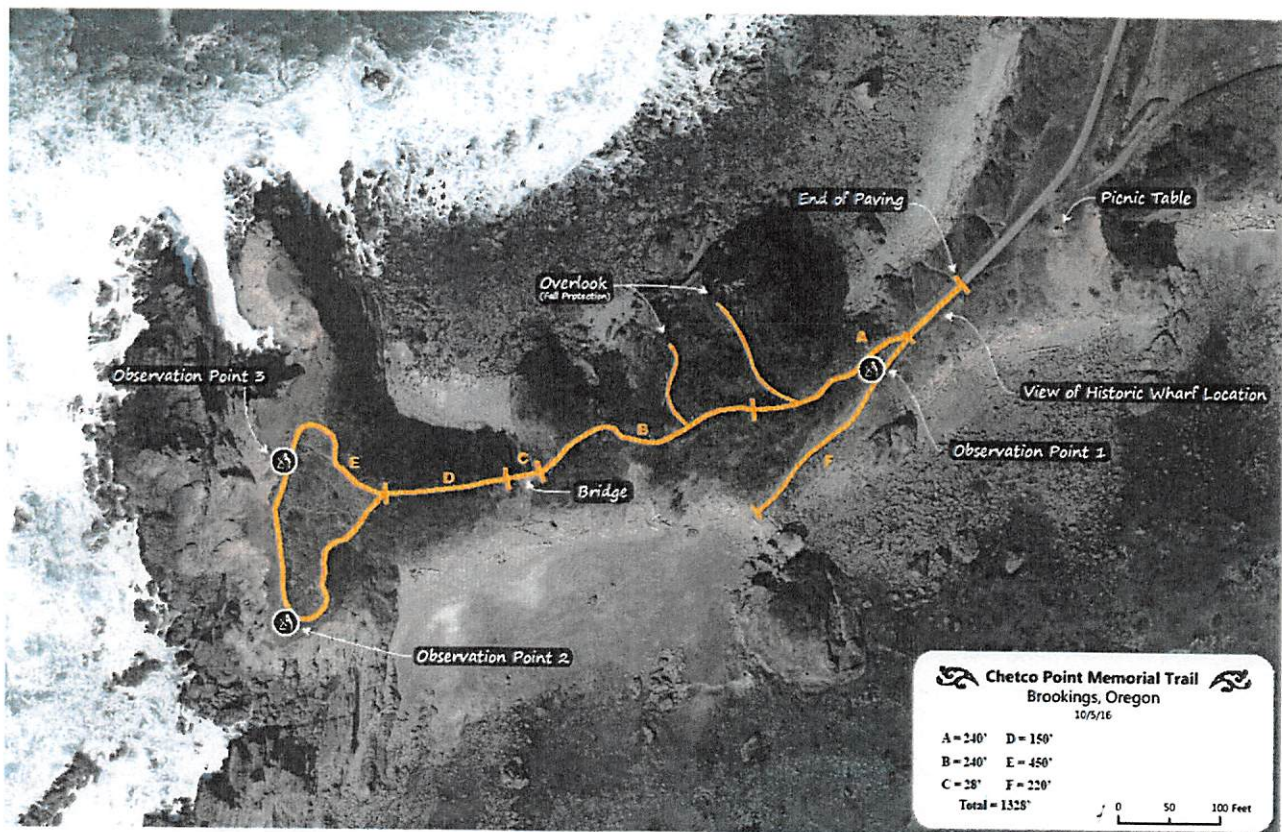
Chetco Point Memorial Trail

Project Overview

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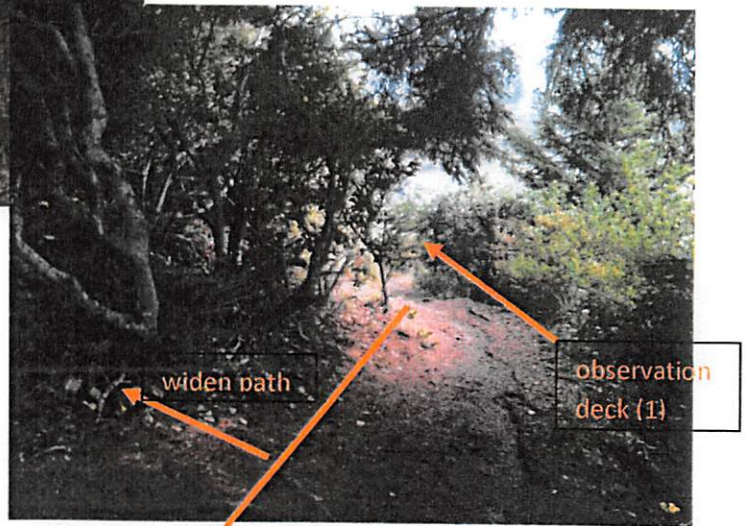
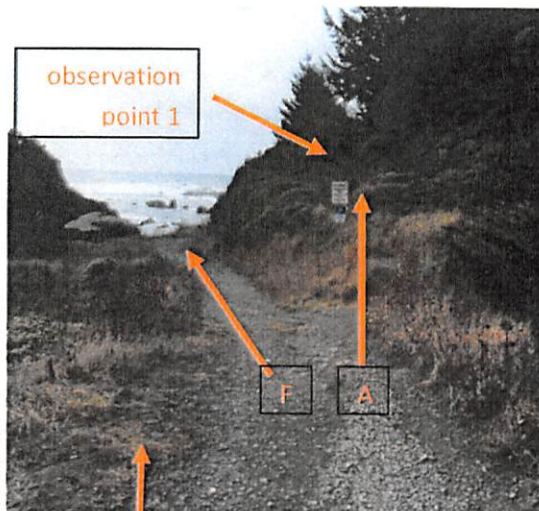
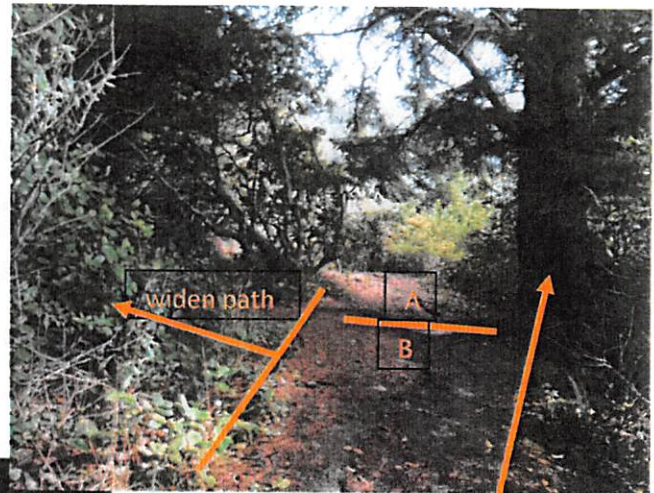
Site Map



