



Agenda

City of Brookings
Common Council Meeting
Brookings City Hall Council Chambers
898 Elk Drive, Brookings Oregon
November 10, 2003 7:00 p.m.

VAULT COPY

- I. Call to Order
- II. Pledge of Allegiance
- III. Roll Call
- IV. Public Hearing
 - A. File No. CPZ-2-03—an application for a Comprehensive Plan change and zone change involving a portion of four tax lots, consisting of a zone change from R-1-6 (Single-family Residential, 6,000 square foot minimum lot size) to R-3 (Multiple-family Residential) on Tax Lots 201, 400 and 401; a zone change on a portion of Tax Lot 301 from C-4 (Tourist Commercial) to R-3; a comprehensive plan change from Residential to Commercial, and a zone change from R-1-6 to C-4 on a portion of Tax Lot 200; located at 96707 East Harris Heights Avenue; Assessors Map 40-14-36A; Edward Hewitt, applicant. [page 5]
 - B. File No. CZ-1-03—an application for a zone change from R-2 (Two-family Residential) to R-3 (Multiple-family Residential) on 2.6 acres located at 1038 Chetco Avenue; Assessor's Map No. 41-13-06 BD, Tax Lots 2300 and 2302; Jerry Norman, applicant. [page 151]
 - C. File No. CPZ-3-03—an application for a zone change from R-3 (Multiple-family Residential) to P/OS (Public Open Space) and a comprehensive plan amendment change from Residential to Open Space; located at 517 Railroad Avenue; Assessor's Map 41-13-05 CC Tax Lot 1800; Grant Young, representative; Curry County, applicant. [page 169]
- V. Oral Requests and Communications from the Audience
 - A. Committee and Liaison reports
 - 1. Chamber of Commerce
 - 2. Council Liaisons
 - B. Unscheduled

VI. Staff Reports

- A. City Manager
 - 1. Other

VII. Consent Calendar

- A. Approval of Council Meeting Minutes of October 27, 2003, regular Council meeting [page 185]
- B. Acceptance of Parks and Recreation Commission Minutes of August 28, 2003, regular Commission meeting [page 189]
- C. Acceptance of Planning Commission Minutes of October 7, 2003, regular Commission meeting [page 193]
- D. Acceptance of Budget Committee Minutes of October 27, 2003, meeting [page 199]
- E. Approval of Vouchers for month of October, 2003 (\$218,225.09) [page 207]

End Consent Calendar

VIII. Ordinances/Resolutions/Final Orders

- A. Final Orders
 - 1. File No. APP-4-03/SUB-6-02/MC-1—In the matter of a Final ORDER and Findings of Fact in the denial for a minor change of the conditions of approval for a subdivision to allow encroachment into an earthen berm located along the westerly boundary of the subject property; Assessor's Map 41-13-7A, Tax Lot 409. [page 213]

IX. Remarks from Mayor and Councilors

- A. Council
- B. Mayor

X. Adjournment

City of Brookings
Events Calendar

November 2003

November 2003						
S	M	T	W	T	F	S
2	3	4	5	6	7	1
9	10	11	12	13	14	8
16	17	18	19	20	21	15
23	24	25	26	27	28	22
30						29

December 2003						
S	M	T	W	T	F	S
7	1	2	3	4	5	6
14	8	9	10	11	12	13
21	15	16	17	18	19	20
28	22	23	24	25	26	27
	29	30	31			

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						November 1 CC- Election Ballot Drop site
2	9:00am CC- Election Ballot drop site 9:30am FH- VIPS/Volunteers in Police Service/Marvin Parker 7:00pm FH-FireTng/ChShrp (Fire Hall)	3 7:00am CC- Election Ballot Drop site 9:30am KURY Radio Community Focus Talk Show w/City Staff/Council (KURY 95.3) 7:00pm CC-Planning Commssn	4 12:00pm Comnity Agencies mtg (Chetco Sr.Center) 1:30pm CC-SafetyComMtg/ HThmpson 7:00pm FH-PoliceReserves	5 8:15am CC-CmtyDevDpt Staff mtg/LLightle 9:00am CC-Crm Stoppers 10:00am CC- Site Plan Com Mtg/LauraLee Gray 7:00pm CC- Sheriff's Search & Rescue mtg-Steve Car	6	7
9	7:00pm FH-FireTng/ChShrp (Fire Hall) 7:00pm CC-Council Mtg	10 8:00am City Hall CLOSED - Veterans Day Holiday	11 5:45pm CC-SWOCC class-Peggy Goergen-469-5017	12 8:15am CC-CmtyDevDpt Staff mtg/LLightle 10:00am CC- Site Plan Com Mtg/LauraLee Gray 2:00pm CC-Citizens for Emergency Preparedness- Judy Ruper 5:45pm CC-SWOCC class-Peggy	13	14
16	9:00am CC-Municipal Court/ JdgHarper 9:30am CC-VIPS/Volunteers in Police Service-BPalicki 6:00pm CC-American Red Cross Mtg/Karen Degenals 7:00pm FH-FireTng/ChShrp (Fire Hall)	17 9:30am KURY Radio Community Focus Talk Show w/City Staff/Council (KURY 95.3)	18	19 8:15am CC-CmtyDevDpt Staff mtg/LLightle 10:00am CC- Site Plan Com Mtg/LauraLee Gray 7:00pm CC-Downtown Development committee mtg-7 to 10 pm	20	21
23	8:00am CC-John Bishop-Police 7:00pm FH-FireTng/ChShrp (Fire Hall) 7:00pm CC-Council Mtg	24 9:30am KURY Radio Community Focus Talk Show w/City Staff/Council (KURY 95.3)	25	26 8:00am City Hall CLOSED - Thanksgiving Holiday	27 8:00am City Hall CLOSED - Holiday	28
30						29

City of Brookings
Events Calendar

4

December 2003

December 2003							January 2004						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
7	1	2	3	4	5	6	4	5	6	7	1	2	3
14	8	9	10	11	12	13	11	12	13	14	15	16	17
21	15	16	17	18	19	20	18	19	20	21	22	23	24
28	22	23	24	25	26	27	25	26	27	28	29	30	31

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	December 1 9:30am CC- VIPS/Volunteers in Police Service/Marvin Parker 7:00pm FH-FireTng/ChShrp (Fire Hall)	2 9:30am KURY Radio Community Focus Talk Show w/City Staff/Council (KURY 95.3) 7:00pm CC-Planning Commssn	3 12:00pm Comnity Agencies mtg (Chetco Sr.Center) 1:30pm CC-SafetyComMtg/ HThmpson 7:00pm FH-PoliceReserves	4 8:15am CC-CmtyDevDpt Staff mtg/LLightle 9:00am CC-Crm Stoppers 10:00am CC- Site Plan Com Mtg/LauraLee Gray 7:00pm CC- Sheriff's Search & Rescue mtg-Steve Carptner-Laurie Calef-469-0275	5	6
7	8 7:00pm FH-FireTng/ChShrp (Fire Hall) 7:00pm CC-Council Mtg	9 9:30am KURY Radio Community Focus Talk Show w/City Staff/Council (KURY 95.3)	10	11 8:15am CC-CmtyDevDpt Staff mtg/LLightle 10:00am CC- Site Plan Com Mtg/LauraLee Gray 7:00pm CC-Downtown Development committee mtg-7 to 10 pm.	12	13
14	15 9:00am CC-Municipal Court/ JdgHarper 9:30am CC-VIPS/Volunteers in Police Service-BPalickl 6:00pm CC-American Red Cross Mtg/Karen Degenals 7:00pm FH-FireTng/ChShrp (Fire Hall)	16 9:30am KURY Radio Community Focus Talk Show w/City Staff/Council (KURY 95.3)	17 6:00pm CC-Victim's Impact Panel-Mindy-Curry Prevention Services-247-2412	18 8:15am CC-CmtyDevDpt Staff mtg/LLightle 10:00am CC- Site Plan Com Mtg/LauraLee Gray	19	20
21	22 7:00pm FH-FireTng/ChShrp (Fire Hall) 7:00pm CC-Council Mtg	23 9:30am KURY Radio Community Focus Talk Show w/City Staff/Council (KURY 95.3)	24	25 City Hall Closed- Christmas Day Holiday 8:15am CC-CmtyDevDpt Staff mtg/LLightle 10:00am CC- Site Plan Com Mtg/LauraLee Gray 7:00pm CC-Parks & Rec Comm/ LBlodgett	26	27
28	29 7:00pm FH-FireTng/ChShrp (Fire Hall)	30 9:30am KURY Radio Community Focus Talk Show w/City Staff/Council (KURY 95.3)	31			

CC-Council Chambers
FH-Fire Hall

TO: Mayor and City Council
FROM: John Bischoff, Planning Director
THROUGH: Leroy Blodgett, City Manager
DATE: November 4, 2003



Issue: CPZ-2-03—A request for a Comprehensive Plan change and a zone change to change the Comprehensive Plan designation and zone on land that, through a lot line adjustment, placed land in the C-4 (Tourist Commercial) Zone into a lot zoned R-1-6 (Single Family Residential, 6,000 sq. ft. minimum lot size) and land from R-1-6 Zone into the C-4 Zone and then a zone change from the existing R-1-6 to the R-3 (Multiple Family Residential) Zone.

Background: The subject property is located at the north end of Arch Ln. and East Harris heights Rd. The property consists of four tax lots and after the zoning adjustment due to the lot line adjustment the change from R-1-6 to R-3 will be on three tax lots totaling 3.18 acres, one of which is the planned extension of Arch Ln. that separates the two other lots. The property to the north is the C-4 Zoned property and is the site of an RV Park. The area to the south and east is zone R-1-6 and is the site of a Planned Unit Development.

The hearing at the Planning Commission meeting generated considerable opposition to the zone change due to concern for traffic on Arch Ln. and for the impact of more traffic entering the highway at Glenwood Dr. Since the Planning Commission hearing, staff has received an e-mail from ODOT staff indicating that they do not have a concern for the proposed zone change and will work with the city to determine what should be done, if anything, at the Glenwood/Highway 101 intersection. The Planning Commission Staff Report is attached along with all of the letters received on this matter.

Recommendation: The Planning Commission heard this case at its October 7, 2003 meeting and made a recommendation of approval for this zone change.

CITY OF BROOKINGS PLANNING COMMISSION
STAFF AGENDA REPORT

SUBJECT: Comprehensive Plan/Zone Change
FILE NO: CPZ-2-03
HEARING DATE: October 7, 2003

REPORT DATE: September 10, 2003
ITEM NO: 8.2

GENERAL INFORMATION

APPLICANT: Edward Hewitt.

REPRESENTATIVE: Rich Roberts, Stuntzner Engineering.

REQUEST: A Comprehensive Plan and Zone change involving four tax lots as follows: A simple zone change from R-1-6 (Single Family Residential, 6,000 sq. ft. minimum lot size) to R-3 on T/Ls 301, 400 and 401; A Comprehensive Plan and Zone change from C-4 to R-3 on a portion of T/L 200 lot line adjusted into T/L 301; A Comprehensive Plan and Zone change from R-1-6 to C-4 on a portion of T/L 301 lot lined into T/L 200.

TOTAL LAND AREA: 11.24 acres total; T/L 200—7.36 ac; T/L 301—2.11 ac; T/L 400—0.71 ac; T/L 401—1.06 ac.

LOCATION: At the northerly end of E. Harris Heights Rd. and the northerly end of Arch Ln.

ASSESSOR'S NUMBER: 40-14-36A, Tax Lots 200, 301, 400, and 401.

ZONING / COMPREHENSIVE PLAN INFORMATION

EXISTING: C-4 (Tourist Commercial) on T/L 200; R-1-6 (Single Family Residential, 6,000 sq. ft. minimum lot size) on T/L 301, 400 and 401.

PROPOSED: As noted above

SURROUNDING: South, East, West—City R-1-6 (Single Family Residential, 6,000 sq. ft. minimum lot size); North—County I (Industrial).

COMP. PLAN: Residential and Commercial.

LAND USE INFORMATION

EXISTING: R-1-6 area—Vacant; C-4 area—RV Park.

PROPOSED: Same.

SURROUNDING: Residential uses to the south and industrial uses to the north.

PUBLIC NOTICE: Mailed to all property owners within 250 feet of the subject site and advertised in the local newspaper.

BACKGROUND INFORMATION

The subject property is an irregular shaped parcel consisting of four tax lots, totaling 11.24 acres in size. The entire parcel is accessed from the portion of East Harris Heights Rd. that lies within the easterly portion of the Highway 101 right-of-way and ends in a cul-de-sac at the southwest corner of the combined parcels. The combined parcel has a westerly and northerly boundary of 650.00 feet and 593.10 feet respectively. The easterly boundary is 708.24 feet and the southerly boundary zigs and zags for a distance of 1,136.02 feet. Tax Lot 200 occupies the northerly most area and is the largest of the combined parcels with 7.36 acres and is the site of a recreational vehicle (RV) park. The RV park is accessed from the cul-de-sac via a 23-foot wide access strip along its westerly boundary to the check in office of the park. The west, north and east boundary of T/L 200 are the same as the combined parcel and the southerly boundary extends northerly from the cul-de-sac along the access strip for 421.35 feet then turns easterly for 179.92 feet, then turns southerly for 207.91 feet, then roughly east again for 581.85 feet to the easterly boundary.

Tax lot 400 is the projected alignment of the northerly extension of Arch Ln. that begins at the current terminus of the existing segment and extending north and east for approximately 480 feet to a point on the northerly jag of the southerly boundary of the combined parcels. Tax Lot 301, located between the access strip to T/L 200 and the west boundary of T/L 400 (the extension of Arch Ln.) and consists of 2.11 acres, with a mobile home, a barn and a shed. Tax lot 401 is vacant with 1.06 acres located between the south side of the extension of the Arch Ln. right-of-way and the southerly boundary of the combined parcels. See Exhibit 2.

Currently T/L 200 is zoned C-4 (Tourist Commercial) and T/Ls 301, 400 and 401 are zoned R-1-6 (Single Family Residential, 6,000 sq. ft. minimum lot size). However, due to a recent lot line adjustment, a portion of T/L 200 is now zoned R-1-6 and a portion of T/L 301 is zoned C-4. The area to the north and directly west of the subject property is in the county and zoned I (Industrial) and is the site of the lumber mill. The area to the south and east is zoned by the city as R-1-6 and is the site of the Harris Beach Planned Unit Development (PUD).

Topographically the subject property is varied. The highest point on the property is in the northeast corner with a gentle downward slope through the RV park. Near the boundary of T/Ls 301 and 401, the land rises slightly, giving the effect that the RV park is in a hole. Tax Lots 301, 400 and 401 are fairly flat with a slight downward slope from north to south.

East Harris Heights Rd. within the Highway 101 right-of-way is a paved travel way within a fully improved right-of-way with curb and gutter on both sides and a sidewalk on the west side. The RV park is provided with both city water and sewer service.

PROPOSED ZONE CHANGE

The primary purpose of the proposed zone change is to change the R-1-6 Zone to the R-3 Zone. However due to the recent lot line adjustment segmenting portions of T/L 200 and 301, the zone change will also rezone the segmented portions to the proper zone. Because the type of use has changed in the segmented areas, a Comprehensive Plan change is required to change the segment that went into T/L 301 from a Commercial designation to Residential and the segment that went into T/L 200 from Residential designation to Commercial.