Segment A

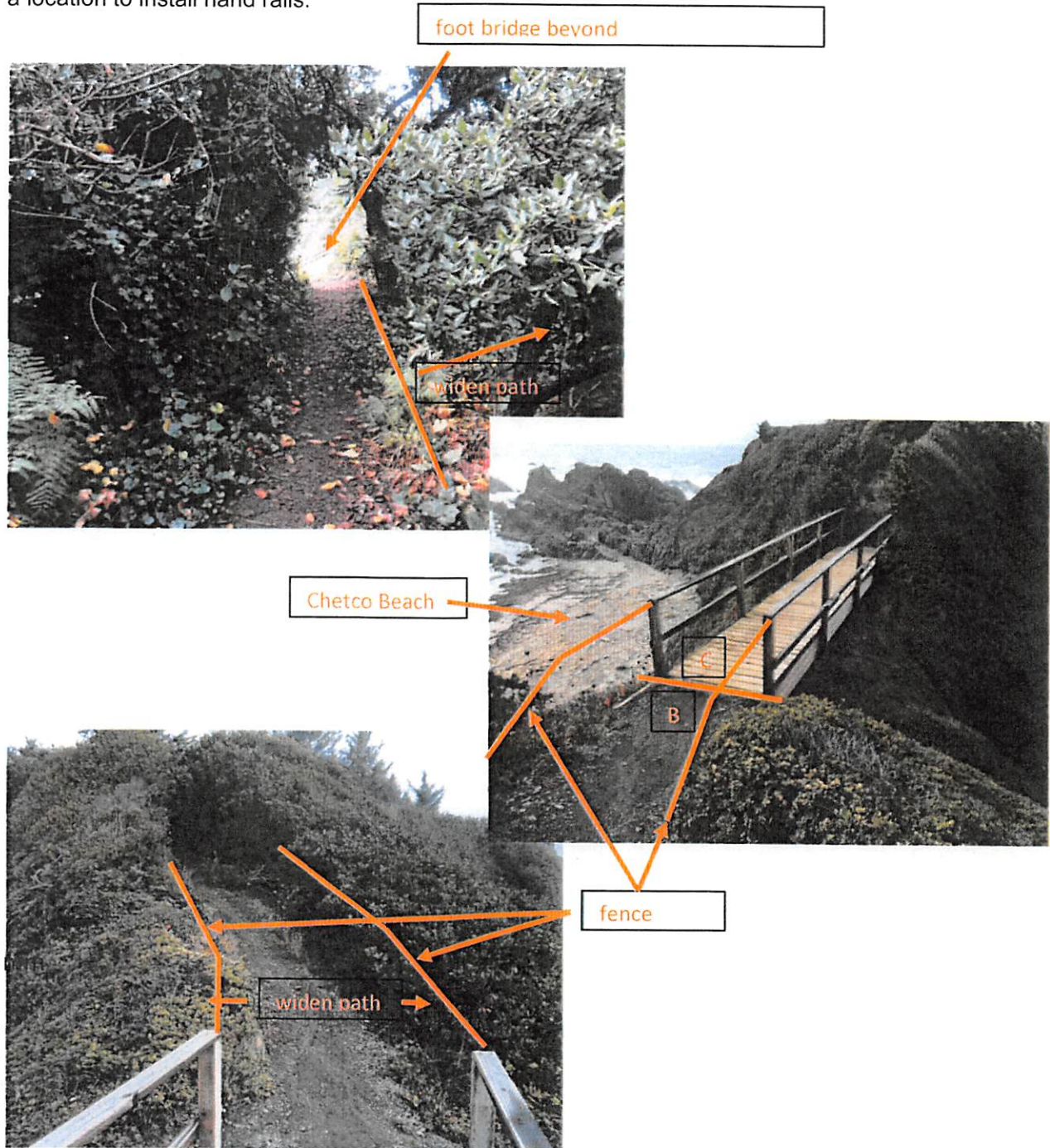
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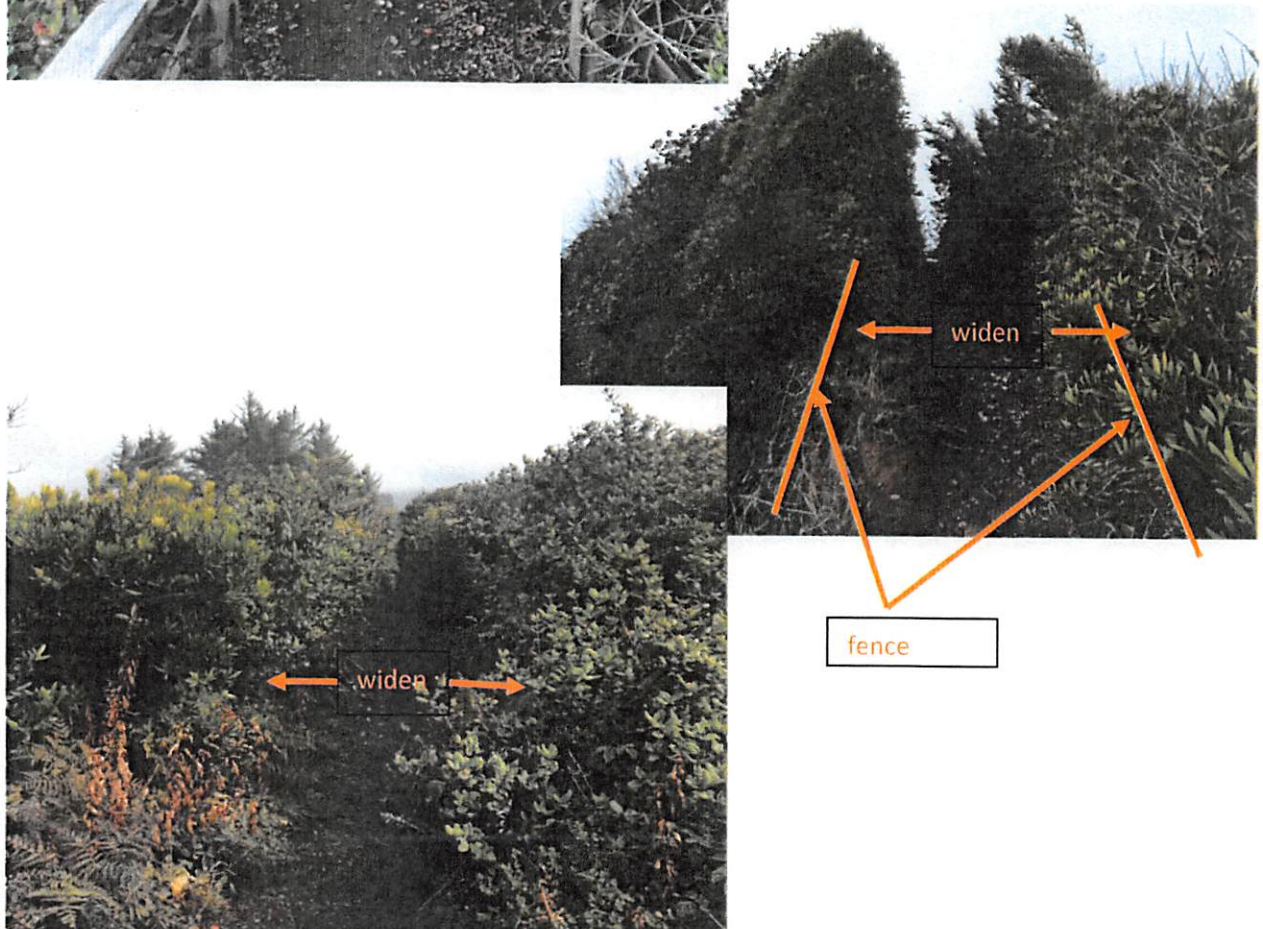
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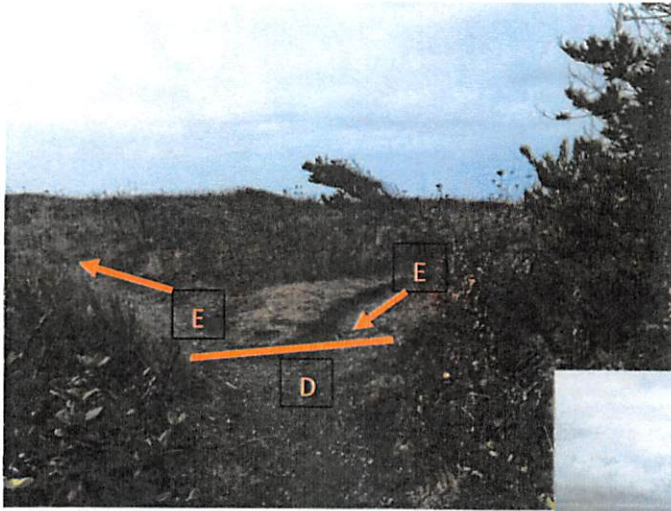
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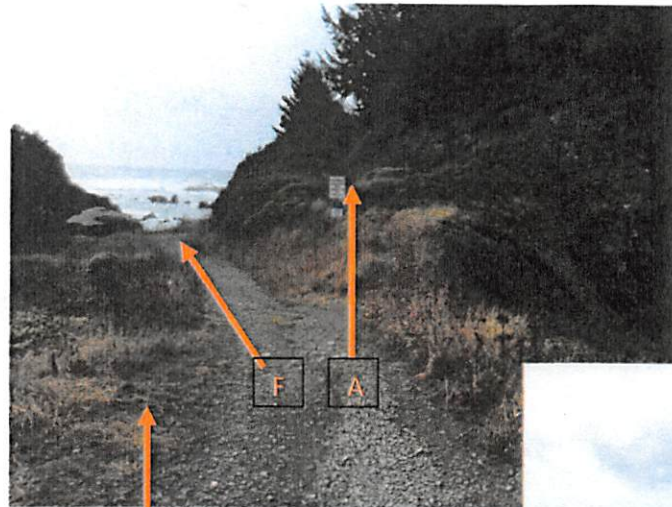


Observation Point 3



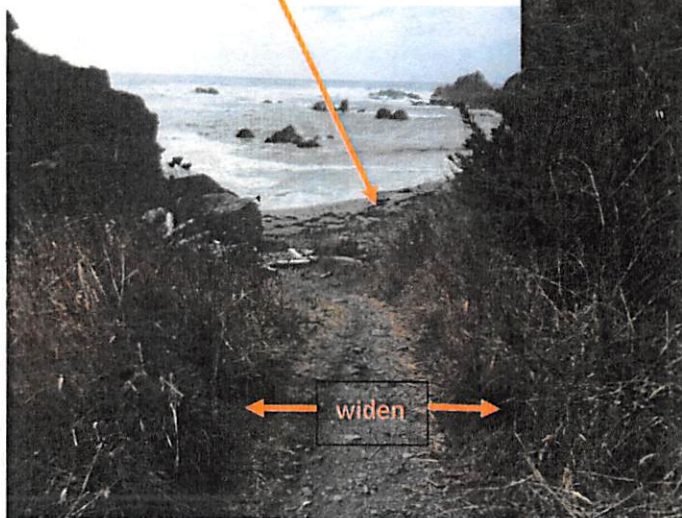
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memorial trail
dedication plaque

Chetco Beach



excavate and re grade



Chetco Point Memorial Trail

Brookings, Oregon

10/5/16

A = 240'	D = 150'
B = 240'	E = 450'
C = 28'	F = 220'

Total = 1328'



City of Brookings

Chetco Point Memorial Trail

October 5 2016

Description	Quantity	Unit	Unit Cost	Item Cost
Rebuild/Widen Existing Bridge - to 6ft	1	LS	\$20,000.00	\$20,000
Observation/Resting Platform (Segment A)	1	LS	\$15,000.00	\$15,000
Observation Areas (Segment E) w/benches	2	LS	\$1,600.00	\$3,200
Interpretive Areas (Segments A & E)	3	LS	\$500.00	\$1,500
Cable Railing	340	LF	\$24.00	\$8,160
Gravel Base	75	YDS	\$15.00	\$1,125
Asphalt Paving (Segments A)	800	SF	\$3.00	\$2,400
Asphalt Paving (Segments B,C,&E)	3400	SF	\$6.00	\$20,400
Signage (included memorial dedication plaque)	1	LS	\$2,800.00	\$2,800
Contract labor & equipment for path widening and gravel surfacing	20	Days	\$1,000.00	\$20,000
Total (option a)				\$94,585
<u>Option B (Segment A)</u>				
Wood Framed Boardwalk	1920	SF	\$70.00	\$134,400
Land Surveying	1	LS	\$1,800.00	\$1,800
Geotechnical Engineering	1	LS	\$13,000.00	\$13,000
Civil Engineering (soil & erosion control plan - drainage plan	1	LS	\$4,000.00	\$4,000
Structural Engineering (boardwalk structure and foundation)	1	LS	\$6,500.00	\$6,500
Total (option b)				\$159,700
Total (with option b)				\$254,285

See Note in report regarding ADA requirements



09/19/16

Larry A. Kahle
10 Nesting Place
Sequim, WA 98382

RE: Chetco Point Trail

Dear Mr. Kahle,

It is my pleasure to write a letter in support of the City of Brookings submittal, in response to your call for proposals for the development of a coastal bluff trail. Also, I'd like to thank you for considering the Oregon coastline for this very generous opportunity.

We are often asked by our stakeholders to support efforts which invest in our coastal tourism economy; and, we do when a proposition is compelling enough for us to weigh in on.

The Oregon Coast Visitor's Association is the official Regional Destination Marketing Organization for the Oregon Coast, as designated by Travel Oregon and the Oregon Tourism Commission. We support efforts which invest in our coastal tourism economy along all 363 miles of the Oregon Coast by representing the interests of our private industry, non-profit sector and government agency stakeholders. We believe the more opportunities we are able offer visitors, the longer visitors will stay and the greater long-term economic benefits will be for our coastal region.

Our staff is most familiar with the Chetco Point location. Chetco Point fits well with the wishes of the donor, as you describe them in your letter. The existing walking trail already offers some beautiful raised views and two different locations with picnic tables. However, trail improvements to make the island-like point more accessible, and new benches on the point bluff, would be tremendous.

OREGON COAST VISITORS ASSOCIATION

po box 940 ~ 2200 1st St #490 tillamook, oregon 97141 p 541 574 2679 ~ 888 628 2101 ~ c 541 264 0543

There are miles of breathtaking coastline in Oregon. But a combination of traits makes this location special, and especially fitting for the memorial trail opportunity. Chetco Point is easily accessible from Highway 101, it is walking distance to downtown Brookings, and yet it is a quiet location offering opportunities for solitude and contemplation.

Without reservation, OCVA supports the Brookings proposal and urges you to closely consider Chetco Point or Tanbark Overlook as the perfect home for the memorial trail. Please feel free to contact me if you would like to discuss my recommendation further.

Sincerely,

Marcus Hinz
Executive Director

THE PEOPLE'S COAST

MARCUS HINZ

executive director

OREGON COAST VISITORS ASSOCIATION

Director@ThePeoplesCoast.com

cc: Gary Milliman, City Manager, Brookings Oregon

OREGON COAST VISITORS ASSOCIATION

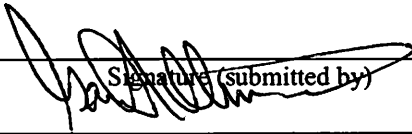
po box 940 ~ 2200 1st St #490 tillamook, oregon 97141 p 541 574 2679 ~ 888 628 2101 ~ c 541 264 0543

CITY OF BROOKINGS

COUNCIL AGENDA REPORT

Meeting Date: March 13, 2017

Originating Dept: City Manager



Signature (submitted by)

City Manager Approval

Subject: Agreement for Municipal Judge Services.