ANALYSIS

The Land Development Code does not contain specific criteria to be considered when deciding a change of zone. However, in the process of making such a decision the Commission must consider the different uses allowed as permitted in the requested new zone and the compatibility of those uses with, and the impact they may have on, existing uses in the surrounding area. The Commission must also consider how the requested change affects the goals and policies of the City's Comprehensive Plan. The requested zone change presents three areas that must be analyzed - compatibility with existing uses, traffic impact on existing streets and consistency with the goals and policies of the Comprehensive Plan. The following is staff's analysis.

Compatibility.

Compatibility wise, the R-3 Zone and the uses allowed within it, provide an excellent buffer between the RV park to the north and the single family PUD to the south. Multi family residential is commonly used as a buffer between commercial uses and single family residential. The greatest change will be the number of dwelling units that can be place on the property. Theoretically the R-1-6 zone would allow twenty-two 6,000 sq. ft lots between T/Ls 301 and 401, however, realistically due to the shape of the lots maybe 15 or 16 new lots could be created.

The R-3 Zone could allow a maximum of 83 dwelling units over the two lots, however, this would be using every sq. ft. of the property. Considering the need for parking, yard setbacks, maximum building height, and spacing between buildings, the actual number of units will be somewhat reduced. The provisions of Section 80 Site Plan Approval, Sub-Section 040, improvement standards, of the Land Development Code, which require that multi family development provide "...an area equal to at least 50% of the gross floor area or living facilities shall be devoted to usable open space recreational facilities", will also reduce the number of dwelling units that can be place on the property. A figure of 40 units is probably the most likely result over the two lots. If constructed to the correct standard, the dwelling units could also be in the form of condominiums.

In terms of the use placing the R-3 Zone on the subject property would, as mentioned above, provide a excellent buffer between the single family uses and the RV park. This compatibility is tempered by the amount of traffic generated by a multiple family development. This is discussed below.

Traffic Impacts.

Traffic generated by 40 dwelling units in a multi family development will generate approximately 320 vehicle trips per day compared to the 160 trips generated by 16 lots of single family homes. Traffic would have an impact on two areas if concern. The first concern is that all of the traffic would enter highway at Glenwood Dr. This traffic combined with the traffic from RV park, which will have 91 spaces when built out and the traffic from the PUD, will create a significant impact on the Highway 101/Glenwood Dr. intersection. The RV park has a provision that after a certain number of space are completed, improvements to the highway must be made. The Oregon Department of Transportation (ODOT) has been noticed of the proposed zone change and may require that those improvements or even more improvements be made to the intersection if the R-3 Zone is allowed.

The second concern is that a portion of the traffic generated by the proposed zone change would use Arch Ln. to access Glenwood and then the highway. The traffic generated by a 40 unit apartment complex would be split between East Harris Hts. Rd. and Arch Ln. How much traffic would use either street would depend on the orientation of the buildings and particularly there associated parking. Development on T/L 301 could easily be designed to use E. Harris Hts Rd. as the only access. Since T/L 301 is larger of the two lots, this would place most of the traffic on E. Harris Hts. Rd. Regardless of the buildings on T/L 301, all of the traffic generated on T/L 401 would use Arch Ln. Arch Ln. has a full 50-foot right-of-way and is capable of accommodating the traffic generated by a multi family development; however, this traffic would generate an impact on the single-family homes along Arch Ln., a short segment of Seacrest Ln. and Glenwood Dr. Tax lot 401, with the factors listed above could accommodate 13 to 15 dwelling units, generating about 120 vehicle trips per day.

Due to the configuration of both T/L 301 and 401, a subdivision of 16 lots over both lots would access from Arch Ln. and thus generate a total of 160 vehicular trips per day all of which would be on Arch Ln. Thus placing the R-3 zone on the property with an understanding that the development on T/L 301 would access from E. Harris Hts. Rd., would at worst cause only a slight traffic increase over that generated by single-family development and could actually serve to reduce the amount of traffic on Arch Ln.

When development occurs within the R-3 Zone, any requirements that ODOT has to improve the intersection of Glenwood with Highway 101 must be adhered to by the developer.

Comprehensive Plan.

Since the majority of the area subject to the zone change is already designated as Residential by the Comprehensive Plan, the proposed change of zone does not make a significant change the ratio of residentially zoned land to commercial/industrial/open space land as set fourth in Goal 14 of the Comprehensive Plan. The change is also consistent with Goal 10 housing in that it would provide a variety of housing types and with the Goal 10 policy that the city will not place undue restrictions on the development of land with in the city. The subject property does not have particular attributes such a ocean view, etc that increases value and thus may allow for more moderate priced housing. As stated above the multi family zone is commonly used to buffer different land uses such as single family and commercial uses.

FINDINGS

1. The applicant is requesting a Comprehensive Plan change and a zone change on an 11.24 acre parcel of land consisting of four tax lots as follows:

Tax Lot 200 is currently zoned C-4 (Tourist Commercial) with a small area of R-1-6 (Single Family Residential, 6,000 sq. ft. minimum lot size); T/L 301 is currently zoned R-1-6 with a small area of C-4; T/L 400 and 401 are currently zoned R-3 (Multiple Family Residential). The requested zone change is as follows:

- Tax lots 301, 400 and 401 from R-1-6 (Single Family Residential, 6,000 sq. ft. minimum lot size) to R-3 (Multiple Family Residential).
- A portion of T/L 301 from C-4 (Tourist Commercial) to R-3 with a corresponding Comprehensive Plan amendment.

- A portion of T/L 200 from R-1-6 to C-4 with a corresponding Comprehensive Plan amendment.
2. The split zoning on T/Ls 200 and 301 is the result of a recent lot line adjustment between the two parcels.
 3. Tax Lot 200 is developed with a recreational vehicle park that was approved with a conditional use permit to allow 91 spaces. Tax Lot 301 contains a manufactured home, barn and shed. Tax Lot 400 is the alignment for the future extension of Arch Ln.
 4. Because of yard setbacks, building separation, open space, and parking requirements, the lots subject to the residential zone change can accommodate approximately 40 dwelling units in the R-3 Zone. The R-1-6 Zone will allow about 15 houses.
 5. Forty apartments will generate approximately 320 vehicle trips per day. 15 single-family homes will generate about 150 vehicle trips per day.
 6. The subject property is accessed via both East Harris Heights Rd. and Arch Ln.
 7. All of the traffic generated by development of the subject property will enter Highway 101 at the Glenwood Dr. intersection.
 8. Water and sewer service is available to the subject site.

CONCLUSIONS

1. Multi family zoning is commonly used as a buffer between single-family residential uses and commercial uses. The property subject to the proposed zone change lies between the single-family homes in the Harris Beach Properties Planned Unit Development and the RV park on T/L 200. Apartment buildings on the subject property will provide an excellent buffer between the uses.
2. At the development phase traffic generated on T/L 301 can be required to access through E. Harris Heights Rd. Traffic generated by T/L 401 will by necessity use Arch Ln. Due to the shape of T/L 301, for efficient use of the land, all of the lots in a single-family subdivision would take access from Arch Ln. The difference in the amount of traffic generated on Arch Ln. from either use would be substantially the same.
3. The main impact of traffic generation will be at the intersection of Highway 101 and Glenwood Dr. The Oregon Department of Transportation (ODOT) has been informed of this request and any requirement from ODOT for improvements at this intersection must be accomplished by the developer of the subject property.
4. Since the majority of the area subject to the zone change is already designated as Residential by the Comprehensive Plan, the proposed change of zone does not make a significant change the ratio of residentially zoned land to commercial/industrial/open space land as set fourth in Goal 14 of the Comprehensive Plan. The change is also consistent with Goal 10 housing in that it would provide a variety of housing types and with the Goal 10 policy that the city will not place undue restrictions on the development of land with in the city. The subject property does not

have particular attributes such a ocean view, etc that increases value and thus may allow for more moderate priced housing. As stated above the multi family zone is commonly used to buffer different land uses such as single family and commercial uses.

RECOMMENDATION

Staff supports a recommendation of **APPROVAL** of Case File No. CPZ-2-03, to the City Council based on he findings and conclusions stated in the staff report.

DLCD NOTICE OF PROPOSED AMENDMENT

This form must be received by DLCD at least 45 days prior to the first evidentiary hearing
per ORS 197.610, OAR Chapter 660 - Division 18
and Senate Bill 543 and effective on June 30, 1999.
(See reverse side for submittal requirements)

Jurisdiction: City of Brookings

Local File No.: CPZ-2-03
(If no number, use none)

Date of First Evidentiary Hearing: 10-7-03
(Must be filled in)

Date of Final Hearing: 11-10-03
(Must be filled in)

Date this proposal was sent or mailed: 8-1-03
(Date mailed or sent to DLCD)

Has this proposal previously been submitted to DLCD? Yes: No: XX Date:

 Comprehensive Plan Text Amendment

XX Comprehensive Plan Map Amendment

 Land Use Regulation Amendment

XX Zoning Map Amendment

 New Land Use Regulation

 Other:

(Please Specify Type of Action)

Briefly summarize the proposal. Do not use technical terms. Do not write "See Attached."

A Comprehensive Plan change from commercial to residential and a zone change from ~~Tourist Commercial to Multiple Family Residential on a 21,990 sq. ft. area~~ and a Plan change from residential to commercial and a zone change from ~~Single Family Residential to Tourist Commercial on a 7,783 sq. ft. area~~. Both subject areas being the result of a lot line adjustment.

Also a zone change from Single Family Residential to Multiple Family Residential on a 92,005 sq. ft. parcel of land that contains the above 21,990 sq. ft. area and on a 31,458 sq. foot parcel and a 46,403 sq. ft.

Zone Map Changed from: Commercial to Residential
Residential Commercial

Zone Map Changed from: C-4 Tourist Comm. to R-3 Multiple Fam. Res.

R-1 Single Fam. Res. to C-4 Tourist Comm.

Location: R-1 to R-3 Acres Involved: 3.88

At north end of Arch Ln.

Specified Change in Density: Current: 5du/ac Proposed: 28du/ac

Applicable Statewide Planning Goals: 1, 2, 10, 12, 14

Is an Exception Proposed? Yes: No: XX

Affected State or Federal Agencies, Local Governments or Special Districts: Port of Brookings Harbor, ODOT, DLCD.

Local Contact: John Bischoff Area Code + Phone Number: (541) 469 2163

Ex. 237

Address: 898 Elk Dr.

City: Brookings, Zip Code + 4: 97415

DLCD No.:

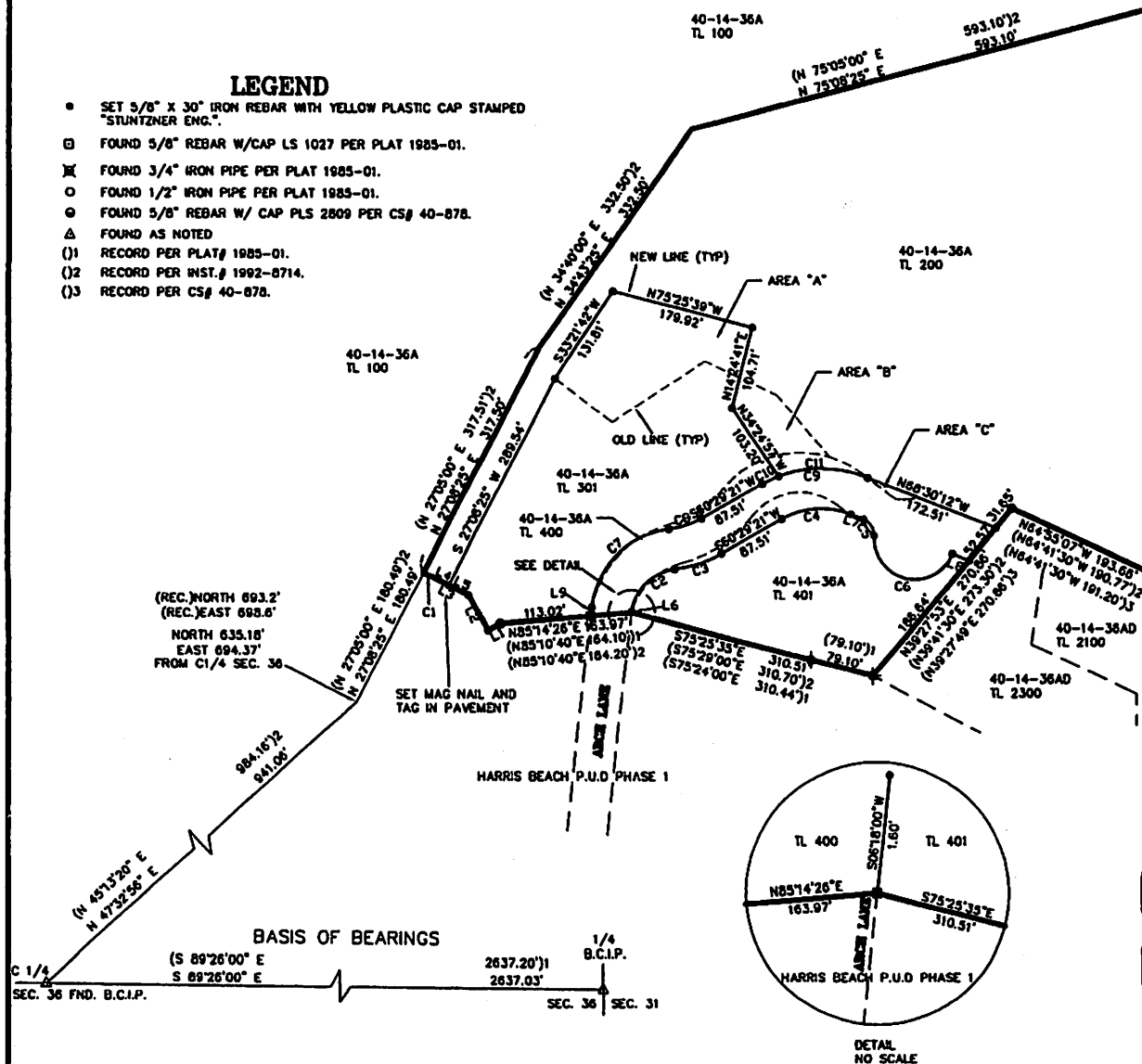
MAP OF SURVEY PROPERTY LINE ADJUSTMENT

FOR
EDWARD L. HEWITT FAMILY TRUST

LOCATED IN
MEYER SECTION 36,
T40S, R14E, WILLAMETTE MERIDIAN,
CITY OF BROOKINGS, CURRY COUNTY, OREGON

LEGEND

- SET 5/8" X 30" IRON REBAR WITH YELLOW PLASTIC CAP STAMPED "STUNTZNER ENG."
- FOUND 5/8" REBAR W/CAP LS 1027 PER PLAT 1985-01.
- ✕ FOUND 3/4" IRON PIPE PER PLAT 1985-01.
- FOUND 1/2" IRON PIPE PER PLAT 1985-01.
- FOUND 5/8" REBAR W/ CAP PLS 2809 PER CS# 40-878.
- △ FOUND AS NOTED
- (1) RECORD PER PLAT# 1985-01.
- (1)2 RECORD PER INST.# 1992-8714.
- (1)3 RECORD PER CS# 40-878.



CURVE TABLE					
CURVE	DELTA	RADIUS	LENGTH	TANGENT	CHORD
C1	14°39'38"	45.00'	11.78'	5.92'	N70°21'34"W 11.75'
C112	15°00'34"	45.00'	11.79'	5.93'	N70°25'17"W 11.75'
C2	76°39'38"	60.00'	80.28'	47.44'	S44°37'49"W 74.42'
C3	22°28'16"	160.00'	62.75'	31.78'	N71°43'30"E 62.35'
C4	31°00'27"	100.00'	89.02'	47.71'	S85°59'35"W 86.11'
C5	73°17'05"	20.00'	25.58'	14.88'	N31°51'40"W 23.87'
C6	163°07'56"	50.00'	142.36'	337.22'	S76°47'05"E 98.92'
C7	76°39'38"	110.00'	147.18'	86.97'	S44°37'49"W 136.44'
C8	22°28'16"	110.00'	43.14'	21.85'	N71°43'30"E 42.87'
C9	31°00'27"	150.00'	133.54'	71.56'	S85°59'35"W 129.17'
C10	8°49'28"	150.00'	23.10'	11.37'	S64°54'05"W 23.08'
C11	42°10'38"	150.00'	110.43'	57.85'	N89°35'41"W 107.96'

LINE TABLE		
LINE	LENGTH	BEARING
L1	16.94'	N60°57'10"E
Q112	16.94'	N61°10'36"E
L2	49.97'	N28°45'39"W
Q212	49.97'	N28°49'04"W
L3	51.01'	N62°52'01"W
L4	23.35'	N62°52'01"W
Q412	23.35'	N62°55'00"W
L5	27.66'	N62°52'01"W
Q512	27.66'	N62°55'00"W
L6	1.60'	S06°18'00"W
L7	17.03'	N68°30'12"W
L8	22.23'	N68°30'12"W
L9	11.38'	S06°18'00"W

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
MAY 15, 1983
EDWARD L. HEWITT
1778
EXPIRES 12/31/04

NORTH
GRAPHIC SCALE



**Stuntzner Engineering
& Forestry, LLC**

ENGINEERING • LAND SURVEYING • FORESTRY
PLANNING • WATER RIGHTS

6788 Shopping Center Ave. Phone: (541) 468-5329
P.O. Box 2748
Brookings, Oregon 97415 FAX: (541) 468-6788

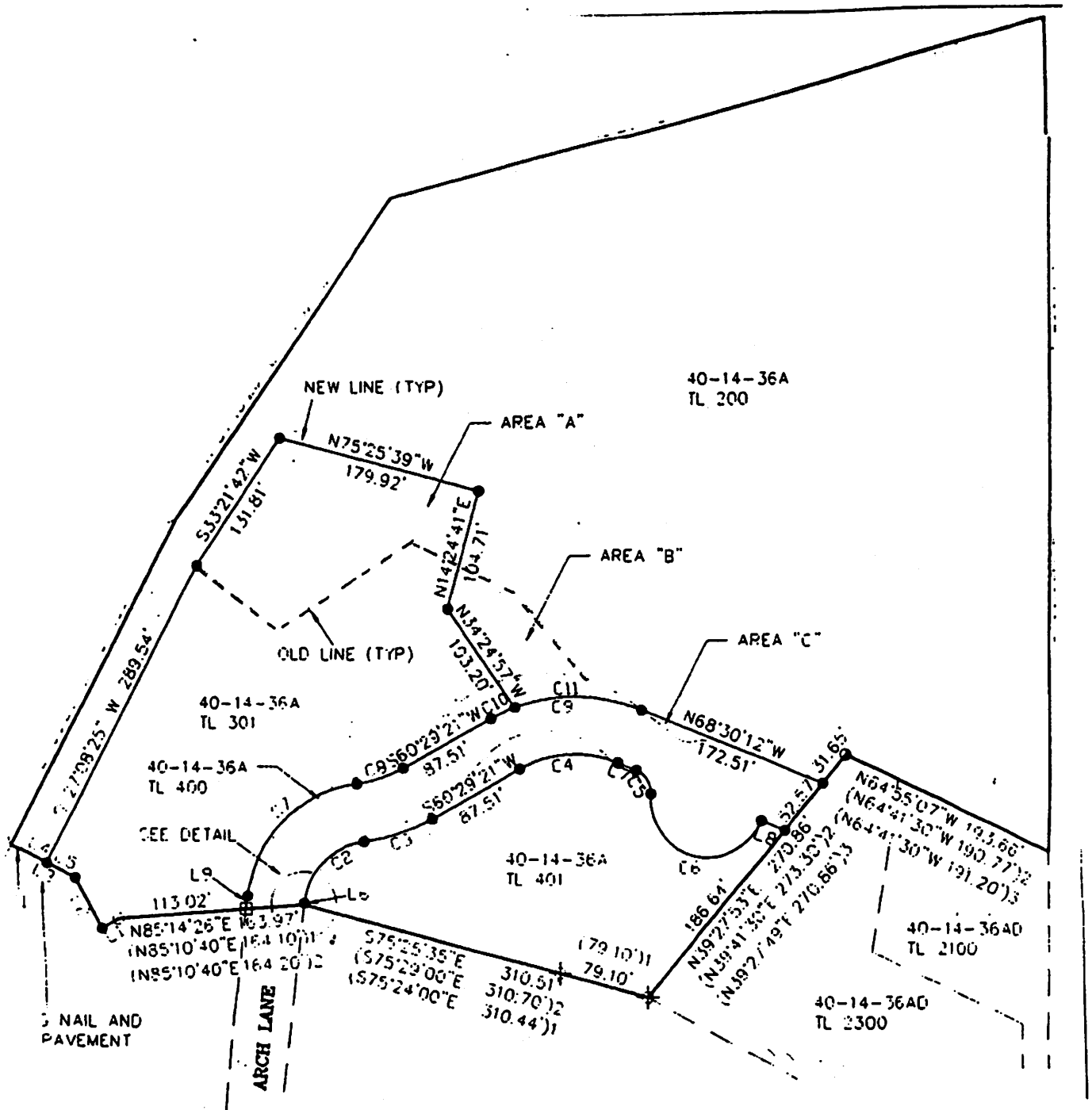
Drawn By: COT Date: 8/25/03
Checked By: RPH Job No. 203-3-078
Designed By: Revised By:
Drawing Name: ARCHLINE.DWG Sheet 1 of 2

TL 200 342,648 sq. ft. before
TL 200 320,435 sq. ft. after
TL 301 73,206 sq. ft. before
TL 301 92,005 sq. ft. after
TL 401 49,625 sq. ft. before
TL 401 46,403 sq. ft. after
TL 400 31,458 sq. ft. before
TL 400 30,784 sq. ft. after

AREA "A" 21,990 sq. ft.
AREA "B" 7,783 sq. ft.
AREA "C" 446 sq. ft.

Zone: R-1-6 (Single-family Residential), R-3 (Multi-family Residential), C-4 (Tourist Commercial)





Applicant: Edward Hewitt

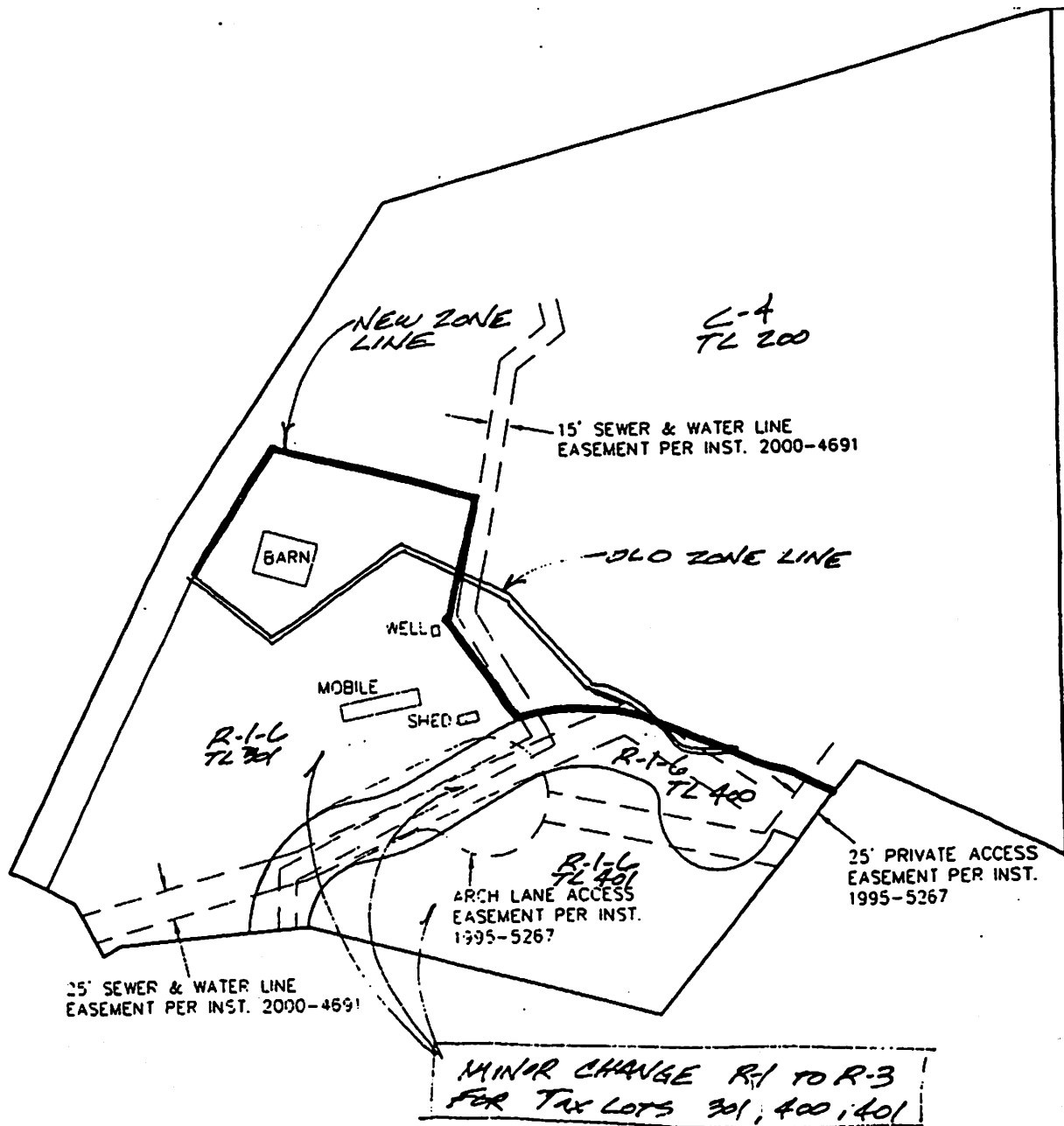
Assessor's No: 40-13-36 A Tax Lots 200, 301, 400, and 401

Size: 11.24 acres

Location: 96707 Harris Heights

Zone: R-1-6 (Single-family Residential), R-3 (Multi-family Residential), C-4 (Tourist Commercial)





Applicant: Edward Hewitt

Assessor's No: 40-13-36 A Tax Lots 200, 301, 400, and 401

Size: 11.24 acres

Location: 96707 Harris Heights

Zone: R-1-6 (Single-family Residential), R-3 (Multi-family Residential), C-4 (Tourist Commercial)



E-mail from Tom Guevara, of ODOT in regard to the Hewett Zone Change
October 14, 2003

The Oregon Department of Transportation (ODOT) has no transportation concerns with the proposed zone change. ODOT is not recommending a traffic analysis consistent with OAR 660-012-060. ODOT District 7 staff will work directly with the City planning and public works staff to help facilitate the necessary highway improvements for the US 101/Glenwood Drive intersection that are tied to ODOT Road Approach Permit and the City's conditions of approval for the existing RV park. Please contact Ted Paselk District 7 Manager at (541) 957-3511 for more information.

We appreciate the opportunity to provide assistance on the proposed project and look forward to working with the City of Brookings in the future.

Please call me at (541) 957-3692 if you have any questions or need additional information.

EXHIBIT A
(1)

9/23/2003

City of Brookings Planning Commission
Brookings City Hall

RECEIVED

SEP 24 2003

CITY
COMMUNITY

Re: Edo M. CPZ-2-03, Zone change
of Tax Lots 301, 400 + 401 from R-1-6
to R-3 etc.

I am opposed to this change. This
is a single Family Homes area any change
would affect Traffic on Arch Lane
which is only 28 ft wide and cause
Traffic problem with Hwy 101

Bruce Barrett
1722 Arch Lane
Brookings OR 97415

EXH. B
2)

Planning Commission,
City of Brookings, Brookings, Or.

RECEIVED
CM
SEP 22 2003

Dear Commissioner,

This letter is to voice my objection to the proposed zoning changes of file number CPZ-2-03 concerning zone changes of property parcels at 96907 East Harris Heights Rd.

I feel that the proposed changes would bring excess congestion to streets that are not structured to handle heavy traffic. The area in question is small and not suited to high density housing.

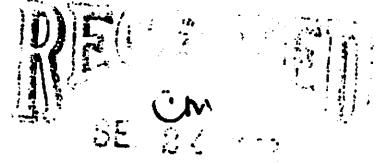
Sincerely,

Patricia Helmuth

Sept 19, 2003

Patricia Helmuth,
1734 Arch Lane,
Brookings, Oregon

EXH. C
(3)



September 22, 2003

CITY OF
COMMUNITY DEVELOPMENT

Wyn Dioletto
1404 View Ct.
Brookings, OR 97415

City of Brookings
898 Elk Dr.
Brookings, OR 97415

Attn: Planning Department

As a property owner on Arch Lane, I am opposed to the rezoning of the land owned by Mr. Ed Hewitt.

Years ago, we were assured that single family dwellings would be constructed on the site. I attended those meetings and expect the developer and the City to hold true to their word.

I will be attending the planning commission meeting.

Sincerely,

A handwritten signature in cursive script, appearing to read "Wyn Dioletto".

Wyn Dioletto

Sept. 22, 03

C. Bischoff, Planning Director

Dear Sir,

At this time I would like to express my concern regarding the proposal to make the present R-1-6 residential lots to R-3 zone. This would be extremely detrimental to my living area home on Arch Ln. and I am vehemently opposed to this change. There are many of my friends and neighbors also against the proposal as you will see at the council meeting on Oct 7. Until then,

Douglas Vogt
1717 Arch Ln.

cm

33

EXH. E (3)

Cmm

1730 Arch Lane
Harris Heights
Brookings OR
Sept. 20, 2003

Planning Commission
898 Cliff Drive
Brookings OR 97415

Dear Commission Members,

I would like to express my objection and opposition to the consideration or allowance of a zone change for the 3.5 acres behind our home. Upon purchase of our property, we were told the area behind and around our complex was R-1, single family. To allow R-3 multi-residence would not be in the best interest of this community now, or in the future.

2.

Besides the general impact of more houses and more persons in a somewhat rural area our local street would not be able to handle much more traffic than already exists.