Recommended Motion:

Motion to authorize Mayor to execute Agreement for Services Municipal Judge with Richard Harper.

Financial Impact:

Nominal.

Background/Discussion:

The City Council recently conducted an annual performance appraisal of Judge Richard Harper.

Based upon discussion during that meeting, staff has prepared a revised Agreement for Services changing two terms of the agreement as follows:

1. Provides for compensation of \$400 per month rather than \$400 per court session.
2. Provides that Judge Harper will receive mileage reimbursement at the prevailing Internal Revenue Service rate for the use of his personal vehicle to attend training and other official business, excluding travel from his home to the Court or from his home to the City Hall to administer oaths of office.

Attachment(s):

- a. Agreement.

AGREEMENT FOR SERVICES MUNICIPAL JUDGE

This Agreement is made and entered into this _____ day of _____, 2017 by and between the City of Brookings ("City") a municipal corporation of the State of Oregon, and Richard L. Harper, Municipal Judge ("Harper" or "Judge"), collectively referred to herein as the "Parties."

RECITALS

1. The City seeks to enter into an updated contractual agreement with Harper for the provision of Municipal Judge services.
2. Harper has served the City in the capacity of Municipal Judge since July 1, 1997.
3. Harper desires to continue to provide Judge services as defined herein.

NOW THEREFORE, the Parties agree as follows:

TERMS OF AGREEMENT:

1. **Contract for services:** The City contracts with Richard L. Harper for Municipal Judge services for the City of Brookings.
2. **Duties of Municipal Judge:**
The Municipal Judge for the City of Brookings shall:
 - a. Fully and faithfully perform all duties of Municipal Judge as defined under Chapter 2.25 of the Brookings Municipal Code, and the duties and performance responsibilities as set forth in Exhibit "A", incorporated herein by attachment.
 - b. Comply with all applicable federal, state, and local laws, ordinances, and regulations and faithfully discharge, to the best of his ability, the duties of the position.
 - c. Perform such other duties as may be assigned by the City Council from time to time.
3. **Compensation:** Beginning March 1, 2017, services will be compensated at the rate of \$400 per each month. In addition, Judge shall be reimbursed at the IRS rate for mileage for use of his personal vehicle in the performance of his duties, except that he shall not be reimbursed for mileage between his residence and Brookings City Hall for attending court sessions or administering oaths of office.
4. **Term:** Judge acknowledges that the City Council may, by majority vote, terminate this Agreement and relieve him of any and all Judge duties and responsibilities, for any reason and with or without notice. City acknowledges that Judge may also terminate this Agreement for any reason with or without notice. City Council shall review Judge's performance and this Agreement, annually.

5. Status as Independent Contractor:

- a. The City and Judge enter this Agreement with the understanding that Judge will not be an officer or employee of the City, but rather will serve as an independent contractor. As such, Judge acknowledges that he will not be eligible to receive employee benefits, including, but not limited to: social security, worker's compensation and unemployment benefits.
- b. The City will not control the day-to-day activities and administration of justice by Judge.
- c. Judge hereby releases, acquits, and forever discharges City from any claims made by Judge, available to him now or in the future, that he is other than an independent contractor.
- d. Judge will indemnify, defend and hold the City harmless against any and all damages, costs, fees or expenses (including attorneys' fees) that he may have against the City arising from service to the City, except as otherwise set forth in this Agreement and excepting claims arising from a negligent act of the City.
- e. Judge shall name City as an "additional named insured" on Judge's personal automobile liability insurance policy.

6. General Provisions:

- a. This Agreement, including its exhibits, constitutes the entire agreement between the Parties. Each exhibit identified in this Agreement is attached hereto and incorporated by this reference.
- b. Any modification or amendment to this Agreement must be made in writing and signed by both parties.
- c. This Agreement is personal to the Parties. The Judge may not assign nor delegate any duties hereunder.
- d. This Agreement is executed on behalf of the City as authorized by its City Council.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be signed and executed in Brookings, Oregon on the day and year first written below.

Dated: _____

CITY OF BROOKINGS

MUNICIPAL JUDGE

Jake Pieper, Mayor
898 Elk Drive
Brookings, OR 97415
(541) 469-1104

Richard L. Harper
1548 California Street
Crescent City, CA 95531
(541) 251-2097

ATTEST:

Teri Davis, City Recorder

Date: _____

**City of Brookings
MUNICIPAL JUDGE**

General Statement of Duties:

The Municipal Judge is the judicial officer of the City of Brookings and shall preside over the Municipal Court of the City of Brookings.

Distinguishing Features:

The Municipal Judge shall have authority to issue process for the arrest of any person accused of an offense against the ordinances of the City of Brookings and of traffic crimes as defined by ORS 801.545; to commit any such person to jail or admit any such person to bail pending trial; to compel witnesses to appear and testify in Court on the trail of any cause before the Court; to issue subpoenas; to compel obedience to such subpoenas; to issue any process necessary to carry in effect the judgments of the Court; and to punish witnesses for contempt of court.

Supervision Received:

The Municipal Judge works under the supervision of the City Council. The Municipal Judge is appointed and may be removed by a majority vote of the City Council.

Jurisdiction:

All of the incorporated area, now or hereafter, within the City of Brookings shall be within the territorial jurisdiction of the Municipal Court and Municipal Judge.

Supervision Exercised:

No employees are supervised by the Municipal Judge.

Key Performance Areas:

The Municipal Judge shall have the authority to form and adopt reasonable rules for the conduct of Municipal Court business for the City of Brookings, provided, however, that the Municipal Judge shall not form or adopt any rule which contravenes the Constitution of the United States, the Constitution of the State of Oregon, the laws of the State of Oregon, or any ordinance of the City of Brookings.

The Municipal Judge shall set the days and hours when the Municipal Court of the City of Brookings will be in session for the transaction of judicial business.

Desirable Qualifications:

Knowledge of: Legal principles and rules of evidence.

Skill In: Maintaining decorum and order in hostile situations, weighing evidence, evaluating witness testimony, applying legal principles to situations, and maintaining the legal and civil rights of citizens.

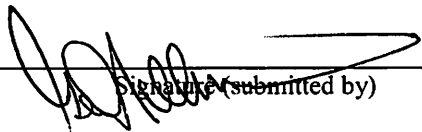
Experience as: An attorney or judge, or in administration and adjudication of municipal codes and other complex regulations.

CITY OF BROOKINGS

COUNCIL AGENDA REPORT

Meeting Date: March 13, 2017

Originating Dept: City Manager



Signature (submitted by)

City Manager Approval

Subject: Fee Waiver for Bishop Alley Vacation

Recommended Motion:

Motion to waive the fee for the Bishop vacation application.

Financial Impact:

City will absorb costs for processing the application estimated at \$2,509.

Background/Discussion:

Downtown property owner Rick Bishop has proposed a vacation of all or part of the City alley between Hemlock and Spruce Streets; Wharf Street to Fern Avenue. The vacation process is described in Brookings Municipal Code Chapter 12.50 and involves the preparation of a legal description, adjacent property owner consent, written findings and other information. The application fee is \$2,509.

The alley is largely undeveloped and Bishop owns property on both sides of a portion of the alley. He has maintained the alley property (grass) along this section for many years.

Bishop sees the vacation proposal as being mutually beneficial to him and the City. The additional land would enable him to expand the vehicle display area for Bernie Bishop Mazda and enable him to connect his now cross-alley properties for expansion of use. Expansion of his vehicle display area on the subject property may enable him to vacate the current display lot behind the Central Building, which would assist in transitioning this privately-owned area to public parking and a plaza as proposed in the Downtown Plan.

At this time, Bishop is seeking a waiver of the application fee. The application fee would typically cover the cost of staff time and public notices associated with processing the application.

Attachment(s):

- a. BMC 12.50
- b. Map

Chapter 12.50 VACATIONS

Sections:

- 12.50.010 Generally.**
- 12.50.020 Application procedures.**
- 12.50.030 Vacation criteria.**
- 12.50.040 Recording costs.**

12.50.010 Generally.

A request to vacate a public street, alley, easement, plat or public place shall be subject to the provisions of Chapter [271](#) ORS, which requires the holding of a public hearing. Vacations may be initiated either by petition pursuant to ORS [271.080](#) or on the council's own motion, pursuant to ORS [271.130](#). [Ord. 13-O-711 § 3.]

12.50.020 Application procedures.

Petitioners or persons requesting the council to initiate a vacation on its own motion, pursuant to ORS [271.130](#), shall file an application which shall contain the following:

- A. Vicinity map drawn to scale of one inch equals 1,000 feet identifying the area proposed to be vacated and adjoining properties;
- B. Legal description of area proposed to be vacated;
- C. County assessor's parcel maps of the proposed vacation area identifying abutting and affected properties. Identified upon the assessor's parcel maps shall be those abutting and affected properties whose owners have consented to the proposed vacation;
- D. Consent to vacate forms completed and signed by all consenting property owners within the abutting and/or affected area;
- E. Names and addresses of all abutting and/or affected property owners, including map and tax lot numbers, prepared on mailing labels;
- F. Written findings of fact prepared by the petitioner(s) or the petitioner(s)' representative;
- G. The application shall be accompanied by a filing fee in the amount established by general resolution of the city council, no part of which is refundable. [Ord. 13-O-711 § 3.]

12.50.030 Vacation criteria.

A request to vacate will be reviewed by the site plan committee to verify consistency with city ordinances and policies. If the planning staff determines the proposed vacation affects any of the Brookings comprehensive plan statewide planning goal policies, the vacation request will be heard by the planning commission who will make a recommendation to the city council. In these cases, the vacation matter will be processed as a land use decision and notice will be provided as required by Chapter [17.84](#) BMC, Public Hearings Notice Procedures.

A request to vacate that is determined not to be a land use decision will be considered by the city council following a determination based upon the findings prepared and submitted by the petitioner(s), which shall address the following criteria:

A. Compliance with the comprehensive plan, circulation element or other applicable sections of the document.

B. If initiated by petition pursuant to ORS [271.080](#), the council shall make the determinations pursuant to ORS [271.120](#) based upon evidence provided by the petitioner(s) in the written findings.

C. If initiated by the city council on its own motion pursuant to ORS [271.130](#), a determination shall be made that the vacation will not substantially affect the market value of all such abutting property to the area proposed to be vacated, unless the city council proposes to provide for paying such damages.

D. Nothing in this chapter shall cause or require the removal or abandonment of any public or private sewer, water main, gas main, conduit of any kind, wire, pole or object used or intended to be used for any public service and the right hereby is reserved for the owner of any such utility or object to maintain, continue, repair, reconstruct, renew, replace, rebuild or enlarge all utilities and objects. [Ord. 13-O-711 § 3.]