Before you make your decision please consider everyone involved. Oregon, and specifically the City of Brookings, is growing rapidly. Growth can, and should be, a sign of life and good for all — but only if done with thought and concern for our quality of life. Quality cannot necessarily be measured with dollars.

Many thanks for the thought you will give to this issue.
Sincerely,
Donald & Dorothy
Fagundes


9/23/2003

Brookings City Planning Commission
Brookings City Hall
898 Elk Drive
Brookings, OR 97415

Dear Commission,

Concerning Case File CPZ-2-03 Tax Lots 301,400,401. I am a resident of Brookings living on Arch Lane and I am utterly opposed to the zoning change from R-1 to R-3. One of the purposes of the Harris Beach Home Owners Association was to provide a community which would be conducive to quiet and peaceful living. I do not see the zoning change as being at all helpful in that regard. I urge you to vote against the proposed change.

Thank you.


Dave Vetterlein
1719 Arch Lane
Brookings, OR

September 25, 2003

City of Brookings
898 Elk Dr.
Brookings, OR 97415

To Whom it May Concern:

I am a Glenwood Condominium owner and recently received notice of the upcoming Planning Commission meeting regarding the rezoning of Ed Hewitt's property.

During the past 19 years, I have owned several houses in the Harris Beach development. The proposed multi-family housing will adversely affect traffic on Arch Lane as well as Seacrest Lane.

We were "assured" years ago that the end of Arch Lane would be a residential, low density development, and serve as a buffer between the R.V. Park and the adjacent residential development. Sounds like a "bait-and-switch" proposal. Please decline this zone change request.

Sincerely,

Rebecca Steffen

Rebecca Steffen
c/o P.O. Box 130
Volcano, CA 95666

EXH. 4-8)

CW
Ms. Francia White
1516 Seacrest Lane
Brookings, OR 97415-8127
September 25, 2003

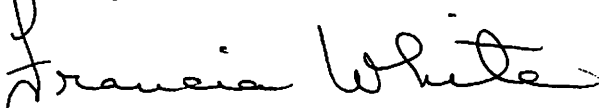
C. Bischoff, Planning Director
Brookings, City Planning Commission
Brookings City Hall
898 Elk Drive
Brookings, OR 97415

Dear Mr. Bischoff,

I wish to register my strong objection to the zone changes on Tax Lots 301,400 and 401 from R-1-6 (Single Family Residential, 6,000 square foot minimum lot size) to R-3 (Multiple Family Residential); and a zone change on Tax Lot 301 from C-4 (Tourist Commercial) to R-3; a Comprehensive Plan change from Residential to Commercial, and a zone change from R-1-6 to C-4 on a portion of Tax Lot 301, located at 96707 East Harris Heights Avenue.

I would appreciate the City Planning Commission focusing a great deal of attention to this ill-advised change in zoning.

Sincerely,



Francia White

CM

Friday, September

26,2003

BROOKINGS PLANNING COMMISSION-Tues., Oct. 7, 2003

Attention:

In the regards to the application for a zone change from R--1-6 to R-3 on tax lots 301,100,401 a portion of 301 from c-4 to r-3, radical changes without knowledge of the impact on our community? I, as an owner of my residential home at 1368 Glenwood Drive, have serious reservations to this change as I have lived here for 3 years now and have seen a problem with the traffic that occurs at the bottom of the hill at the intersection of Glenwood Dr. and Hwy. 101, with a majority of traffic having to cross and go south to Brookings and can only foresee a very dangerous situation? I also see a great impact on our property values and our Brookings way of life here that is so valued? We as property owners do not feel this was factored into our size of community as far as the size of the outlet streets that will be used and many other factors that would come into play. PLEASE DO NOT CONSIDER, changing the existing zones of this property?

1. Donna L. Rivera
Donna L. Rivera
1368 Glenwood Drive
Brookings, Oregon 97415
2. Bob & Carolyn Brown
1387 Glenwood Drive
Brookings, Oregon 97415
3. *Jerry & Vylene Seave*
1370 Glenwood Dr
Brookings, OR 97415

4. *JOAN M. INGRAM* *Joan M. Ingram*
1369 GLENWOOD DR.
BROOKINGS, OR 97415
5. *Thomas J. Patrick* *Thomas J. Patrick*
Lowell M. Patrick *Lowell M. Patrick*
1371 Glenwood Dr
Brookings, OR 97415

Page 1

EXH. 15 (10) *Smokings, OR*
Sept. 24, 2003

Sirs: [In opposition]

I noticed in The Coastal Pilot, notice of "PUBLIC Hearing" to consider ① = change of R-2 To R-3 2.6 acres located at 1038 Chetco Ave., File # CZ-1-03.

AT present The Motor Home facilities there creat heavy Traffic, loud roaring cars and Motorcycles etc., not conducive to a nice quiet residential home atmosphere — and could be increased with Multi-occupant facilities, plus an increase on the already dangerous entrance onto our Coast (heavily traveled) highway.

Sincerely,

S. M. Henry
Seacrest Lane
(East Harris Heights)
1512 SEACREST LANE

To Whom it May Concern:
I don't think its a good idea
to change the zoning from
R-1-6 to R-3 etc
on lots 301, 400, 401.
it would make to much
traffic for Arch Lane and
coming out on Hwy. 101.
unless there going to put 5 tons and go higher.

Shirley Swieringa
Breadings Dr

SWIERINGA

322 Spruce Drive

RECEIVED
SEP 25 2003

CITY OF
COMMUNITY DEVELOPMENT

September 26, 2003

C. Bischoff, Planning Director
 Brookings City Hall
 898 Elk Drive
 Brookings, OR 97415

received
 9-30-03

JP

Brookings, City Planning Commission

I have owned the home at 1529 Seacrest Lane since 1991 in the Harris Beach Development and am very concerned about a proposed change in the Comprehensive Plan and zone changes on Tax Lots 301, 400 and 401 in the East Harris Heights area.

Although I am only a part-time resident, I strongly oppose the change from R-1-b (Single Family Residential) to R3 (Multiple Family Residential). The access to these lots via Arch Lane would become ^{intolerable} with numerous vehicle trips per day. Health and Fire protection services could be impeded with on street parking which almost all apartment and Condo dwellers seem to do.

Imposing the density of this proposed area on the serenity of our established area would almost be a immoral act of city greed for extra revenue and would not be deemed good planning.

I appreciate the opportunity to express my concerns and hope that the Planning Commission will make the proper decision.

Thank you, Paul J. Stretars
Paul J. Stretars

Paul J. Stretars
 P.O. Box 189548
 Sacramento, CA 95818-9548

received
EB
9-29-03

September 24, 2003

Planning Director
Brookings City Planning Commission
Brookings City Hall
898 Elk Drive
Brookings, OR 97415

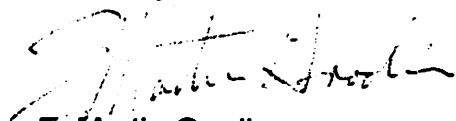
Dear Sir:

It is my understanding that the Brookings City Planning Commission is considering a Comprehensive Plan change and a zoning change from R-1-6 (Single Family Residential, 6,000 square foot minimum lot size) to R3 (Multiple Family Residential) on Tax Lots 301, 400, and 401; a zoning change on a portion of Tax Lot 301 from C-4 (Tourist Commercial) to R-3; a Comprehensive Plan change from Residential to Commercial, and a zone change from R-1-6 to C-4 on a portion of Tax Lot 301 located at 96707 East Harris Heights Avenue. It is also my understanding that the plan under consideration would extend Arch Lane to accommodate access to further development on Tax Lots 301, 400, and 401 and that Arch Lane already has a variance as to roadway width making it impractical for use as a thoroughfare.

As a homeowner and consequently a taxpayer in the Harris Beach community, I am opposed to any zoning changes that would allow for such a large increase in traffic through a narrow roadway and the congestion that would inevitably ensue from such a decision. My wife and I will be attending the meeting scheduled for October 7, 2003 at 7:00 p.m. at the Council Chambers of Brookings City Hall. I know that others have already expressed their opinions to you as well and hope that the Commission will take into consideration the just concerns of the neighborhood that your deliberations will affect.

Thank you for your time and consideration.

Sincerely,


E. Martin Grodin
(1728 ARCH LANE)

EXB N- (4)

Dan & Jessica Gustafson
1705 Arch Lane
Brookings, Oregon 97415



C. Bischoff, Planning Director
Brookings, City Planning commission
Brookings City Hall
898 Elk Drive
Brookings, OR 97415

Dear Sir,

As an owner of two properties in the Harris Beach development on Arch lane, I strongly recommend that you do not approve the Comprehensive Plan and zone change from single family residential to multiple family residential on Tax Lots 301, 400, and 401; A zone change on a portion of tax lot 301 from C-4 to R-3; a Comprehensive Plan change from Residential to Commercial, and a zone change R-1-6 to C-4 on a portion of TL 301; located at 96707 East Harris Heights Avenue.

The development and the other developments adjoining have serious traffic congestion presently and the additional congestion created by multiple family residential housing would only increase the congestion and add to the problem.

This is a quiet residential area that was not set up for multiple family residents. I have concerns on the increase traffic after Arch lane is extended into the lots described above, but to change them to multiple family is not good planning and is not following the comprehensive plan this development was built around.

I recommend that you do not approve the changes listed above.

Thanks you,


Dan and Jessica Gustafson

October 1, 2003

Planning Commission
City of Brookings
Brookings City Hall
898 Elk Dr.
Brookings, OR 97415

Dear Commissioners,

You will be responding to a proposed zone change on property off E. Harris Hts. The change would be to take 3.5 acres from R-1 to R-3.

As a nearby homeowner, I'm very disturbed about the increased traffic this would cause on the streets of our development and the bottleneck that would be increased at Hwy 101 and E. Harris Hts. Arch Lane, Seacrest, Glenwood and E. Harris Hts. Weren't designed for that much more traffic.

Please vote 'No' for this zone change.

Thank you,



Carolyn Self
1405 Glenwood Dr.
Brookings, OR 97415

HARRIS BEACH HOMEOWNER'S ASSOCIATION
Phase II & III
P.O. Box 7954
Brookings, OR 97415

Planning Commission
C/O Brookings City Hall
898 Elk Drive
Brookings, OR 97415
Re: Proposed Zone Change

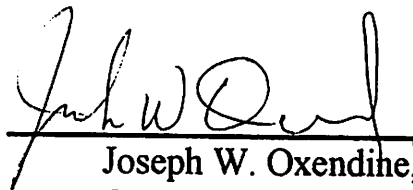
received
10-6-03

LOS

Dear Sir/Madam:

We have been made aware of a proposed zone change on property between Phase 1 and the RV Park. This change would affect approximately 3.5 acres being changed from R-1, single family residential, to R-3, multi-family residential.

The Board of our Association, representing thirty six (36) homes, opposes this rezoning. Access to this development, through Seacrest and then to Arch Lane would increase congestion significantly, not only to those living on Seacrest and Arch Lane, but also those persons living on Glenwood Drive.



Joseph W. Oxendine, President
October 5, 2003

RECEIVED
OCT 6 2003
CITY OF BROOKINGS
COMMUNITY DEVELOPMENT1515 Seacrest Lane
Brookings, OR 97415
September 23, 2003

Brookings, City Planning Commission
City Offices
Brookings, OR 97415

Dear Sir or Madam:

In the September 17, 2003 Public Notice section of the Curry Pilot newspaper... we read that Edward Hewitt is requesting a zoning change. He requests changing the immediate area surrounding 96707 East Harris Heights Avenue from R-1-6 to R-3.

This letter is to protest approval of that request.

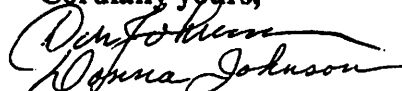
Our major objection is that that particular area was zoned as such in order to maintain a housing area of homes or duplexes as opposed to large multi-family apartment complexes. The original zoning plan was to approve the lowest housing impact possible, that would best fit into the surrounding areas. We feel that the very nature of the area would indeed be changed if the request were approved.

Furthermore, Arch lane would be the main in/out road to the apartment area. We understand that Arch Lane has a width of 28 feet, and that the city standard would be closer to 36 feet. If the apartment buildings were constructed, as opposed to regular residential homes, the larger number of people living in the apartments would seriously impact Arch Lane in regards traffic and safety.

It is also our understanding that the Harris Heights Avenue, the part closest to Highway 101, is really a part of the 101 right of way. If, at a future date, the right of way were in fact used, the Harris Heights roadway would cease to exist, and that would make an even greater impact upon Arch Lane. In that case, we would suppose that the city would exercise the full right of way on Arch Lane, and that, of course, would be completed at no small cost.

My wife and I would appreciate your close examination of the zoning change request. We hope you will see fit to reject the action.

Cordially yours,



Don and Donna Johnson
Residents of 1515 Seacrest Lane

HARRIS BEACH HOMEOWNERS ASSOCIATION

1531 Seacrest Lane
Brookings, OR 97415

September 21, 2003

C. Bischoff, Planning Director
Brookings, City Planning commission
Brookings City Hall
898 Elk Drive
Brookings, OR 97415

Dear John,

On behalf of the fifty-three property owners in our association, it is strongly recommended that you do not approve the Comprehensive Plan change and zone change from R-1-6 (Single Family Residential, 6,000 square foot. Minimum lot size) to R3 (Multiple Family Residential) on Tax Lots 301, 400, and 401; A zone change on a portion of tax lot 301 from C-4 (Tourist Commercial) to R-3; a Comprehensive Plan change from Residential to Commercial, and a zone change from R-1-6 to C-4 on a portion of TL 301; located at 96707 East Harris Heights Avenue.

Our development and the other developments adjoining have serious traffic congestion presently and the additional congestion created by multiple family residential housing would only increase the congestion and add to the problem.

We appreciate the opportunity to express our concerns and we are confident the members of the Planning Commission will make the proper decision in this matter and our concerned property owners will make every effort to attend your meeting on Tuesday, October 7, 2003 at 7:00 p.m. in the Council Chambers of Brookings City Hall, 898 Elk Drive, Brookings.

Thank you,

Robert E. Krausse
Robert E. Krausse, President

Cc: Bruce Barrett, Trudy & Frederick Bogner, Eugene & Marilyn Brummett, Ed & Janet Clark, James & Karyn Dagenais, John R. Day, Dominic & Joan Deddo, Wyn Dioletto, Robert & Carolynne Evans, Ron Fagundes, Mr. Thomas J. Freeman, Jayne Gibney, Georgia M. Goldsmith, Elizabeth O. Grodin, Daniel & Jessica Gustafson, Judie Hanson, Patricia Helmuth, Shirley Henry, Carol Jeffery, Donald & Donna Johnson, Lloyd & Verla Johnson, William Johnstone, June Klein, Robert & Ethel Krausse, Elizabeth L. Krug, Frank & Ann Leonard, Frederick J. Liedtke, Ed & Junette Lucero, Jean McElroy, Marvin Melum, Patricia Olson, John & Penelope Pohl, Jerry & Kathleen Rocca, Marilyn Ross, Paul & Carol Stretars, Robert & Dale Sylva, David & Lynda Valenti, Dave Vetterlein, Doug Vogt, Anna Wells, Francia White, Curtiss & Carol Wilson, Michael & Sheila Winter, Evelyn Wyllie, James P. & Claire M. Zanakos.

1515 Seacrest Lane
Brookings, OR 97415
October 9, 2003

**C. Bischoff, Planning Director
Brookings City Planning Commission
Brookings City Hall
898 Elk Drive
Brookings, OR 97415**

Dear Mr. Bischoff:

Concerning the tax lots 301, 400, 401 within the city of Brookings (further identified as 96707 East Harris Heights Avenue, assessor's map 40-14-36A), I would like to request copies of all documents the city has regards zoning, use permits, and so forth. We would also request copies of documents left by Larry Anderson at the planning commission meeting on October 7, 2003. Also could you include a copy of the certificate authorizing the removal of diseased trees on this property (as discussed at the October 7, 2003, planning commission meeting).

Thank you very much.

Cordially yours,


**Don Johnson
469-1009**

EXHIBIT R
COPY

PETITION
TO AMEND CITY OF BROOKINGS'
COMPREHENSIVE PLAN
and
ZONING MAP
for
Tax Lot 1200, Curry County Assessor's Map #40-14-36
City of Brookings
Curry County, Oregon

August, 1987

Prepared by:

Design Professional Group
Alex Forrester, Land Use Planning and Development
T.J. Bossard & Associates, Professional Engineers and Surveyors
Ken J. Snelling, Designer

TABLE OF CONTENTS

I. EXECUTIVE SUMMARY

- (1) Request
- (2) Project Description
- (3) Profile of RV Users
- (4) Economic Benefit
- (5) Recreation Need
- (6) Economic Need
- (7) Commercial Acreage Need
- (8) Need Best Met
- (9) Impacts on Adjacent Property Mitigated
- (10) Compliance with Comprehensive Plan Goals and Policies
- (11) Meeting Criteria for Comprehensive Plan Map Amendment and Zone Change

II. REQUEST AND PROJECT SUMMARY

- Request
- Summary of Proposal
 - (1) Recreation Park Facilities
 - (2) Residential Subdivision
 - (3) Description of Property
 - (4) Description of Zone and Surrounding Uses
 - (5) Definitions and Standards
 - (6) The Developer and the Professional Team

III. FINDINGS OF CONSISTENCY WITH CRITERIA FOR COMPREHENSIVE PLAN AMENDMENT

- Request
 - CP Finding #1
 - CP Finding #2
 - CP Finding #3
 - CP Finding #4
- Criterial for Approval
 - CP Finding #5

COMPREHENSIVE PLAN AMENDMENT CRITERIA

- Comprehensive Plan Amendment Criteria #1:
Plan Goals and Policies
- Comprehensive Plan Goal #1: Citizen Involvement
CP Finding #6
CP Finding #7
- Comprehensive Plan Goal #2: Land Use Planning
CP Finding #8
- Comprehensive Plan Goal #3: Agricultural Lands
CP Finding #9
- Comprehensive Plan Goal #4: Forest Lands
CP Finding #10
- Comprehensive Plan Goal #5: Open Space, Scenic/Historical
Areas, Natural Resources
CP Finding #11
- Comprehensive Plan Goal #6: Air, Water, Land Resources Quality
CP Finding #12
CP Finding #13
CP Finding #14
- Comprehensive Plan Goal #7: Natural Hazards
CP Finding #15
- Comprehensive Plan Goal #8: Recreation Needs
CP Finding #16
CP Finding #17
- Comprehensive Plan Goal #9: Economy
CP Finding #18
CP Finding #19
CP Finding #20
CP Finding #21
CP Finding #22
CP Finding #23
CP Finding #24

- Comprehensive Plan Goal #10: Housing
 CP Finding #25
 CP Finding #26
- Comprehensive Plan Goal #11: Public Facilities
 CP Finding #27
- Comprehensive Plan Goal #12: Transportation
 CP Finding #28
- Comprehensive Plan Goal #13: Energy Conservation
 CP Finding #29
- Comprehensive Plan Goal #14: Urbanization
 CP Finding #30
 CP Finding #31
 CP Finding #32
 CP Finding #33
- Comprehensive Plan Amendment Criteria #5: Short- and Long-Term Benefits
 CP Finding #34
- Comprehensive Plan Amendment Criteria #6: Public Need
 CP Finding #35
- Comprehensive Plan Amendment Criteria #7: Need Best Met
 CP Finding #36

IV. FINDINGS OF CONSISTENCY WITH CRITERIA FOR ZONE CHANGE

ZONE CHANGE CRITERIA

- Zone Change Criteria #1: Streets
 Zone Change Finding #1
 Zone Change Finding #2
- Zone Change Criteria #2: Existing Services
 Zone Change Finding #3
- Zone Change Criteria #3: Natural Features
 Zone Change Finding #4

- Zone Change Criteria #4: Hazardous Areas

Zone Change Finding #5

- Zone Change Criteria #5: Compatible with Existing Uses

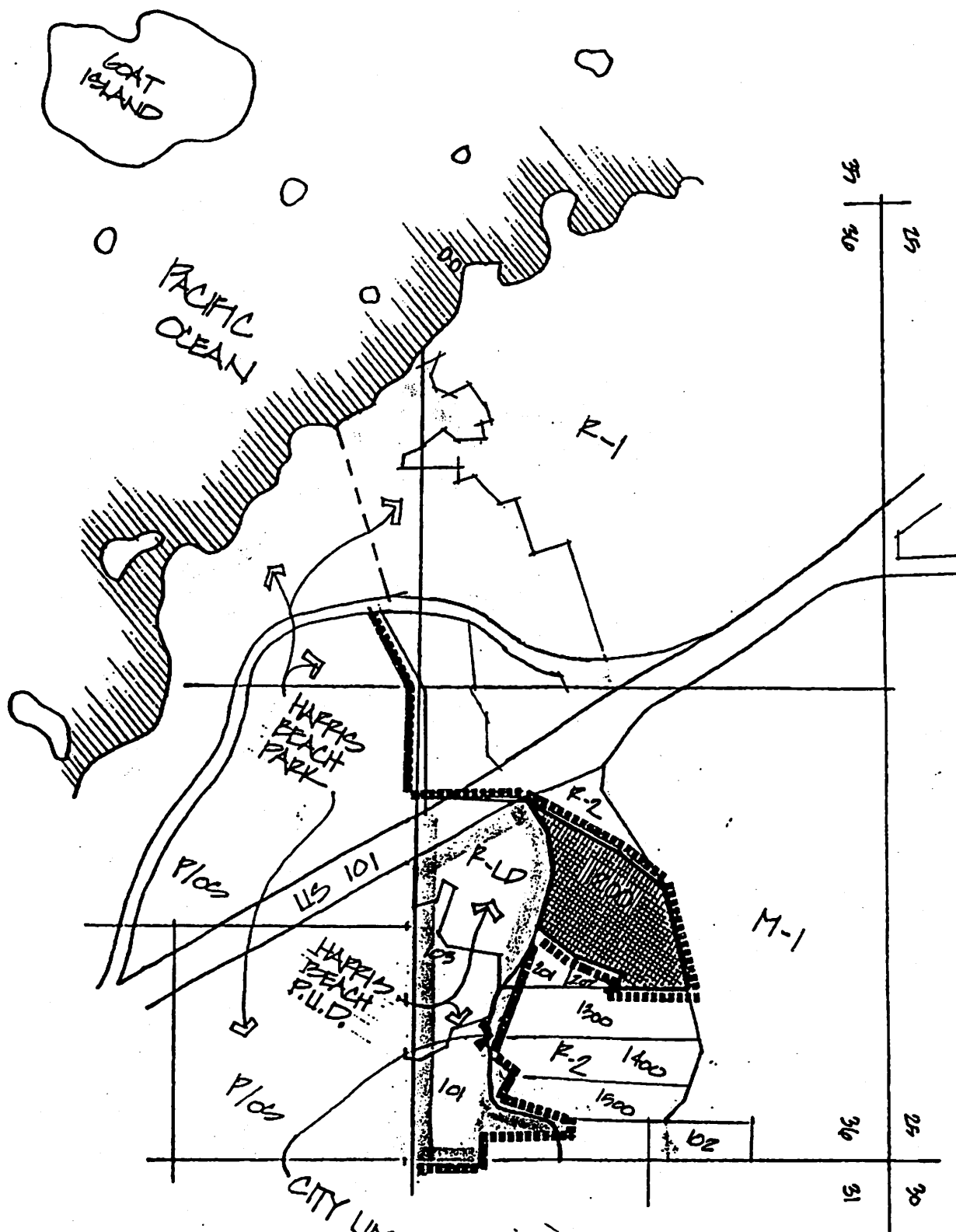
Zone Change Finding #6

V. EXHIBITS, TABLES AND APPENDIX PAGES

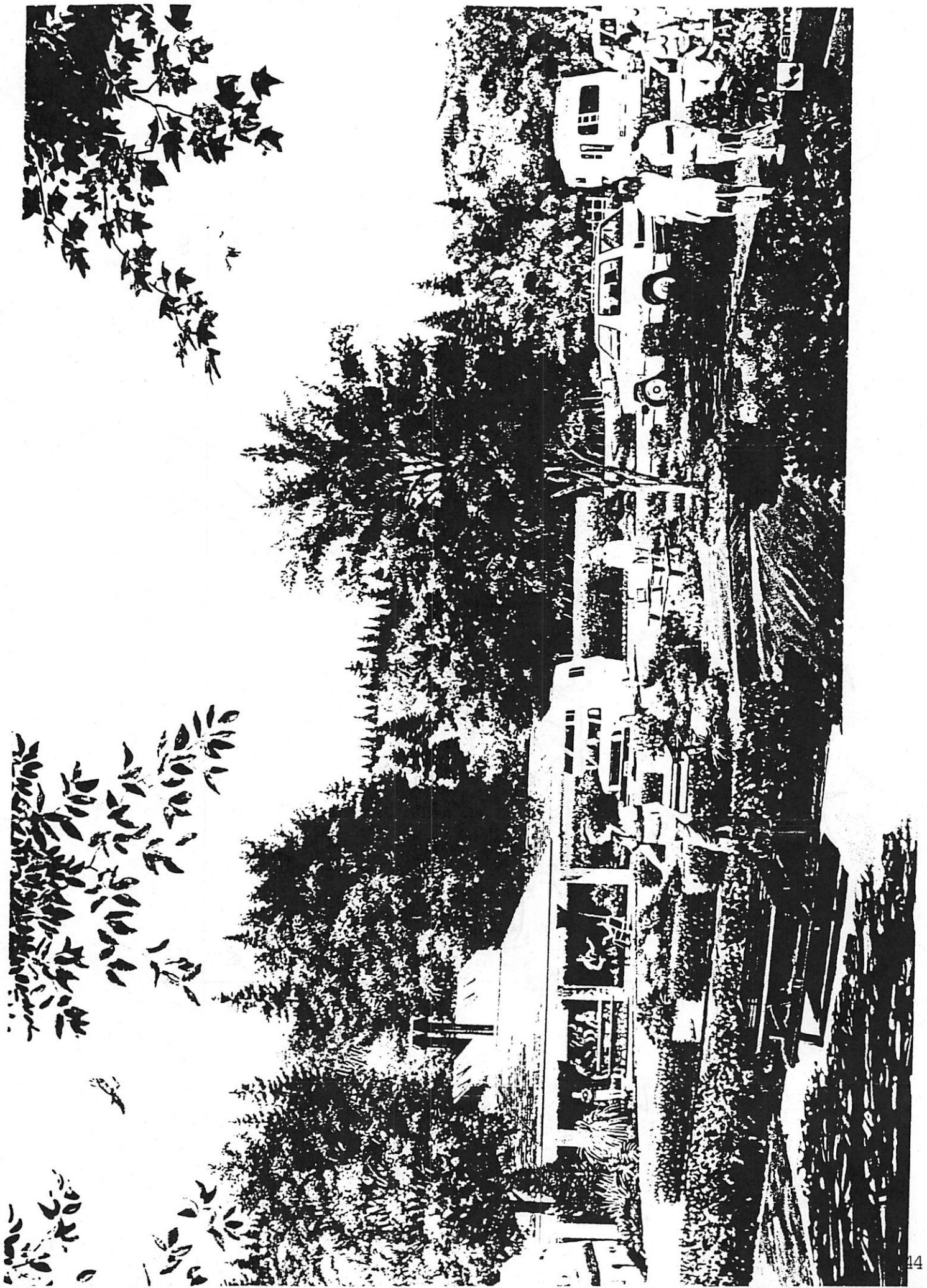
Exhibit 1 Area Map
Exhibit 2 Existing Zoning Map
Exhibit 3 Site Plan
Exhibit 4 Utility Plan
Exhibit 5 Alternate Site Map
Exhibit 6 Aerial Map

Table 1 Curry County Economic Data - Selected Industries
Table 2 RV Profile
Table 3 1985 Travel Advertising Study
Table 4 1985 Oregon Resident Vacation and Pleasure
Travel Study
Table 5 1986 State Welcome Center Visitors Survey
Table 6 Visitor Expenditure Determination
Table 7 Commercial Land Needed
Table 8 Brookings Vacant Commercial Acreage
Table 9 Brookings RV Park Summary
Table 10 Brookings RV Parks North/South Distribution

Appendix 1 Letters and Petitions in Support
Appendix 2 Annexation Review by Local Agencies
and City Staff Report
Appendix 3 Curry County Economic Data
Appendix 4 RV Users Profile
Appendix 5 Oregon Economic Development Department
Travel and Visitor Studies
Appendix 6 Alternate Sites Maps
Appendix 7 Brookings RV Parks/Available Facilities
Appendix 8 ORS Authorization and Standards



SECTION 30
T40S R14W WM
CURRY COUNTY
VICINITY MAP
NO SCALE



I. EXECUTIVE SUMMARY

1. Request

Edward and Marilyn Hewitt (petitioner) request the necessary approvals to permit the siting of a Recreation Vehicle Park on a portion of Tax Lot 1200, Assessor's Parcel Map #40-14-36.

Recreation Vehicle Parks are permitted by the City of Brookings only in the CT (Tourist Commercial) zone and in the CG (General Commercial) zone.

Development of an RV park requires either a Comprehensive Plan Map Amendment and Zone Change, or creation of a Planned Development. This proposal was originally submitted as a Planned Development, and was changed to a Comprehensive Plan Map Amendment and Zone Change at the request of the City Planner.

This petition requests the following:

- (1) A Comprehensive Plan Map Amendment from Residential to Commercial for the northerly 6.6 acres of the site.
- (2) A rezone from the county R-2 zone (Residential Two) to the city CT zone (Tourist Commercial), for the same northerly 6.6 acres.
- (3) A rezone from the county R-2 zone (Residential Two) to the city R-LD zone (Low Density Residential), for the remaining southerly 3.93 acres of the site.

2. Description of Project

The project proposes a "recreation park" on the northerly 6.6 acres of Tax Lot 1200, as authorized in ORS 456.837, and as per OAR Chapter 814 - Draft of 6-18-86, providing recreational vehicle and tent camping with full amenities and recreation facilities. Facilities include the following:

- approximately 90 RV spaces, each space exceeding 1200 square feet with full hook-up, private landscaped area, picnic area and water.
- bath houses for men and women including toilet facilities, lavatories, and showers with private dressing areas.
- laundry facilities attached to the bath houses with washers and dryers.
- 1600 square foot recreation pavilion with central barbeque area, deck, and landscaped outdoor area.
- one-half acre spring-fed pond, furnished with fishing docks, landscaped and stocked with fish.
- children's play area.
- storage barn and private storage facilities for park users only.
- full security with live-in park managers and security gate house.