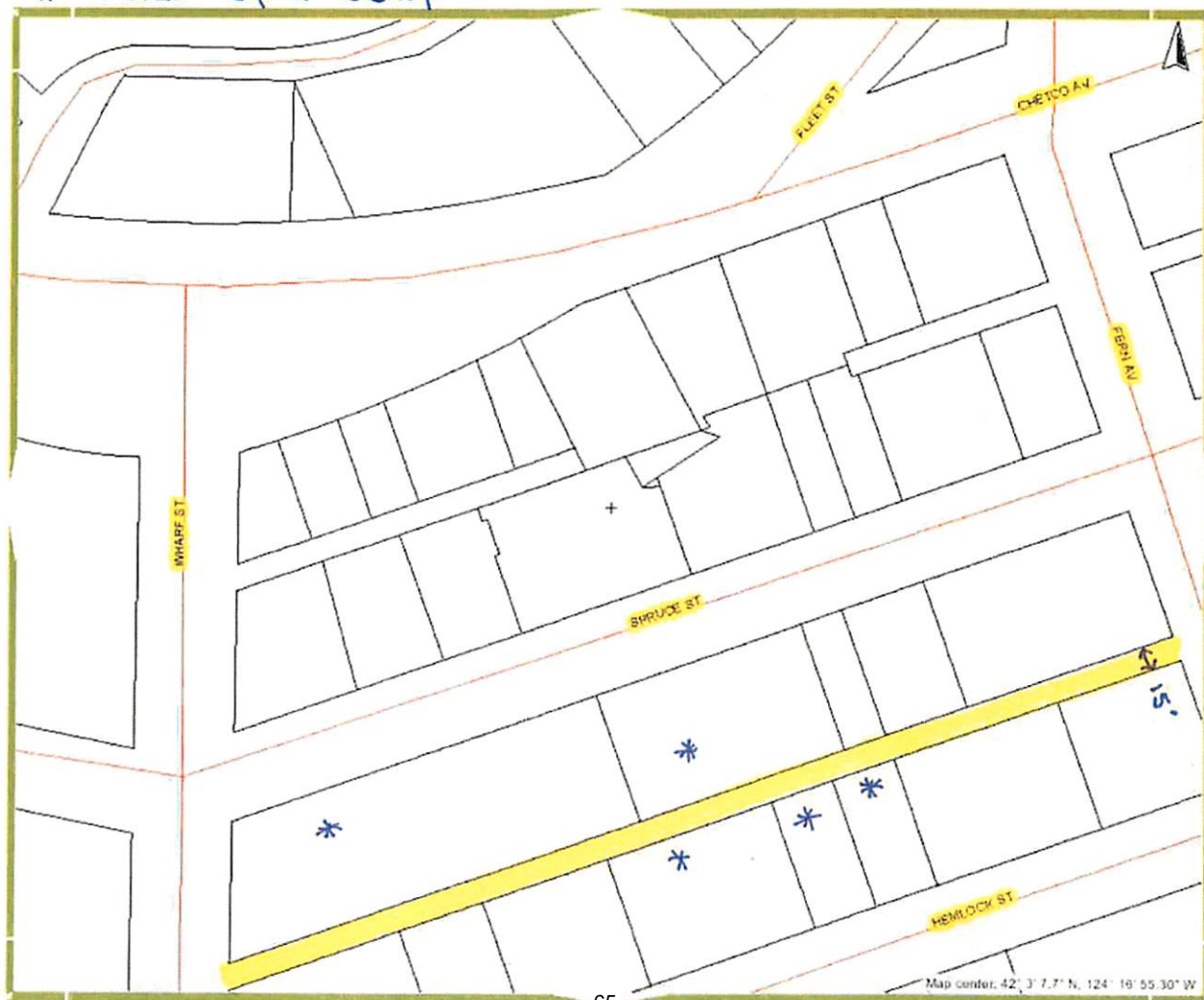
12.50.040 Recording costs.

Pursuant to ORS [271.150](#), following an action by the city council to vacate an area, such enacting ordinance vacating any street, alley, easement, plat or public place shall be recorded with the county clerk, together with any maps, plat or other record in regard thereto. The petitioner(s) for such vacation shall bear the recording cost and the cost of preparing and filing the certified copy of the ordinance and map. [Ord. 13-O-711 § 3.]

[Mobile Version](#)



* owned by a Bishop

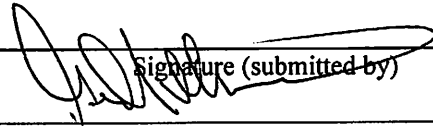


CITY OF BROOKINGS

COUNCIL AGENDA REPORT

Meeting Date: March 13, 2017

Originating Dept: City Manager



Signature (submitted by)

City Manager Approval

Subject: Waiver of Fees for Elmo Williams Day Event

Recommended Motion:

Motion to waive fees for the use of the Capella for the Elmo Williams Day event.

Financial Impact:

\$206 basic fee plus \$103 per hour for use.

Background/Discussion:

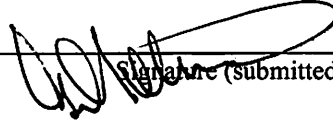
The City Council has proclaimed April 30 as Elmo Williams Day. The event organizers have requested a waiver of Capella user fees for an event to be held that day.

CITY OF BROOKINGS

COUNCIL AGENDA REPORT

Meeting Date: March 13, 2017

Originating Dept: City Manager



Signature (submitted by)

City Manager Approval

Subject: Strategic Plan Update

Recommended Motion:

Motion to approve revised 2015-17 Strategic Plan

Financial Impact:

None.

Background/Discussion:

The City Council discussed an update to the City Strategic Plan at its workshop of March 6. Staff has reviewed notes from that meeting and is recommending the adoption of a revised Short Term Strategic Plan. Attached are revisions indicated in red.

A number of action items have been completed and were deleted. The Strategic Plan is utilized by staff as a part of the budget development and priority-setting process.

Attachment(s):

- a. Strategic Plan redline.

GOAL 1: An Effective, Responsive, Ethical City Government That Is Fiscally Sustainable.					
Objectives		Action Items		Resp Party	Status/Notes
1	Sufficient revenue to sustain City services at appropriate levels.	1.1	Storm water fees.	PWD/FHD	Need Council direction Workshop
		1.2	Encourage new private investment in the community	CM	Working to improve community services (i.e., health care) before developing marketing strategy
		1.3	Maintain General Fund reserve at 5 percent of operating budget.	BC	Included in 2016-17 budget
		1.4	Conduct energy conservation improvements at water and wastewater plants.	PWD	
		1.5	Significantly reduce vehicle fuel consumption.	PWD	Purchasing the most fuel efficient vehicles possible; reducing travel through combination of carpooling and on-line/in-house trainings
		1.6	Balanced revenue system that recognizes demands on City services by residents, businesses and visitors.	FHD	Reauthorize Fuel Tax. Enact Recreational Marijuana Tax.
		1.7	Assure internal consistency and efficiency.	CM	
		1.8	Re-enact Fuel Tax	CM/CR	Deadline for ballot: March 8, 2018 ; Info video in progress
2	Stable, effective and accountable management. Sustain positive workplace environment and employee morale.	2.1	Provide competitive employee compensation through a merit-based system.	CM/CC	Next compensation review in 2017
		2.2	Succession planning	CM	
			Complete infrastructure GIS project	PWD	GIS framework complete; adding new information as it comes in
			Develop plan for recruiting and sustaining volunteers	PWD	Assigned to Parks Supervisor
3		3.1	Keep project scope scalable; use informal process; utilize local contractors	PWD	Ongoing
GOAL 2: A Safe Community					
Objectives		Action Items		Resp Party	Status/Notes
1	Adequately staff, equipped and housed police/fire departments.	1.1	Grant application for seismic retrofit in progress	CM/CG	
2	Provide clean drinking water and compliant waste water treatment.			PWD	Goal achieved
3	Improve community health care.	3.1	Establish Emergency Department at Brookings clinic.	CM	State authorized/ \$1.0 million needed by CHN to open
4	Improve personal/family preparedness.				
5	Maintain streets in safe/serviceable condition.	5.1	Allocate \$250,000 annually for street reconstruction and major maintenance.	BC	Annual program. \$282,000 in fuel tax revenues
		5.2	Improve pedestrian/vehicle safety; replace hazardous storm drain grate; make pedestrian facilities more accessible.	PWD	TSP update underway; N. Chetco sidewalk application, Easy Street Sidewalk Complete
		5.3	Develop multi-year street/sidewalk improvement plan to include developing bicycle plan & pursuing funding for improvements.	PWD	Bicycle Plan Adopted - Harris/Dawson Project completed 2015; more grants in progress. TSP update underway; includes bike amenities.
		5.4	Curb cut at Port office	PWD	Fall 2016
6	Safe Parks	6.1	Develop lighting plan for parks		
7	Improve pedestrian safety				
8	A disaster resilient community	7.1	Pursue resilience projects	CM/PSD	System improvements to EOC; Repair, remove or replace FC Reservoir. Tank seismic valves. City Hall retrofit.
GOAL 3: Influence Economic Growth / Improve Quality of Life					
Objectives		Action Items		Resp Party	Status/Notes
1	Establish pro-growth policy	1.1	Develop business and resident attraction program.	CM	Video library promoting City on website, YouTube and Facebook. In-house distribution of packets. New resident recruitment video in progress.
		1.2	Develop business retention strategy	CM	Create regional SOREDI type agency. Meet with key businesses. Expand participation in SCDC.
2	Establish development policies and public improvements/standards that recognize economic trends.	2.1	Develop comprehensive plan for addressing wastewater I&I issue	PWD	Annual program to correct I & I; Projects in progress
		2.2	Develop program to “cash out” DIA’s.	PWD/FHD	Identify properties to be released

GOAL 3: Influence Economic Growth / Improve Quality of Life (Continued)

Objectives		Action Items		Resp Party	Status/Notes
		2.3	Adopt ordinance to implement Downtown Master Plan 2002	PM	Develop updated plan. Public workshops in progress.
		2.4	Work with private interests to improve appearance of downtown through building & streetscape improvements	BLD	Build from 2.4
		2.5	Develop UGB transition agreements with special districts.	PWD	Delayed by HSD; County not pursuing.
3	Provide infrastructure to support economic growth.				
4	Complete approved capital projects in a timely and cost efficient manner.	4.1	Complete Railroad reconstruction project	PWD	Construction scheduled for 2017
		4.2	Complete Airport Infrastructure project	PWD	Completion 2017
		4.3	Pursue pedestrian improvement funding: Hwy101 north of Lucky Lane	PWD	Tentatively approved by State for 2019
		4.4	Pursue State/Federal grants to fund economic development and infrastructure	CM	Ongoing
5	Attract tourists to stop in downtown.	5.1	Landscaping along South Chetco	PWD/PTS	Obtained cost; not in budget.
		5.2	Improve downtown directional/parking signs	PWD/PTS	Need further direction
		5.3	Central Building historic landmark sign	PWD/PTS	Obtaining design Property ownership change in progress-
		5.4	Incentive program for downtown shops	PWD/BLD	Need further direction; workshop needed
		5.5	Limit retail commercial land supply to encourage retail infill & redevelopment to areas within existing UGB, especially downtown	PM	Implemented through current zoning
		5.6	Promote downtown public art	PWD	Public Art Committee active
		5.7	Develop RV parking along Frontage Road	PWD/PTS	TPAC/TSP; proposed Frontage budget 14-15; murals/weeding/flower baskets Preliminary design; need workshop
6	Provide additional recreational opportunities and facilities to include neighborhood parks, beach and river access points, and possible downtown park.	6.1	Reconfigure Azalea Park Athletic Fields	PWD/PTS	Plan/budget completed. In progress.
		6.2	Install restrooms at Chetco Point and Stout Parks	PWD/PTS	Plan/budget developed. Chetco Point budgeted 2016-17. Reconsider Stout Park.
7	Implement policies and implementation items included under economic section of Comprehensive Plan.	7.1	Utilize zoning ordinance to provide commercial/industrial lands for development	PM	No action. Possibly re-assign
		7.2	Work with landowners to create larger development opportunity sites	CM	Opportunities scarce
		7.3	Encourage cottage industry/professional service home occupations	PM	Code adopted for cottage industries
		7.4	Provide development opportunities for senior housing ranging from single-family detached dwellings to nursing facilities.	PM CM	Code revised to include workforce housing (smaller, low rent housing) and nursing/assisted living housing as CUP in all residential zones. Facilitating meetings between land owners and housing developers.