- fully landscaped park, with hedge and shrub screens for each private camping space, pedestrian trails, picnic and fishing areas, berry bushes and fruit trees.
- landscaping coverage to be equivalent to that of Harris Beach State Park.

The other portion of the project proposes a residential subdivision of six dwelling units on the southerly 3.9 acres of Tax Lot 1200. Five of the lots will average 12,000 square foot each, with one large lot of 4.7 acres. These lots will be accessed by an extension of Arch Lane, with full water, sewer, and storm drain services available. The vehicular traffic of the subdivision will be kept separate from the traffic of the RV park.

3. Profile of the RV User

Independent studies by the publishers of "Motorhome" and "Trailer Life" magazines show that the typical motor home owner is married, over the age of fifty with an annual income of \$30,000.00. 41% are retired, 86% own their own home. Most have a two person household (56%), and the median net worth is \$100,000. 57% have had more than three to fourteen years of RV experience. They tend to travel more than thirty days in the past year (60%), more than three thousand miles (71%), and have taken more than three trips (75%) in that past year. They will drive at least that many miles (72%) or travel that many days (82%) next year. Some 49% have spent more than eleven days in private campgrounds. (See CP Finding #23 for full profile summary, and Appendix 4 or profile data.)

The growth of the recreational vehicle trend is staggering when one looks at the basic facts. From sales of 4,700 RV units in 1965, there were almost 7,000,000 motor homes registered in the United States in 1986. Revenue from motor home sales reached approximately \$91 million for 1985, and is expected to exceed \$231 million for 1986. Sales of recreational accessories were expected to generate over \$30 million from motor home owners alone in 1986. The proposed project design is that of a "four star park," and will obviously enhance this recreational vehicle pattern and provide for the need resulting from the RV phenomenon, attracting RV users in the upper end of this profile.

4. Economic Benefit

Recent studies by the Tourism Division of the Oregon Economic Development Department, using a variety of means and surveying a variety of respondent groups, have resulted in a statistical profile of visitors to Oregon and the south Oregon coast. Some 37% of visitors spend most of their time on the coast, with the average coast visit being 6.4 days. Persons camping spend \$48 per party per day, while those in motor vehicles tend to spend \$81 per party per day.

The prime tourist season for the Brookings area is May through October, even though special fish runs and good weather often create off-season demand as well. Looking at the season conservatively, as lasting only May through October, with zero winter occupancy, and using local occupancy rates, the Hewitt RV Park would yield 14,207 RV days. At expenditures of \$48 to \$81 per party per day, the Hewitt RV Park would generate from \$681,900 to \$1,150,800 in

direct expenditures each year by tourists in the Brookings area! These expenditures are currently lost to the area due to the present lack of facilities!

Surveys circulated in Reno, Nevada, Klamath Falls, Oregon, and Brookings, Oregon to "allow construction of a long-term RV park on East Harris Heights Road" resulted in over 330 signatories to date. A key aspect attracting signers was the proposed system of "condominium RV spaces" with full-service recreation facilities, where an individual can park for extended periods of time, and thereby use a car or plane to visit Brookings without having to haul out the trailer from a long distance.

The time that would have expended in travel to and from Brookings can now be spent in Brookings instead. This will significantly extend the stay in Brookings, and raise the expenditure per vacation. Travel to Brookings, being precommitted and more convenient, will result in more vacation time spent in Brookings by individual visitors than in other areas. Visitors will be encouraged to use Brookings as a base for day trips within and near the area. Friends and family will come to Brookings to use facilities they do not now own, thus increasing the summer visitor count and introducing new people to Brookings. Additional revenue would be generated for the vacationer by subleasing space for his RV facility during his non-vacation time, thereby adding an incentive for further and longer Brookings vacations.

The Curry County Economic Development Strategy Committee found "a compelling need" to develop "alternative activities which complement existing assets," and which will "motivate the tourist to stay longer and the retirement community to grow." The project singled out was the development of an eighteen-hole golf course. Clearly the type of recreation vehicle user fitting the user profile cited above, and attracted to a "four star park" will be a repeat user of such a golf course.

In order to develop new tourist attractions to the area, visitors must have somewhere to stay. The accommodations must fit the trends in the recreation industry, and must be appropriately priced. The proposed project fits those trends.

5. Recreation Need

The Brookings Comprehensive Plan states that "additional recreational opportunities facilities are needed, and undeveloped space does exist." An informal survey was taken in mid-July to indicate the available spaces, the nature of the RV demand, and the need for additional spaces. (See Brookings RV Parks — Available Facilities, Appendix 7.) All serious RV parks were virtually packed full. The Harris Beach State Park starts taking reservations in the second week of January, and by May is turning away people by the dozens.

6. Economic Need

The Brookings economic base has shifted. John Anderson, labor economist for the State of Oregon, notes that "forest products manufacturing has declined over the years....., while employment in the tourist-related lodging and restaurants category has increased...." (Letter to A. Forrester, July 2, 1987 - See Appendix 3.) Forest product employment has fallen from 26.8% of the total employment in 1975, to 21.1% in 1986. During this same period of time, lodging

and restaurant employment, an indicator of the tourist industry, has risen from 11.9% to 14.8% of the total. That is a gain in employment by the tourist industry of 15%, and a loss of employment in the timber industry of 20%. Clearly, an additional \$1.1 million expended in the area would benefit the local economy, and help strengthen the trend towards economic diversification.

The City Comprehensive Plan notes that "as the Brookings area receives increasing attention as a tourist destination, people of retirement age will migrate to the area....retirees can be an important source of economic stability to the community." The connection between tourism in the RV sector and the retired population is obvious, and is reflected in the RV User Profile, Item 3 above. Indeed, as a result of experiences with the Hewitts in Brookings, some twelve families have moved to the Brookings area. Of these twelve, some five families still remain in the area, and two families have started businesses that now employ a total of eight persons. This trend needs to be encouraged and enhanced, as will be accomplished by the Hewitt RV Park.

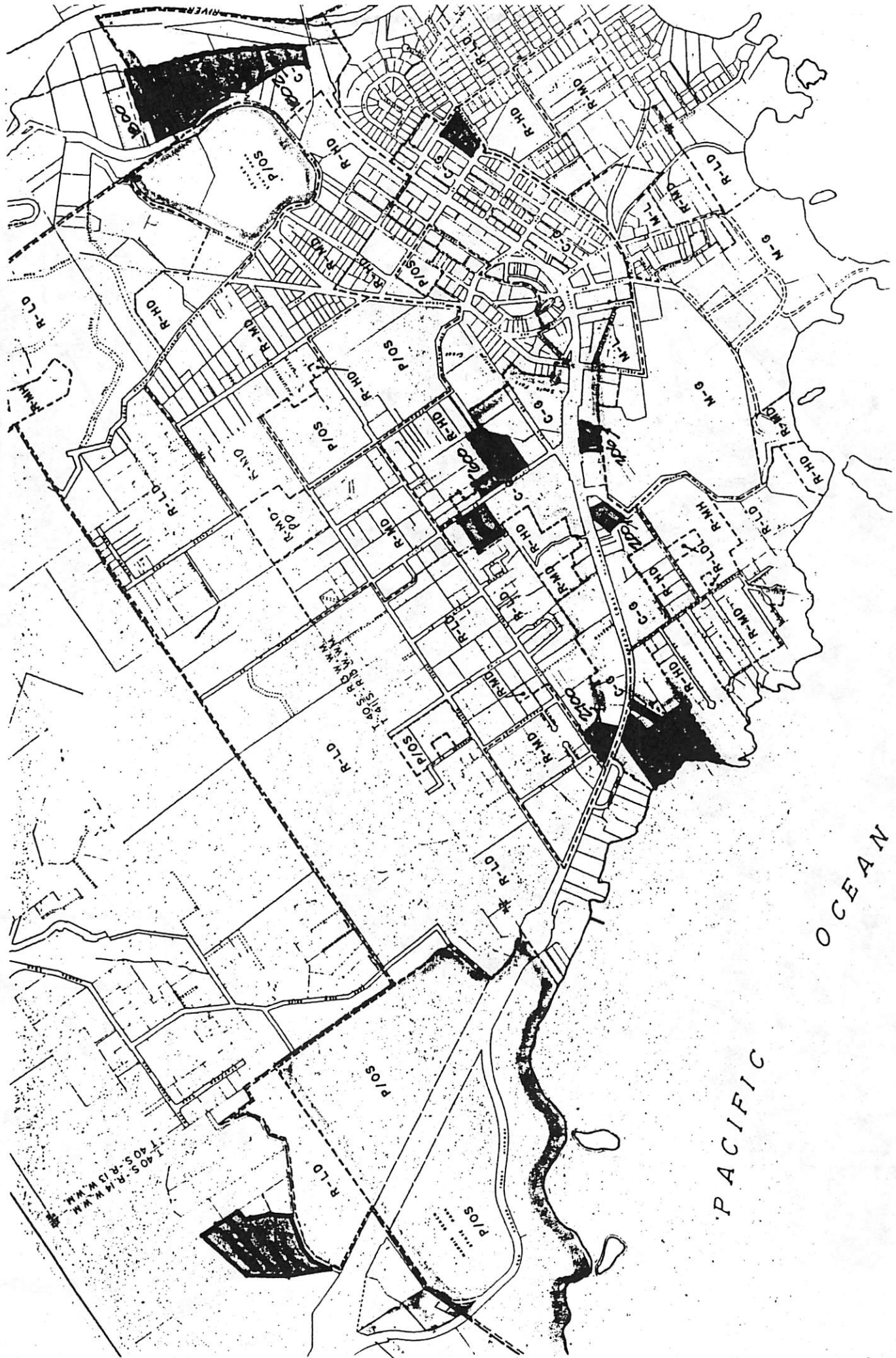
7. Commercial Acreage Need

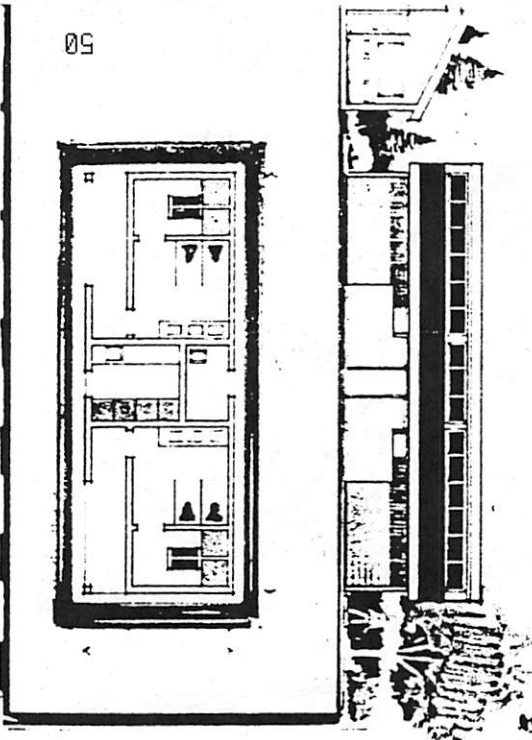
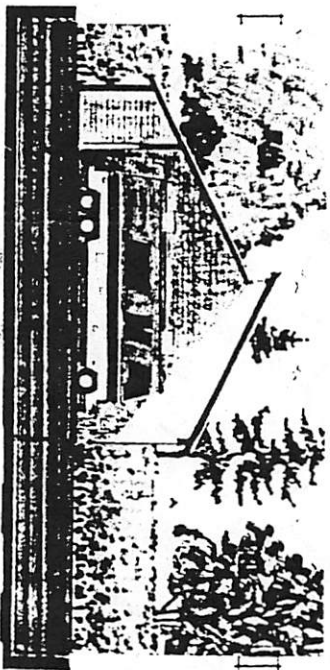
The provision of adequate areas, properly located to accommodate expected and desired economic growth is critical to the Brookings area. The City's Comprehensive Plan identifies a need for 72.7 acres of commercial land, of which some 47.3 acres were identified as needed north of the Chetco River. Goal 14 also encourages "orderly growth" relative to street and utility expansions and the "development of commercial lands in such a way to insure proper diversification of the local and regional economy." This project accomplishes these goal requirements.