GOAL 4: Effective Intergovernmental Relations


Objectives		Action Items		Resp Party	Status/Notes
1	Influence regional, state, national policy on issues important to achieving City goals.			CC	
2	Achieve City goals through strategic partnerships.				City participating in OCVA, SCDC, Wild Rivers Alliance, BCRAA
3	Prepare for potential County fiscal failure.	3.1	Evaluate possible assumption of County services on cost recovery basis.	CM/FHD	Reviewed & identified as infeasible for Planning/Building. Provided Port District Building Inspection. Airport proposed.

CITY OF BROOKINGS

COUNCIL AGENDA REPORT

Meeting Date: March 13, 2017

Originating Dept: City Manager


Signature (submitted by)

City Manager Approval

Subject: Council Liaisons

Recommended Motion: If the Council wishes to proceed: Motion to establish a system of City Council liaisons with Councilors to attend assigned commission, committee and intergovernmental agency meetings and report back to the City Council on activities of those organizations applicable to City affairs.

Background/Discussion:

Some years ago the City Council assigned members of the City Council as ‘liaisons’ to various Council-appointed commissions and committees. These liaisons attended commission/committee meetings, interacted with members of those commissions/committee members in clarifying Council policy, and periodically reported back to the Council. Mayor Pieper has proposed re-establishing liaisons and this matter was discussed at the March 6 Council workshop.

Council appointed commissions and committees include:

- Planning Commission
- Parks and Recreation Commission
- Public Art Committee
- Tourism Promotion Advisory Committee

In addition to commission/committee liaisons, the City Council designated a “liaison” to attend Harbor Sanitary District meetings and considered City representatives to various intergovernmental boards and commissions as liaisons; these included:

- League of Oregon Cities (voting delegate).
- Household Hazardous Waste Steering Committee (current City representative is Chrissy Bevens).
- Oregon Coastal Zone Management Association (City is no longer a member).
- Local solid waste advisory committee (current City representative is Chrissy Bevens).
- Border Coast Regional Airport Authority (BCRAA) (current City representative is Mayor Pieper; City Manager is the alternate).

At the March 6 workshop it was suggested that liaisons also be appointed for the Curry County Board of Commissioners, Brookings Harbor School District and the Brookings Harbor Port District.

If liaisons are appointed, staff suggests that an item be placed on the regular City Council agenda that would provide for a Councilor representing the City on an intergovernmental agency board (such as BCRAA) to periodically report on the activities of the agency.

Attachment(s):

- a. List of commissions, committee and intergovernmental organizations with meeting dates/times.

Organization	Member	Liaison	Appointee	Alternate	When	Where
Border Coast Regional Airport Authority	X		J Pieper	G Milliman	Monthly/1st Thurs, 2pm	981 H Street, Crescent City
Brookings/Harbor School District 17C		X			Monthly/3rd Wed, 6pm	K-School
Coos Curry Douglas Business Development (CCDBD)	X					
Curry County Commission		X			Wed/Weekly, 10am	Courthouse Annex, GB
Curry County Recycling		X	C Bevins			
Harbor Sanitary District	X				No set dates/times	No set location
Household Hazardous Waste (HHW) Steering Committee	X		C Bevins			
League of Oregon Cities Voting Delegate	X				Annual	NA
Parks and Recreation Commission		X			Bi-monthly/3rd Thurs, 7pm	Chambers
Planning Commission		X			Monthly/1st Tues, 7pm	Chambers
Port of Brookings Harbor		X			Monthly/3rd Tues, 7pm	Port Office
Public Art Committee		X			Monthly/2nd Wed, 4pm	Chambers
Tourism Promotion Advisory Committee		X			Monthly/3rd Thurs, 4pm	Chambers

City of Brookings CITY COUNCIL MEETING MINUTES

City Hall Council Chambers, 898 Elk Drive, Brookings, OR 97415

Monday, February 27, 2017

Call to Order

Mayor Pieper called the meeting to order at 7:00 PM.

Roll Call

Council present: Mayor Jake Pieper, Councilors Bill Hamilton, Brent Hodges and Dennis Triglia; Student Ex Officio Shawntisha Bailey was absent; a quorum present.

Staff present: City Manager Gary Milliman, City Attorney Martha Rice, Parks Supervisor Tony Baron, and City Recorder Teri Davis.

Media Present: No media present

Others Present: Fifteen audience members.

Addition to Agenda

Waiver of Attorney-Client Privilege

Councilor Hodges moved, Councilor Triglia seconded and Council voted unanimously to add Staff Report Item #2 Waiver of Attorney-Client Privilege pursuant to District Attorney's order on petition to review public records request for legal invoices from Davis Wright Tremaine.

Appointments

Reappoint Tim Hartzell to Planning Commission

Councilor Hodges moved, Councilor Triglia seconded and Council voted unanimously to reappoint Tim Hartzell to Planning Commission.

Candidate Interviews for Council Position #3

Candidate Joshua Kuzmicz was asked to approach the podium. The three other candidates were asked to leave the Chambers while Mr. Kuzmicz was interviewed.

Councilors asked Mr. Kuzmicz a series of questions regarding his experience and qualifications.

Mr. Kuzmicz noted that he had extensive experience in community service. He would like to make the City more business-friendly; he would like to improve access to medical care; he would like to entice investors to the City.

Candidate Don Vilelle was asked to enter the Chambers and approach the podium.

Councilors asked Mr. Vilelle a series of questions regarding his experience and qualifications.

Mr. Vilelle noted that he wants to represent the people. He would like to bring more business into Brookings; he would like to reduce the Brookings economy's reliance of tourism; he would like to see tighter traffic enforcement.

Candidate Greg Williams was asked to enter the Chambers and approach the podium.

Councilors asked Mr. Williams a series of questions regarding his experience and qualifications.

Mr. Williams noted that he is good at dealing with people. He would like to reduce fees and restrictions for small businesses; he would like to increase the availability of youth activities.

Candidate Roger Thompson was asked to enter the Chambers and approach the podium.

Councilors asked Mr. Thompson a series of questions regarding his experience and qualifications.

Mr. Williams noted that he would like to heal the rift between the City and the Port. He has many years experience in business, budgeting and tourism. He would like to see more road surface repair; he would like to renew the sewer bond; he would like to see the City take on management of the airport; he would like to work to get the emergency room up and running.

At the conclusion of the interviews, Mayor Pieper reminded the Council that they needed to choose an appointee who will work cohesively with the whole.

Councilor Hodges moved, Councilor Triglia seconded and Council voted unanimously to appoint Roger Thompson to City Council Position #3.

Mr. Thompson was then sworn in by City Recorder Davis and assumed his seat at the dais.

Oral Requests and Communications from the audience

- Don Burger of 98438 N. Bank Chetco Road addressed Council regarding his concerns about the safety of Ferry Creek Dam. City Manager Milliman was asked to respond. He addressed Mr. Burger's concerns advising that there was no immediate danger and that funding is being sought to make the appropriate repairs.

Staff Reports

Vet Fest II Loan Repayment

City Manager Milliman presented the staff report. Vietnam Veterans of America repaid an additional \$1000 of its Transient Occupancy Tax (TOT) funds loan satisfying in-full its repayment.

No Council action was required.

Waiver of Attorney-Client Privilege

City Attorney Martha Rice presented the staff report.

Councilor Hodges moved, Councilor Hamilton seconded and Council voted unanimously to waive the attorney-client privilege to the extent required to comply with the District Attorney's order regarding invoices from the law firm Davis Wright Tremaine.

Consent Calendar

1. Approve Council minutes for February 13, 2017
2. Accept Public Art Committee minutes for September 14, 2016
3. Accept TPAC minutes for January 19, 2017
4. Receive monthly financial report for January 2017

Councilor Hodges moved, Councilor Triglia seconded and Council voted to approve the Consent Calendar with four Councilors voting "yea" and Councilor Thompson abstaining.

Remarks from Mayor and Councilors

Councilor Hamilton thanked all who applied for the Council Position #3 appointment. Each was very professional in manner.

Councilor Triglia agreed with Councilor Hamilton and welcomed new Councilor Thompson.

Councilor Triglia asked that the topic of park closing hours be added to an upcoming Workshop agenda.

Adjournment

Councilor Hodges moved, Councilor Triglia seconded and Council voted by voice to adjourn the meeting at 8:07 p.m.

Respectfully submitted:

ATTESTED:
this _____ day of _____ 2017:

Jake Pieper, Mayor

Teri Davis, City Recorder

MINUTES
BROOKINGS PARKS AND RECREATION COMMISSION
January 26, 2017

CALL TO ORDER

Chair Tom Bozack called the meeting to order at 7:00 pm followed by the Pledge of Allegiance.

ROLL CALL

Present: Commissioners Trace Kather, Don Vilelle, Patt Brown, Jay Trost and Chair Tom Bozack

Also present: Parks/Tech Services Supervisor Tony Baron

APPROVAL OF MINUTES

A. Motion made by Commissioner Kather to approve the minutes of November 17, 2016; motion seconded by Commissioner Vilelle and Commission voted; the motion carried unanimously.

PUBLIC APPEARANCES – None

REGULAR AGENDA

A. Azalea Park Foundation (APF) – Board Member Seat – Tony Baron presented the agenda report and advised that the original intent was for a Park and Rec Commissioner to be a liaison between the Azalea Park Foundation and the Park and Rec Commission for communication information. The APF group now has two members and meets infrequently. Committee discussed the need for the APF to regroup if they intend to continue. **Motion made by Commissioner Vilelle to not appoint a member of the Parks and Rec Commission to sit on the APF Board of Directors until the final seat is left to fill and the APF resumes regularly scheduled meetings; motion seconded by Commissioner Brown and Commission voted; the motion carried unanimously.** Tony to prepare a letter to APF informing them of the Commission's decision.