8. Need Best Met by Subject Property

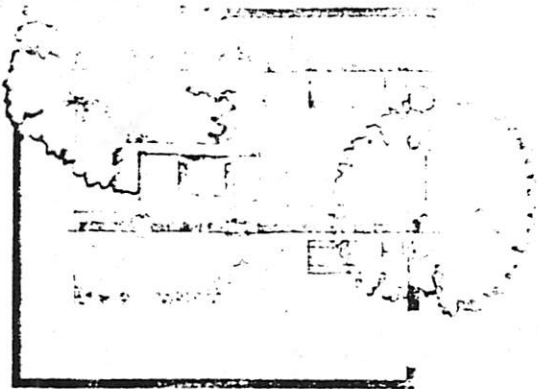
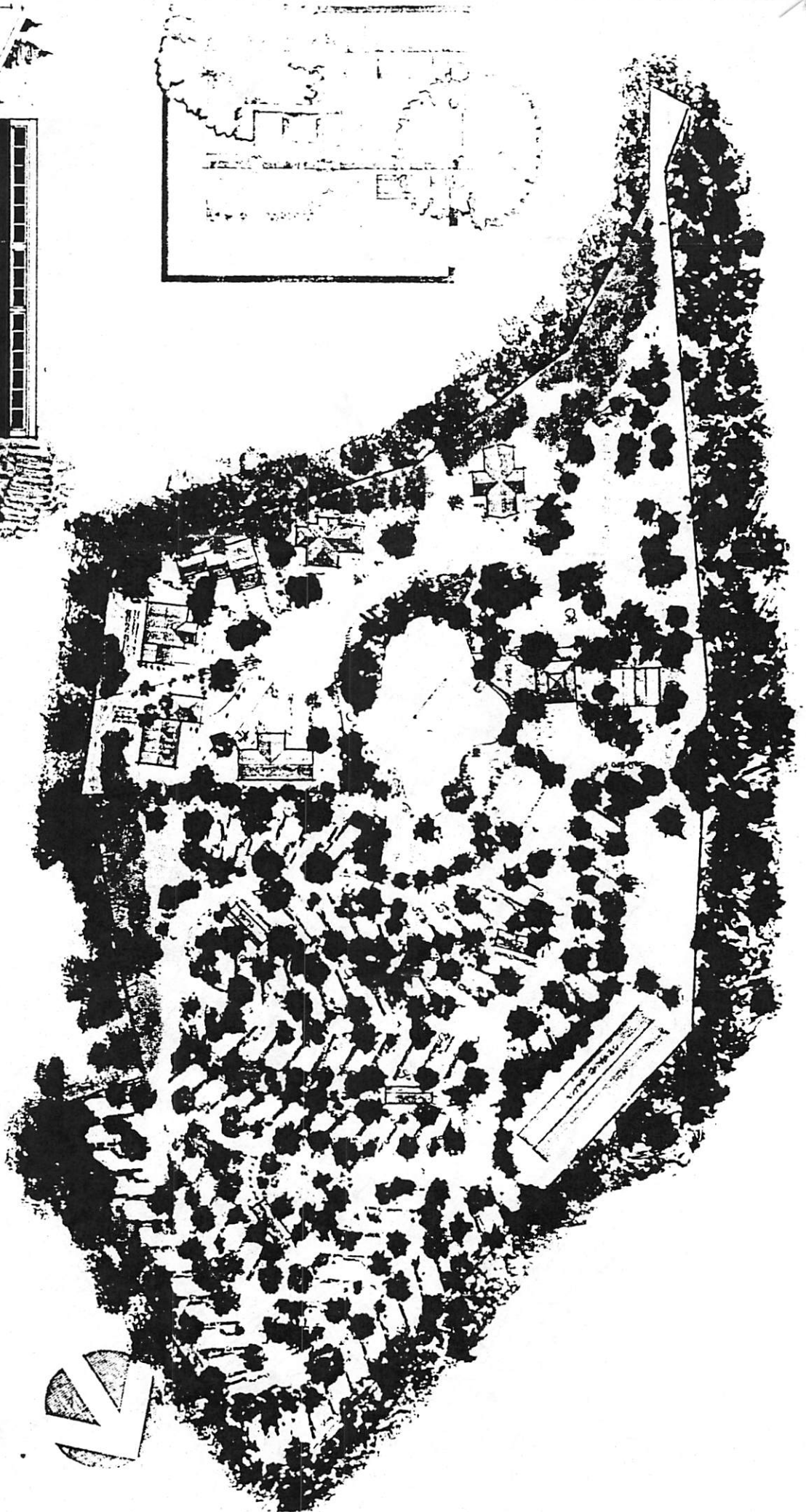
Some 40.92 acres of commercially zoned and vacant property were identified as potential RV sites. All sites were analyzed according to size and RV site potential, by proximity to a major amenity (Harris Beach State Park, the Brookings shoreline and beach, or the Chetco River), by easy and safe access to Highway 101, by the presence of flood or steep slope hazard, and of course by the degree of availability and price of land. Only five sites were comparable to the Hewitt site. The South Coast and Cliff House properties are spectacular and beautiful, but have a much more intensive land use potential and are far too expensive for RV park use. Tax Lot 3000 on 5th Street is destined for office and medical center uses. Tax Lots 1802 and 1805 have a definite possibility, but are taken out of the running by the hazardous approach off Highway 101, the steep and winding access, the flood plain hazard, and the fact that they are definitely not for sale by the owner. Tax Lot 1804 is also beautiful and has Chetco River frontage, but has no direct access and is not for sale at a reasonable price.

Another consideration is the fact that most RV parks that presently exist are south of the river (80% of present capacity), and the state RV park that serves Harris Beach State Park is chronically fully and the demand is quite heavy. The obvious geographical need within the Brookings Urban Growth Boundary for another RV park is near Harris Beach State Park. Clearly the Hewitt site is best for all the above reasons. (See the discussion under CP Finding #35 below, for a detailed review.)





SITE PLAN



9. Impacts on Adjacent Property Mitigated

In testimony before the Brookings Planning Commission, several residents and the developer of the adjoining Harris Beach condominium project objected to the Hewitt RV Park on several grounds: traffic, noise, and view.

(a.) Traffic Impact. The creation of a residential subdivision extending Arch Lane and the separation of RV and subdivision traffic assures that no RVs will be taken through the Harris Beach development. All impact, therefore, will take place at the intersection of East Harris Heights Road and Highway 101. Three developments will impact this intersection: Harris Beach condominiums will total 125 dwelling units, with some 55 units in Phase I, of which 20 units are constructed to date and three units are under construction at this time. The Harris Beach developer, John Anderson and partner, have applied for annexation zone change and Planned Development approval for an additional 95 dwelling units to be located on Tax Lots 1300 and 1400, and accessed through the Harris Beach Planned Development. The Hewitts have applied for RV park approval for approximately 90 recreation vehicle sites. The Oregon Department of Transportation (ODOT), in conjunction with the city of Brookings, is examining several intersections in the Brookings/Highway 101 corridor. East Harris Heights/Highway 101 intersection is one of those examined. The preliminary decision of the ODOT is to require a 360 foot right turn lane on the northbound approach, and a 150 foot refuge lane on the southbound approach. No traffic light is warranted. These improvements may cost in the neighborhood of \$100,000. The improvements required by ODOT will handle all traffic produced by the proposed development safely, efficiently, and economically. Mr. Hewitt is willing to meet his fair share of this development cost, and pay for up to 50% of the required improvements.

"Even 2" parking to pay 1/2 cost"

(b.) Noise Impact. The subject site is severely impacted by the noise of the Southcoast Lumber Mill. Any Harris Beach condominium site that has the potential of viewing the Hewitt RV Park is also severely impacted by the noise from the mill operations. This noise is equivalent to that of being adjacent to a major highway. An RV park use, with its high percentage of retired persons, is one of the quietest land uses existing. A stroll along the Harris Beach State RV Park or even in some of the more urban parks in town, will soon demonstrate this fact. Any noise generated will not be able to be heard over the South Coast Lumber Mill ambient noise. There will, therefore, be no noise impact whatsoever upon condominium owners.

(c.) View Shed Impact. Those condominium facing north may have views of the subject property, now a wooded meadow, altered as a result of the RV park development. The view shed alteration will be mitigated by creating a low-density RV park (with only 90 units instead of the 120 units possible), by maintaining existing perimeter landscaping, by enhancing landscape features of the existing area, such as the pond, by an extensive use of new landscape materials carefully selected to provide the maximum cover in the shortest period of time through all seasons, and by utilizing compatible architecture for the permanent building such as the recreation center, barn, and wash buildings. As the site photographs show, one can barely see any part of the site now, simply due to the

perimeter trees on both the Hewitt site and the condominium site. One surely won't be able to see the site after landscaping development.

It should also be noted that the Hewitt RV Park is no further from the north facing Condo sites than the condominium development south facing sites are from the Harris Beach State Park RV Park. And yet the presence of the State park with 151 sites did not dissuade the developer from conceiving and build the condominium project, nor has it dissuaded condominium owners from purchasing these condos. In fact, one cannot see this RV park now that foliage is mature, and many probably don't realize that it is even there.

The conditional use process in the City of Brookings, which the Hewitt RV Park project will have to go through, can establish specific conditions for development, as a result of public hearings, such as the density and type of vegetation, the retaining of the existing vegetative screens, and the density of the park. Mr. Hewitt is committed to the quality and type of design that part of these findings, and is willing to be held to it. The conditional use permit process will guarantee the realization of the intent expressed in these findings.

10. Policies of the Comprehensive Plan

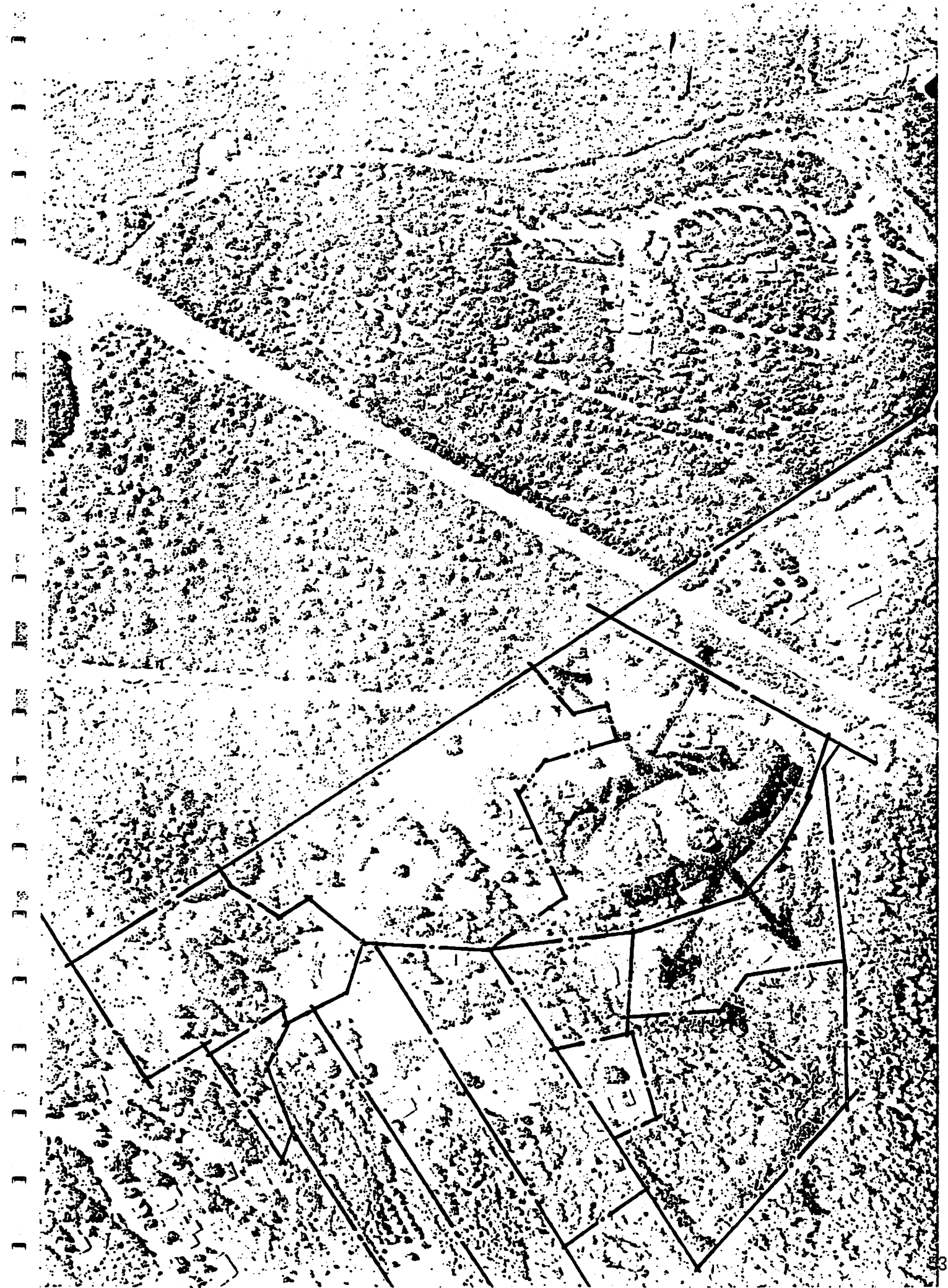
The Findings that follow exhaustively review the City's Comprehensive Plan Goals. The Hewitt RV Park as proposed is in full compliance with the City's Comprehensive Plan goals and policies.

11. Criteria Met for Comprehensive Plan Amendment and Zone Change

The city has established criteria to be met for Comprehensive Plan Amendment and Zone Change. The Findings below detail the full compliance of the Hewitt RV Park with all criteria for approval.

12. Request for Approval

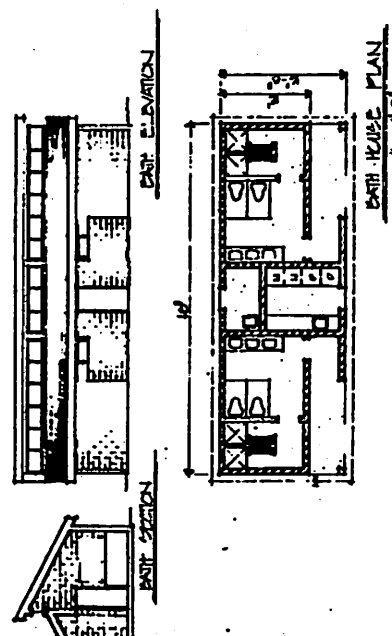
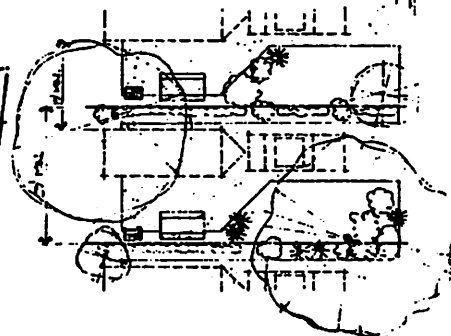
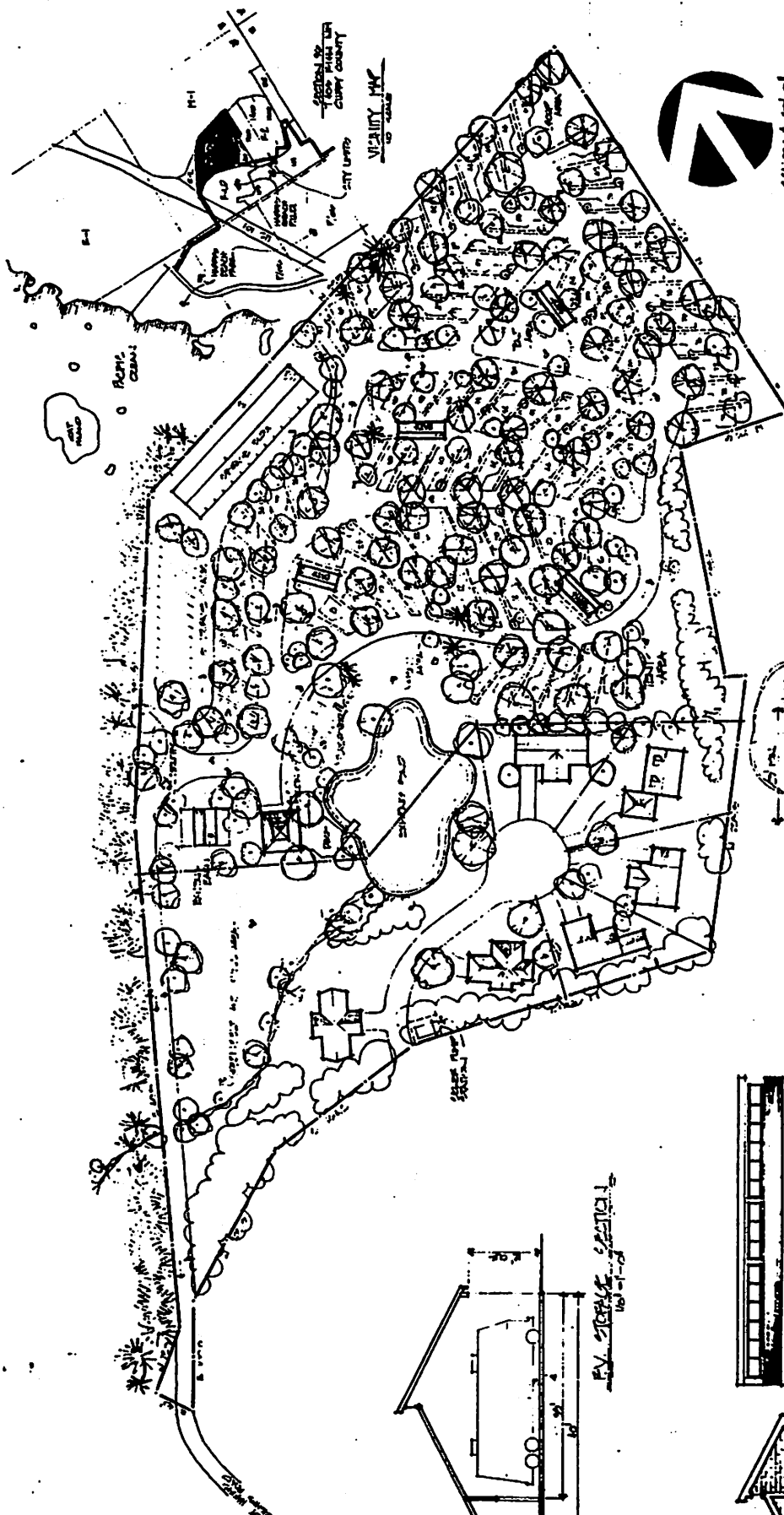
Mr. and Mrs. Hewitt respectfully request the City Council to approve their RV Park proposal. Full compliance has been made with all criteria for approval, and with the City's Comprehensive Plan. The extraordinary design and the perfect location will prove of great benefit to the area economy, and will assist the City to meet the recreation needs of the South Coast Region.