INFORMATION UPDATES/DISCUSSION ITEMS

A. Updates on items from last meetings

- **Memorial Bench Update** - Tony advised that the Christie family who requested a memorial bench at Mill Beach has found a bench, that will have a small plaque installed on it and have agreed to maintain, clean and paint the bench. Tony is in the process of finding a location to install the bench at Mill Beach.
- **Bird Houses in Park** - Tony advised bird houses have been installed and he has seen birds moving in.
- **Lions Club Drinking Fountain** – Tony advised plans are mapped out and his staff will be able to start working with the Lions Club on this in February.
- **KidTown – Swing Replacement** – Tony advised that swings have been ordered, and anticipates beginning new swing installation in February.
- **Lions Club Adoption of Oasis Park** – Tony advised he is ordering an Oasis Park sign and the sign will be a place to identify the Lions Club as adopters of the Park. Lions Club is developing plans to submit to the Park & Rec Commission indicating what their plans are for plantings and maintaining the park.
- **Azalea Park Hazard Tree Removal** – Tony advised the hazard trees have been removed and more alder trees will need to be removed in the future.

B. Upcoming City Council Workshop and scheduling of a February meeting – Tony advised that a joint Parks and Rec Commission and City Council workshop is being planned for Monday, February 6th, at 4pm to discuss upcoming park projects submitted to the City including the rebuilding of Bankus Park fountain and expansion of access to Chetco Point Park. Because of required funding source agreements needing to be in place Commission will need to have a meeting in February to discuss and forward a recommendation to City Council. Commission members are encouraged to attend the workshop. Tony to work on the yearly Parks Capital Improvement Plan for the commission to review in February, so the March meeting can be skipped.

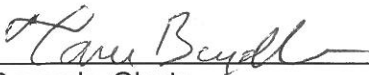
COMMISSIONER REPORTS/COMMENTS

A. Commissioner Villele commented that Salmon Run Golf Course has been improved greatly since the Early's took over management and encouraged Commissioners to visit the golf course. Tony clarified how he understood their contract agreement with the City and advised that many more improvement projects are on the list for the golf course for the upcoming budget year.

ADJOURNMENT

Workshop scheduled for February 6, 2017 at 4pm and next meeting scheduled for February 23, 2017. With no further business before the Commission, the meeting adjourned at 7:45 pm.

Respectfully submitted,



Tom Bozack, Chair

(Approved at February 23, 2017 meeting)

Report Criteria:

Report type: Summary

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Check GL Account	Amount
02/17	02/01/2017	73144	5153	Hodges, Brent	10-00-2005	176.81- V
02/17	02/02/2017	78740	2578	Action Trophies	10-00-2005	14.00
02/17	02/02/2017	78741	1314	Bernie Bishop Mazda	20-00-2005	44.90
02/17	02/02/2017	78742	5552	Chrissy Bevans	10-00-2005	208.00
02/17	02/02/2017	78743	4752	Border Coast Regional Airport Authority	15-00-2005	16,000.00
02/17	02/02/2017	78744	5108	Brad Kelly, PT	10-00-2005	90.00
02/17	02/02/2017	78745	147	Brookings Glass Inc	10-00-2005	1,475.00
02/17	02/02/2017	78746	4859	Brookings Harbor Garden Club	10-00-2005	1,500.00
02/17	02/02/2017	78747	5048	Brookings Harbor Medical Center	25-00-2005	200.00
02/17	02/02/2017	78748	416	Brookings Lock & Safe Inc	25-00-2005	30.00
02/17	02/02/2017	78749	313	Brookings Vol Firefighters	10-00-2005	2,250.00
02/17	02/02/2017	78750	212	Chem Quip Inc	25-00-2005	1,969.06
02/17	02/02/2017	78751	3834	Clean Sweep Janitorial Service	10-00-2005	1,635.00
02/17	02/02/2017	78752	4882	Coastal Heating & Air	25-00-2005	95.00
02/17	02/02/2017	78753	1745	Coastal Paper & Supply, Inc	25-00-2005	466.45
02/17	02/02/2017	78754	5549	Marie Coleman	10-00-2005	79.13
02/17	02/02/2017	78755	182	Coos-Curry Electric	10-00-2005	31,190.41
02/17	02/02/2017	78756	166	Dan's Auto & Marine Electric	25-00-2005	255.87
02/17	02/02/2017	78757	5224	Department of Administrative Services	25-00-2005	900.00
02/17	02/02/2017	78758	1	Kim Cherry	20-00-2005	207.09
02/17	02/02/2017	78759	1	Vella DeWitt	20-00-2005	52.19
02/17	02/02/2017	78760	1	Todd Hardy	20-00-2005	202.53
02/17	02/02/2017	78761	1	Ray's Food Place #1	20-00-2005	299.10
02/17	02/02/2017	78762	1	Kyle Worlton	20-00-2005	107.67
02/17	02/02/2017	78763	5718	Don Kirk Construction Inc	15-00-2005	600.00
02/17	02/02/2017	78764	5706	DSU Peterbilt & GMC Inc	15-00-2005	51.48
02/17	02/02/2017	78765	3342	Fastenal	25-00-2005	263.14
02/17	02/02/2017	78766	2186	Ferguson Enterprises Inc #3011	20-00-2005	1,162.11
02/17	02/02/2017	78767	5642	Financial Pacific Leasing	10-00-2005	4,031.88
02/17	02/02/2017	78768	5432	First Community Credit Union	25-00-2005	812.99
02/17	02/02/2017	78769	5065	Gold Beach Lumber	50-00-2005	2,539.38
02/17	02/02/2017	78770	5172	Gowman Electric, Inc	50-00-2005	412.40
02/17	02/02/2017	78771	3961	Grizzly Fence & Construction	25-00-2005	850.00
02/17	02/02/2017	78772	199	Richard Harper	10-00-2005	400.00
02/17	02/02/2017	78773	5153	Hodges, Brent	10-00-2005	176.81
02/17	02/02/2017	78774	2216	John D Rapraeger Inc	50-00-2005	6,550.00
02/17	02/02/2017	78775	5724	Kyle Garrison	50-00-2005	385.00
02/17	02/02/2017	78776	4573	Methodworks	25-00-2005	550.00
02/17	02/02/2017	78777	4269	Milliman, Gary	10-00-2005	67.50
02/17	02/02/2017	78778	322	Postmaster	25-00-2005	850.00
02/17	02/02/2017	78779	5725	Quality Water Systems	10-00-2005	72.00
02/17	02/02/2017	78780	207	Quill Corporation	10-00-2005	176.81
02/17	02/02/2017	78781	1840	Rogue Credit Union	50-00-2005	2,497.61
02/17	02/02/2017	78782	990	UPS	20-00-2005	134.84
02/17	02/02/2017	78783	2863	Verizon Wireless	10-00-2005	479.18
02/17	02/02/2017	78784	301	Woudstra Concrete Finishing	25-00-2005	2,391.00
02/17	02/02/2017	78785	4694	Travis Wright	10-00-2005	30.00
02/17	02/09/2017	78786	5726	Sylvia Baker	10-00-2005	21.00
02/17	02/09/2017	78787	1314	Bernie Bishop Mazda	20-00-2005	80.90
02/17	02/09/2017	78788	4939	BI- Mart Corporation	25-00-2005	74.21
02/17	02/09/2017	78789	4363	Black & Rice LLP	10-00-2005	1,778.38
02/17	02/09/2017	78790	5004	Blumenthal Uniforms & Equipment	10-00-2005	96.68
02/17	02/09/2017	78791	4788	Bureau of Labor & Industries	57-00-2005	940.17

M = Manual Check, V = Void Check

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Check GL Account	Amount
02/17	02/09/2017	78792	5048	Brookings Harbor Medical Center	10-00-2005	150.00
02/17	02/09/2017	78793	715	Budge McHugh Supply	20-00-2005	3,042.35
02/17	02/09/2017	78794	5070	Canon Solutions America	10-00-2005	621.72
02/17	02/09/2017	78795	3015	Charter Communications	30-00-2005	495.00
02/17	02/09/2017	78796	3834	Clean Sweep Janitorial Service	25-00-2005	225.00
02/17	02/09/2017	78797	822	Coast Auto Center	10-00-2005	822.42
02/17	02/09/2017	78798	5549	Marie Coleman	10-00-2005	94.00
02/17	02/09/2017	78799	5715	Sue Darger	30-00-2005	128.00
02/17	02/09/2017	78800	259	Da-Tone Rock Products	50-00-2005	1,369.09
02/17	02/09/2017	78801	284	Day Management Corp	10-00-2005	886.50
02/17	02/09/2017	78802	185	Del Cur Supply	20-00-2005	137.60
02/17	02/09/2017	78803	1	Nathan Heath	20-00-2005	3.91
02/17	02/09/2017	78804	1	Pamela Munson	20-00-2005	103.32
02/17	02/09/2017	78805	1	Performance Systems Inc	20-00-2005	214.08
02/17	02/09/2017	78806	371	Dept. of Environmental Quality	25-00-2005	8,549.00
02/17	02/09/2017	78807	4357	Hemlock Street Properties LLC	10-00-2005	660.00
02/17	02/09/2017	78808	5073	Edwards Roofing	50-00-2005	614.25
02/17	02/09/2017	78809	3342	Fastenal	15-00-2005	22.46
02/17	02/09/2017	78810	2186	Ferguson Enterprises Inc #3011	20-00-2005	771.08
02/17	02/09/2017	78811	153	Ferrellgas	25-00-2005	1,738.67
02/17	02/09/2017	78812	4646	Frontier	30-00-2005	667.40
02/17	02/09/2017	78813	167	Hach Company	25-00-2005	277.81
02/17	02/09/2017	78814	3408	IDEXX Distribution Inc	25-00-2005	844.16
02/17	02/09/2017	78815	4171	In-Motion Graphics	10-00-2005	41.00
02/17	02/09/2017	78816	162	Kerr Hardware	20-00-2005	1,549.82
02/17	02/09/2017	78817	202	League of Oregon Cities	10-00-2005	200.00
02/17	02/09/2017	78818	328	Les Schwab Tire Center	10-00-2005	1,111.82
02/17	02/09/2017	78819	5524	Sirennet.com	10-00-2005	21.70
02/17	02/09/2017	78820	4573	Methodworks	25-00-2005	1,227.00
02/17	02/09/2017	78821	5716	Mallory Morrison	30-00-2005	128.00
02/17	02/09/2017	78822	4443	Napa Auto Parts	25-00-2005	42.14
02/17	02/09/2017	78823	685	Neilson Research Corporation	25-00-2005	145.80
02/17	02/09/2017	78824	4487	Net Assets Corporation	10-00-2005	290.00
02/17	02/09/2017	78825	5364	North Central Laboratories	25-00-2005	651.57
02/17	02/09/2017	78826	4748	Northstar Chemical, Inc	25-00-2005	3,240.00
02/17	02/09/2017	78827	3603	Norwest Safety	20-00-2005	300.85
02/17	02/09/2017	78828	3561	Oil Can Henry's	10-00-2005	118.99
02/17	02/09/2017	78829	5439	OJPA	10-00-2005	150.00
02/17	02/09/2017	78830	5244	OMJA	10-00-2005	200.00
02/17	02/09/2017	78831	5008	Online Information Services	10-00-2005	104.56
02/17	02/09/2017	78832	5390	O'Reilly Automotive, Inc	20-00-2005	151.75
02/17	02/09/2017	78833	252	Paramount Pest Control	10-00-2005	50.00
02/17	02/09/2017	78834	142	Tidewater Contractors Inc	51-00-2005	35,164.67
02/17	02/09/2017	78835	432	USA Bluebook	20-00-2005	313.60
02/17	02/09/2017	78836	861	Village Express Mail Center	10-00-2005	80.80
02/17	02/09/2017	78837	2122	Cardmember Service	25-00-2005	2,819.75
02/17	02/09/2017	78838	108	VWR International Inc	25-00-2005	332.36
02/17	02/09/2017	78839	169	Waste Connections Inc	10-00-2005	1,075.99
02/17	02/09/2017	78840	5071	Wes' Towing	10-00-2005	160.00
02/17	02/09/2017	78841	1253	Western Burner Co Inc	25-00-2005	933.00
02/17	02/16/2017	78842	4058	44Mag Distributing LLC	10-00-2005	499.00
02/17	02/16/2017	78843	4734	Aramark	25-00-2005	309.08
02/17	02/16/2017	78844	4734	Aramark Uniform Services	10-00-2005	132.88
02/17	02/16/2017	78845	5727	Blue Line K9 LLC	61-00-2005	684.34
02/17	02/16/2017	78846	5004	Blumenthal Uniforms & Equipment	10-00-2005	172.18
02/17	02/16/2017	78847	416	Brookings Lock & Safe Inc	25-00-2005	107.00

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Check GL Account	Amount
02/17	02/16/2017	78848	5070	Canon Solutions America	10-00-2005	98.22
02/17	02/16/2017	78849	3015	Charter Communications	10-00-2005	199.96
02/17	02/16/2017	78850	183	Colvin Oil Company	25-00-2005	3,445.80
02/17	02/16/2017	78851	566	Curry County Assessor	10-00-2005	25.00
02/17	02/16/2017	78852	317	DCBS - Fiscal Services	10-00-2005	232.91
02/17	02/16/2017	78853	1	Adam Singletary	20-00-2005	147.75
02/17	02/16/2017	78854	1	Lijun (Nina) Zhao	20-00-2005	247.75
02/17	02/16/2017	78855	2640	Dyer Partnership Inc., The	10-00-2005	17,272.30
02/17	02/16/2017	78856	2186	Ferguson Enterprises Inc #3011	20-00-2005	10,781.11
02/17	02/16/2017	78857	4646	Frontier	25-00-2005	1,022.37
02/17	02/16/2017	78858	198	Grants Pass Water Lab	10-00-2005	360.00
02/17	02/16/2017	78859	139	Harbor Logging Supply	25-00-2005	263.96
02/17	02/16/2017	78860	4171	In-Motion Graphics	10-00-2005	50.00
02/17	02/16/2017	78861	4980	iSecure	10-00-2005	33.00
02/17	02/16/2017	78862	2216	John D Rapraeger Inc	20-00-2005	9,900.00
02/17	02/16/2017	78863	679	McCourt Floor Coverings	50-00-2005	160.00
02/17	02/16/2017	78864	4793	Nor-Pac Power Systems LLC	25-00-2005	1,291.10
02/17	02/16/2017	78865	3159	NorthCoast Health Screening	10-00-2005	45.00
02/17	02/16/2017	78866	5442	OACA Treasurer	10-00-2005	225.00
02/17	02/16/2017	78867	3561	Oil Can Henry's	10-00-2005	400.86
02/17	02/16/2017	78868	5101	Pitney Bowes Reserve Acct	10-00-2005	500.00
02/17	02/16/2017	78869	207	Quill Corporation	10-00-2005	554.80
02/17	02/16/2017	78870	3	Tony Hannan	20-00-2005	20.80
02/17	02/16/2017	78871	3	Earl & Glenda Parks	20-00-2005	65.85
02/17	02/16/2017	78872	582	South Coast Office Supply	10-00-2005	46.50
02/17	02/16/2017	78873	5167	Trojan Technologies	25-00-2005	1,456.21
02/17	02/16/2017	78874	861	Village Express Mail Center	10-00-2005	21.72
02/17	02/16/2017	78875	169	Waste Connections Inc	25-00-2005	2,197.85
02/17	02/16/2017	78876	5011	Xylem Water Solutions USA, INC	25-00-2005	4,268.78
02/17	02/16/2017	78877	4131	Zumar Industries Inc	15-00-2005	547.68
02/17	02/23/2017	78878	5625	A One Janitorial	25-00-2005	430.93
02/17	02/23/2017	78879	254	American Water Works Assn	20-00-2005	136.50
02/17	02/23/2017	78880	1233	Bart Kast Builder	10-00-2005	315.00
02/17	02/23/2017	78881	1314	Bernie Bishop Mazda	20-00-2005	189.95
02/17	02/23/2017	78882	5004	Blumenthal Uniforms & Equipment	10-00-2005	495.30
02/17	02/23/2017	78883	147	Brookings Glass Inc	50-00-2005	370.00
02/17	02/23/2017	78884	822	Coast Auto Center	10-00-2005	130.81
02/17	02/23/2017	78885	5450	Complete Wireless Technologies	10-00-2005	140.00
02/17	02/23/2017	78886	5728	Crook, Alyssa	10-00-2005	414.00
02/17	02/23/2017	78887	5382	Davis Wright Tremaine LLP	10-00-2005	6,264.88
02/17	02/23/2017	78888	1	John Barbic	20-00-2005	113.33
02/17	02/23/2017	78889	5718	Don Kirk Construction Inc	50-00-2005	890.00
02/17	02/23/2017	78890	2640	Dyer Partnership Inc., The	53-00-2005	6,244.32
02/17	02/23/2017	78891	773	Environmental Resource Associates	25-00-2005	281.24
02/17	02/23/2017	78892	4646	Frontier	30-00-2005	26.21
02/17	02/23/2017	78893	4872	G. W., Inc.	10-00-2005	537.00
02/17	02/23/2017	78894	2216	John D Rapraeger Inc	25-00-2005	12,925.00
02/17	02/23/2017	78895	4981	McLennan Excavation, Inc	57-00-2005	426,388.50
02/17	02/23/2017	78896	5729	Don Miller	10-00-2005	52.00
02/17	02/23/2017	78897	329	New Hope Plumbing	50-00-2005	6,695.00
02/17	02/23/2017	78898	5595	Oregon Coast Magazine	32-00-2005	2,198.30
02/17	02/23/2017	78899	2089	OVFA	10-00-2005	205.00
02/17	02/23/2017	78900	5101	Pitney Bowes Reserve Acct	10-00-2005	500.00
02/17	02/23/2017	78901	5563	Ramon (Ray) Johnson	20-00-2005	100.00
02/17	02/23/2017	78902	5681	Robertson Sherwood Architects PC	50-00-2005	455.00
02/17	02/23/2017	78903	5730	Spectrum Reach	32-00-2005	1,150.00

M = Manual Check, V = Void Check

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Check GL Account	Amount
02/17	02/23/2017	78904	956	Suiter's Paint & Body	10-00-2005	1,206.00
02/17	02/23/2017	78905	151	Western Communications, Inc.	20-00-2005	30.50
02/17	02/23/2017	78906	551	Western Pacific Tree Serv Inc	15-00-2005	400.00
02/17	02/23/2017	78907	5011	Xylem Water Solutions USA, INC	25-00-2005	2,518.78
Grand Totals:						<u>690,203.36</u>

Dated: _____

Mayor: _____

City Council: _____

City Recorder: _____

Report Criteria:

Report type: Summary

Committee Vacancies

Date: March 13, 2017

Re: Vacant Volunteer Positions

Following is a list of all Commission/Committee positions and terms currently vacant:

Position	Held By	Month/ Day	Year Expires	Term/ Years
Budget #1	VACANT	2/1	2018	3
Budget #3	VACANT	2/1	2019	3
Public Art #1	VACANT	11/1	2017	3
Public Art #5	VACANT	11/1	2018	3
TPAC #3	VACANT	7/1	2017	3
Traffic Safety #1	VACANT	1/14	2018	2
Traffic Safety #2	VACANT	1/14	2019	2

CITY OF BROOKINGS

COUNCIL AGENDA REPORT

Meeting Date: March 13, 2017

Originating Dept: City Manager



Signature (submitted by)

City Manager Approval

Subject: Resolution 17-R-1099 Supporting "Option 1" for the 2017 Ocean Salmon Season

Recommended Motion:

Motion to adopt Resolution 17-R-1099 supporting the "Option 1" ocean Salmon season for 2017.

Background/Discussion:

Staff is requesting that this matter be added to the March 13 City Council agenda as an emergency matter. This information only became available after the Council meeting agenda was posted, and action is needed prior to the next Council meeting.

The Pacific Fisheries Management Council (PFMC) will consider the adoption of an ocean Salmon season for the area between Humbug Mountain and the California/Oregon border at their meeting of March 27. Three options are being considered

Option 1: May 27-July 9 + September 2-4 seven days/week.

Option 2: May 27-30 + June 1-30 four days/wk + July 1-4

Option 3: May 27-31 + June 24-July 4.

The PFMC is a federal agency that is part of the Commerce Department. It is required to consider local impacts of its regulations, and comments from local government agencies carry a lot of weight.

According to Andy Martin with Brookings Fishing Charters and Wild Rivers Fishing...who follows this matter closely...more than half of the people who fish out of Brookings for salmon are from outside of the area. They mainly come from the Rogue Valley, bring their boats, stay in local motels, RV parks, etc., and spend money in town. They stay for a few days at a time. Many will dock their boats all season and make several trips to the coast.

Option 1 is the best option for the longest season and fishing opportunity out of Brookings. The season will be reduced from previous years.

If adopted, Martin will personally deliver the Resolution to the PFMC at their meeting of March 27 in Coos Bay.

Attachment(s):

- a. Resolution 17-R-1099

**CITY OF BROOKINGS
STATE OF OREGON**

RESOLUTION 17-R-1099

A RESOLUTION OF THE CITY OF BROOKINGS SUPPORTING THE "OPTION 1" SALMON SEASON FOR 2017.

WHEREAS, the Pacific Fishery Management Council (PFMC) will be establishing the 2017 ocean fishing season for Salmon at their meeting of March 17, 2017, and

WHEREAS, the PFMC will be considering several options for season dates and lengths of time, and

WHEREAS, the Salmon season is important to the Brookings economy as many recreational fishermen schedule their vacations to the area based upon the Salmon season, and

WHEREAS, Salmon fishing is an important element of the Brookings tourism economy, benefiting local lodging, dining and retail businesses, and,

WHEREAS, the City has conferred with local fishing industry representatives concerning this matter,

NOW THEREFORE BE IT RESOLVED, that the City Council of the City of Brookings does hereby support "Option 1" of the proposed Humbug Mountain to California/Oregon Border Salmon season for 2017, that being for the period May 27-July 9 and September 2-4, seven days per week, and

BE IT FURTHER RESOLVED that the City Manager is directed to provide a copy of this Resolution to the PFMC prior to their meeting date of March 27, 2017.

Passed by the City Council _____, 2017 ; effective _____.

Attest:

Mayor Jake Pieper

City Recorder Teri Davis

03/13/2017

From the Pacific Fishery Management Council website:

"DRAFT Council-Adopted Salmon Management Measures (Tables) for Public Review

The following **DRAFT** salmon management measure tables were adopted by the Council for **public review** at their March 2017 meeting. Please keep in mind the tables are DRAFT until published in Preseason Report II (tentatively scheduled to be published March 22).

TABLE 1. Commercial troll management Alternatives adopted by the Council for non-Indian ocean salmon fisheries, 2017 for public review (draft; 3/13/2017 Noon)

TABLE 2. Recreational management Alternatives adopted by the Council for non-Indian ocean salmon fisheries, 2017 for public review (draft; 3/13/2017; 11:59 AM)

TABLE 3. Treaty Indian troll management Alternatives adopted by the Council for ocean salmon fisheries, 2017 for public review (draft; 03/13/2017)"

Note: The March 9th Table (which was distributed to City Councilors; Attachment A) was entitled "Recreational management Alternatives proposed by the **Salmon Advisory Subpanel** for non-Indian salmon fisheries, 2017". Today's Table (Attachment B) is entitled "Recreational management Alternatives collated by the **Salmon Technical Team** for non-Indian ocean salmon fisheries, 2017". This Table lists the 3 Alternatives for the Humbug Mt. to OR/CA Border (Oregon KMZ) as follows:

Alternative I: Closed (C.6)*

Alternative II: Closed, except for as provided above

Alternative III: Closed (C.6)*

* = C.6. Additional Seasons in State Territorial Waters: Consistent with Council management objectives, the States of Washington, Oregon, and California may establish limited seasons in state waters. Check state regulations for details.

The Salmon Advisory Subpanel: Advisory subpanels represent the commercial and recreational fishing industry, tribes, the public, and conservation interests. They advise the Council on fishery management issues (such as annual management measures, FMPs, and amendments) and provide input into fishery management planning.

The Salmon Technical Team: Technical and Management Teams monitor fisheries and prepare stock assessments and fishery impact analyses. They may monitor catch rates and management impacts, analyze or recommend harvest limits, develop rebuilding plans, or conduct other tasks assigned by the Council.

So, it appears that the Salmon Advisory Subpanel and the Salmon Technical Team are at-odds over recreational management alternatives.

2016 - DRAFT adopted HUMBUG MT to OR/CA Border (KMZ)

ATTACHMENT A

• MAY 28 thru AUG 7 and SEP 3 thru SEP 5, in continued verbiage in the same as alternative I for 2017.

SALMON ADVISORY SUBPANEL

TABLE 2. Recreational management Alternatives proposed by the SAS for non-Indian ocean salmon fisheries, 2017. (Page 5 of 9)

3/9/2017 12:56 PM

A. SEASON ALTERNATIVE DESCRIPTIONS

ALTERNATIVE I	ALTERNATIVE II	ALTERNATIVE III
<p>Cape Falcon to OR/CA Border</p> <ul style="list-style-type: none"> All-salmon mark-selective coho fishery: June 24 through the earlier of July 31 or a landed catch of 30,000 marked coho (C.5) From Humbug Mt to OR/CA Border. (Oregon KMZ) the selective Coho fishery will end July 9. <p>Seven days per week. All salmon, two fish per day. All retained coho must be marked with a healed adipose fin clip (C.1). Chinook minimum size limit of 24 inches total length (B). See gear restrictions and definitions (C.2, C.3). Any remainder of the mark selective quota will be transferred on an impact neutral basis to the September non-selective quota from Cape Falcon to Humbug Mountain. The all salmon except coho season reopens the earlier of August 1 or attainment of the coho quota (C.5.e).</p> <p>Fishing in the Stonewall Bank Yelloweye Rockfish Conservation Area restricted to trolling only on days the all depth recreational halibut fishery is open (call the halibut fishing hotline 1-800-662-9825 for specific dates) (C.3.b, C.4.d).</p>	<p>Cape Falcon to Humbug Mountain</p> <ul style="list-style-type: none"> All-salmon mark-selective coho fishery July 1 through the earlier of August 6 or a landed catch of 25,000 marked coho (C.5). <p>Seven days per week. All salmon, two fish per day. All retained coho must be marked with a healed adipose fin clip (C.1). Chinook minimum size limit of 24 inches total length Coho minimum size limit of 16 inches total length (B). See gear restrictions and definitions (C.2, C.3). The all salmon except coho season reopens the earlier of August 7 or attainment of the coho quota.</p> <p>Fishing in the Stonewall Bank Yelloweye Rockfish Conservation Area restricted to trolling only on days the all depth recreational halibut fishery is open (call the halibut fishing hotline 1-800-662-9825 for specific dates) (C.3.b, C.4.d).</p>	<p>Cape Falcon to Humbug Mountain</p> <ul style="list-style-type: none"> All-salmon mark-selective coho fishery July 1 through the earlier of August 31 or a landed catch of 20,000 marked coho (C.5). <p>Seven days per week. All salmon, two fish per day. All retained coho must be marked with a healed adipose fin clip (C.1). Chinook minimum size limit of 24 inches total length. Coho minimum size limit of 16 inches total length (B). See gear restrictions and definitions (C.2, C.3). The all salmon except coho season reopens the earlier of August 1 or attainment of the coho quota.</p> <p>Fishing in the Stonewall Bank Yelloweye Rockfish Conservation Area restricted to trolling only on days the all depth recreational halibut fishery is open (call the halibut fishing hotline 1-800-662-9825 for specific dates) (C.3.b, C.4.d).</p>
<p>Humbug Mt. to OR/CA Border. (Oregon KMZ)</p> <ul style="list-style-type: none"> May 27 through July 9, and September 2 through September 4; except as provided above during the all-salmon mark-selective coho fishery (C.6). <p>Seven days per week. All salmon except coho, except as noted above in the all-salmon mark-selective coho fishery; two fish per day (C.1). Chinook minimum size limit of 24 inches total length (B). See gear restrictions and definitions (C.2, C.3).</p>	<p>Humbug Mt. to OR/CA Border. (Oregon KMZ)</p> <ul style="list-style-type: none"> May 27 through May 31; June 1-30; Four days per week, Wednesday-Saturday July 1-4. (C.6) <p>All salmon except coho, two fish per day (C.1). Chinook minimum size limit of 24 inches total length (B). See gear restrictions and definitions (C.2, C.3).</p>	<p>Humbug Mt. to OR/CA Border. (Oregon KMZ)</p> <ul style="list-style-type: none"> May 27 through May 31; June 24 - July 4. (C.6) <p>All salmon except coho, two fish per day (C.1). Chinook minimum size limit of 24 inches total length (B). See gear restrictions and definitions (C.2, C.3).</p>
<p>OR/CA Border to Horse Mt. (California KMZ)</p> <ul style="list-style-type: none"> June 16-30, July 16-31 (C.6). <p>Seven days per week. All salmon except coho, two fish per day (C.1). Chinook minimum size limit of 20 inches total length (B). See gear restrictions and definitions (C.2, C.3). Klamath Control Zone closed in August (C.4.e). See California State regulations for additional closures adjacent to the Smith, Eel, and Klamath rivers.</p>	<p>OR/CA Border to Horse Mt. (California KMZ)</p> <ul style="list-style-type: none"> June 17-July 4 (C.6). <p>Seven days per week. All salmon except coho, two fish per day (C.1). Chinook minimum size limit of 20 inches total length (B). See gear restrictions and definitions (C.2, C.3). Klamath Control Zone closed in August (C.4.e). See California State regulations for additional closures adjacent to the Smith, Eel, and Klamath rivers.</p>	<p>OR/CA Border to Horse Mt. (California KMZ)</p> <ul style="list-style-type: none"> May 26-29, July 1-4. (C.6). <p>Seven days per week. All salmon except coho, two fish per day (C.1). Chinook minimum size limit of 20 inches total length (B). See gear restrictions and definitions (C.2, C.3). Klamath Control Zone closed in August (C.4.e). See California State regulations for additional closures adjacent to the Smith, Eel, and Klamath rivers.</p>

c1 = compliance with minimum size and other special restrictions
 c2 = gear restrictions
 c3 = gear definitions
 c6 = additional seasons in state territorial waters

ATTACHMENT B

SALMON TECHNICAL TEAM

TABLE 2. Recreational management Alternatives collated by the STT for non-Indian ocean salmon fisheries, 2017. (Page 5 of 8)

3/13/2017 11:59 AM

A. SEASON ALTERNATIVE DESCRIPTIONS		
ALTERNATIVE I	ALTERNATIVE II	ALTERNATIVE III
<p>Cape Falcon to Humbug Mt.</p> <ul style="list-style-type: none"> All-salmon mark-selective coho fishery: June 24 through the earlier of July 31 or a landed catch of 30,000 marked coho (C.5). <p>Seven days per week. All salmon, two fish per day. All retained coho must be marked with a healed adipose fin clip (C.1). Chinook minimum size limit of 24 inches total length. Coho minimum size limit of 16 inches total length (B). See gear restrictions and definitions (C.2, C.3). Any remainder of the mark selective quota may be transferred on an impact neutral basis to the September non-selective quota from Cape Falcon to Humbug Mountain. The all salmon except coho season reopens the earlier of August 1 or attainment of the coho quota (C.5.e).</p> <p>Fishing in the Stonewall Bank Yelloweye Rockfish Conservation Area restricted to trolling only on days the all depth recreational halibut fishery is open (call the halibut fishing hotline 1-800-662-9825 for specific dates) (C.3.b, C.4.d).</p>	<p>Cape Falcon to OR/CA Border.</p> <ul style="list-style-type: none"> All-salmon mark-selective coho fishery June 24 through the earlier of August 17 or a landed catch of 20,000 marked coho (C.5). <p>Seven days per week. All salmon, <u>except no Chinook retention in the area from Humbug Mt. to the OR/CA border (Oregon KMZ)</u>. Two fish per day. All retained coho must be marked with a healed adipose fin clip (C.1). Chinook minimum size limit of 24 inches total length. Coho minimum size limit of 16 inches total length (B). See gear restrictions and definitions (C.2, C.3). The all salmon except coho season reopens the earlier of August 18 or attainment of the coho quota.</p> <p>Fishing in the Stonewall Bank Yelloweye Rockfish Conservation Area restricted to trolling only on days the all depth recreational halibut fishery is open (call the halibut fishing hotline 1-800-662-9825 for specific dates) (C.3.b, C.4.d).</p>	<p>Cape Falcon to OR/CA Border</p>
<p>Humbug Mt. to OR/CA Border. (Oregon KMZ)</p> <ul style="list-style-type: none"> Closed (c.6). 	<p>Humbug Mt. to OR/CA Border. (Oregon KMZ)</p> <ul style="list-style-type: none"> Closed, except for as provided above. 	<p>Humbug Mt. to OR/CA Border. (Oregon KMZ)</p> <ul style="list-style-type: none"> Closed (C.6).
<p>OR/CA Border to Horse Mt. (California KMZ)</p> <ul style="list-style-type: none"> Closed (C.6). 	<p>OR/CA Border to Horse Mt. (California KMZ)</p> <ul style="list-style-type: none"> Closed (C.6). 	<p>OR/CA Border to Horse Mt. (California KMZ)</p> <ul style="list-style-type: none"> Closed (C.6).