SITE PLAN



32:1-32:1





EVILY PLAY

1-20-60 5.15

UNRESERVED WATER SLICE 7-PM STEAM LINE

Δ - WATER RESERVE
▽ - FIRE WATERT
○ - MAINLINE
□ - MAINLINE
◇ - OUTLET

1. The first part of the document is a list of names and addresses, which appears to be a directory or a list of contacts. The names are written in a cursive script, and the addresses are listed below them.

II. REQUEST AND PROJECT SUMMARY

The Request

Edward and Marilyn Hewitt (petitioner) request the necessary approvals to permit the siting of a Recreation Vehicle Park on a portion of Tax Lot 1200, Assessor's Parcel Map #40-14-36.

The total site comprises 10.53 acres, and is located at the intersection of U.S. Highway 101 and East Harris Heights Road, directly across the highway to the east from Harris Beach State Park.

This petition requests the following:

- (1) A Comprehensive Plan Map Amendment from Residential to Commercial for the northerly 6.6 acres of the site.
- (2) A rezone from the county R-2 zone (Residential Two) to the city C-T zone (Tourist Commercial), for the same northerly 6.6 acres.
- (3) A rezone from the county R-2 zone (Residential Two) to the city R-LD zone (Low Density Residential), for the remaining southerly 3.93 acres of the site.

This petition contains a description of the project and the surrounding area in photographs, drawings, maps and words, and describes the need for and the benefit of the proposal to the City of Brookings and Curry County, details the mitigation measures required for any and all project impacts, and sets forth the findings of fact supporting the Comprehensive Plan Map Amendment and Zone Change necessary for the project to go forward.

Recreation Vehicle Parks are permitted by the City of Brookings only in the CT (Tourist Commercial) zone and in the CG (General Commercial) zone by inclusion of the CT Zone. Development of a Recreation Vehicle Park requires either a Comprehensive Plan Map Amendment and Zone Change, or creation of a Planned Development overlay zone. This proposal was originally submitted as a Planned Development project, and was changed to a Comprehensive Plan Map Amendment and Zone Change at the request of the City Planner.

Summary of Proposal

The development proposed for Tax Lot 1200 is in two categories, (1) a Recreation Park and (2) a Residential Subdivision.

(1) Recreation Park

On the northerly 6.6 acres of Tax Lot 1200, the petitioner proposes a "Recreation Park" (as per OAR Chapter 814 — Draft of 6-18-86), providing recreational vehicle and tent camping with full amenities and recreation facilities. The facilities shall include the following:

- Approximately ninety (90) RV spaces, each space a minimum of 1200 square feet, with full water, sewer, electrical power and hookup. Each space is to be provided with a private landscaped area, picnic table and water.

- Approximately ten (10) tent-camp and bicycle camping spaces.
- Bathhouses for men and women including toilet facilities, lavatories, and showers with private dressing areas.
- Laundry facilities attached to the bathhouses, with washers and driers.
- 1600 square foot recreation pavilion with central barbecue area, deck, and landscaped outdoor area adjacent.
- One-half acre spring-fed pond, dredged and reshaped from the existing pond, furnished with fishing docks, full landscaping, and stocked with fish.
- Children's play area, with play equipment and waist-high security fence and landscaping.
- Storage barn, capable of long-term boat and RV storage, including private storage facilities.
- Full security, with live-in park managers and security gatehouse.
- Fully landscaped park, with hedge and shrub screens for each private camping space, pedestrian trails, picnic and fishing areas, berry bushes and fruit trees. Landscaping density and coverage to be equivalent to that of Harris Beach State Park, with landscape coverage to equal that of the rendered site plan within three years.
- Direct vehicle access to the park from Highway 101 via East Harris Heights Road.

(2) Residential Subdivision

On the southerly 3.9 acres of Tax Lot 1200, the petitioner proposes residential subdivision. The subdivision is comprised of five residential lots averaging 12,000 square feet each, and one large lot of 1.47 acres. These lots will be accessed by an extension of Arch Lane and full water, sewer and storm drainage services are available. Vehicular traffic of the residential subdivision will be kept separate from the traffic of the Recreation Park.

The subdivision will also enjoy the use of 14,250 square feet of recreation area and pond as dedicated permanent open space, managed and maintained by the Recreation Park management.

(3) Description of Property

The subject property is flat, contains a one-half acre spring-fed pond, and is surrounded by steep, wooded slopes to the south and east with a moderately sloping heavily wooded ravine and creek to the north and northwest. The property has access from U.S. Highway 101 via East Harris Heights Road, and yet the hill to the south blocks highway noise and visual impact. The property is across Highway 101 from Harris Beach State Park, and the site access is less than 350 feet from the entrance to this magnificent beachfront park.

The property is less than five minutes from downtown Brookings. Full water and sewer services are available at the termination of Arch Lane. S, a 65-unit motel and 125-seat restaurant proposed for the Brookings/Harbor area, now in the financing stages. This same team was also the designers, engineers, planners and construction manager for Tanbark Point Subdivision, now under construction and highly

successful in sales. These high quality projects required special responses to the opportunities and restraints specific to Brookings shore development, and the same care and concern has resulted in the proposed Recreation Park.

No ocean view is possible from the site, but the surrounding hills and the Harris Creek ravine are densely wooded and quite beautiful.

(4) Description of Zoning and Surrounding Uses

Although recently annexed, the petitioner's property is currently zoned R-2, the county designation. (See Zoning Map, Figure 1.) The county R-2 zone permits only single family dwellings and mobile homes, while conditional uses include a mobile home park, church, school, community building, duplex or planned unit development. The minimum lot size is one acre without water and sewer service, and 6,000 square feet with both water and sewer services available. (County Zoning Ordinance, Section 2.0710, 2.0730.)

The property is presently occupied by a thirty foot by forty foot wood barn, and a mobile home.

To the north is found some 320 acres of county M-1 (Industrial) zoning, occupied primarily by the large South Coast Lumber Mill complex and storage area, and the Agnew Lumber parcel, recently acquired by South Coast for expansion purposes. The county M-1 zone permits manufacturing, repair processes, assembly and fabrication activities (Section 2.1310), and conditional uses in the M-1 zone include wrecking yards, slaughterhouses, paper mills, rock crushers, and asphalt/concrete plants (Section 2.1320).

Historically, the property was occupied from the mid-1930's to the mid-1950's by a planing mill and saw mill. In the late 1950's, the property was sold and used as an automobile wrecking yard, which was active to the mid-1960's. In the early 1970's, the mill equipment was salvaged, and some twenty-two truck loads of unauthorized timber cut from the property. The Hewitts bought the property in 1978, and cleared it of the automobile and mill junk and other accumulated refuse. The present zoning was instituted in 1970. Senate Bill 100 Zoning was adopted in 1979.

The industrial zone is outside the Brookings Urban Growth Boundary, but inside the Brookings — Curry County "Area of Mutual Interest".

To the east, the area is zoned county R-2 (Residential Two) immediately adjacent to petitioner's parcel, and is zoned county R-1, R-2, and R-3 east to the airport. The R-2 and R-3 zones permit mobile homes outright, while the R-1 zone does not. The R-3 zone permits both mobiles and multi-family housing outright. All three zones have a lot minimum of 6,000 square feet when served by water and sewer.

The present use of adjacent properties to the east is either large lot residential or vacant. This area includes Tax Lot 1200 and Tax Lot 1300, recently purchased by Mr. John Anderson and partner for a 95-unit addition to the Harris Beach Condominium complex. These Tax Lots are vacant at present, other than RV storage on Tax Lot 1200, and adjoin and overlook the subject property. Tax Lot 201 and Tax Lot 202 are also in this area, and

adjoin the subject property immediately to the east. Both these Tax Lot have single family dwellings.

To the south, the zoning is city R-LD, Low Density Residential. The R-L zone is a single family residential zone, with lot minimums of 6,000 square feet, and does not permit mobile homes as either a conditional or a permitted use. Existing uses of the large hill to the west of petitioners property are single family attached residential dwellings (condominiums), part of the Harris Beach Planned Development, phase one. This project proposes 125 dwelling units, of which 55 dwelling units are proposed for phase one, 20 dwelling units are completed, and 3 dwelling units are presently under construction.

To the west are Oregon Coast Highway U.S.101, Harris Beach State Park and RV Park (state owned and operated), county R-2 and R-1 zoning, and the Pacific Ocean. Existing uses include the Harris Beach State Park, the spectacular beach day use area, and an RV and tent park that accommodate up to 151 RV's and tent campers. The residentially zoned area is either vacant, or developed as large lot residential. County R-1 and R-2 zoning have a one acre lot minimum when using a septic tank sewage disposal system.

(5) Definition and Standards

The licensing requirements for "Recreation Parks" is authorized in ORS 456.837 or set forth in ORS 446.310 to 446.350. A "Recreation Park" is defined as established for "... picnicking or overnight camping by the general public . . ." (ORS 446.310 [9]). Currently, the standards, requirements and specifications for Recreation Parks are set forth in OAR Division 31, Chapter 333. These regulations shall soon be replaced by a more vigorous standard, now designated as OAR, Chapter 814. The Hewitt Recreation Park meets and exceeds all standards proposed by draft OAR Chapter 814. A "Recreation Park" may accommodate recreation vehicles, including motor homes, travel trailers and tent trailers, and may also accommodate tent and picnic facilities.

Conforming with state regulations is obtained through the licensing process, which process is administered by the Oregon State Health Division.

(6) The Developer and the Professional Team

This petition is submitted by Edward and Marilyn Hewitt, of 96707 East Harris Heights Road, Brookings, and 5201 Ambrose Drive, Reno, Nevada. Self-employed since the mid-1950's, Mr. Hewitt has owned and operated automobile repair garages and service stations, most often several at one time, towing companies, machine metal manufacturing operations, and residential construction and development companies. A former pilot, Mr. Hewitt also owned and operated an airline franchise and dealership. He is a licensed master guide in the state of Alaska for ten years, and remains part-owner of a guide service based in Anchorage, Alaska.

Mr. Hewitt has been a reserve officer with the Washoe County Sheriff's Department for the past seven years. He has been a member of the Better Business Bureau for the past fourteen years, owner of the only Reno towing service to qualify for the Bureau, and is a member of the Nevada Make A

Wish Foundation for children with terminal illnesses. In 1987, Mr. Hewitt was named "Hero of the Year" by the Reno "Gazette-Journal" for his activities in collecting, preparing and redistributing toys for hundreds of needy children.

Mr. and Mrs. Hewitt's send to Brookings and accommodate on their property approximately eighteen persons or parties yearly. These individuals stay in motels or in RV's and utilize the charter boat services. Directly or indirectly, due to the Hewitts' efforts, some twelve families have moved to the Brookings area, of which five families remain: the Marstons, Nearpasses, Zimmermans, Jefferies, and Davises. The O'Haras do not reside locally, but own a home and numerous commercial properties in Brookings. Two of the above families have started, own and operate businesses in the Brookings and Harbor area, employing about eight persons total.

To insure the highest standards of planning and development, Mr. Hewitt has engaged Design Professional Group, consisting of Alex Forrester, Land Planning and Development Consultant, T. S. Bossard, Engineering and Surveying, and Ken Snelling, Design. Dan Hughes, Land Use Attorney, of Brown, Hughes, Bird, Lane and Simcoe of Grants Pass has also been retained. Messers. Forrester, Bossard and Snelling were the designers, engineers and planners for the Brookings/Harbor area, now in the financing stages. This same team were also the designers, engineers, planners and construction managers for Tanbark Point Subdivision, now under construction and highly successful in sales. These high quality projects required special responses to the opportunities and restraints specific to Brookings shore development, and the same care and concern has resulted in the proposed Recreation Park.

III. FINDINGS OF CONSISTENCY WITH CRITERIA FOR COMPREHENSIVE PLAN
AMENDMENT APPROVAL

Request

The petitioner requests approval of a Recreation Park, commonly known as an RV Park. RV Parks are permitted only in the CT zone, and by inclusion, in the CG zone. Approval of an RV Park requires either a Planned Development approval pursuant to the criteria of the Brookings Zoning Ordinance Section 4.310, or requires a Comprehensive Plan-map Amendment and Zone Change for a portion of Tax Lot 1200.

Mr. Hewitt's original submittal was for a Planned Development approval. At the request of the City Planner, a petition for a Comprehensive Plan Map Amendment and Zone Change is hereby submitted. The CT zone will require a Comprehensive Plan Map designation of commercial. The present designation is residential, in keeping with the county R-2 zone.

CP Finding #1: The CT or CG zone is required for an RV Park, if the Planned Development designation is not used. The proposed Hewitt Recreation Park qualifies as an RV Park designation (Section 446.310 [9], and draft OAR Charter 814).

CP Finding #2: The CT zone is less inclusive of other commercial uses, and therefore is the most appropriate zone designated for the use, as it will have the least impact upon adjoining residential zones.

CP Finding #3: The designation of a CT zone for Tax Lot 1200, Assessor's Map Page 40-14-36, will require a Comprehensive Plan Map Amendment, as the current Comprehensive Plan Map designation for this parcel is residential.

CP Finding #4: The Comprehensive Plan Map Amendment proposed is a "minor change."

The change proposed is from a residential designation to a commercial designation for the northerly 6.6 acres of Tax Lot 1200, Assessor's Map Page 40-14-36. By topography, the parcel is an isolated meadow, surrounded by steep slopes to the east and south, and by a heavily wooded ravine to the north and west.

By zone, the parcel is between an industrial and a residential zone, and is likewise isolated. By committed use, the parcel is between 320 acres that has been historically and heavily committed to one of the most intensive industrial uses possible, a lumber mill, treatment, shipping and storage facility, and a recently committed residential use, a planned unit development approval for 125 dwellings, of which 20 dwellings are now built and 3 dwellings are now under construction.

Highway access, topography and existing uses heavily mitigate against the expansion of this CT zone beyond the immediate area. Guideline E.2, State Land Use Goal 2, "Land Use Planning," regarding minor changes, states that minor changes are, "... those which do not have significant effect beyond the immediate area of the change. . ."

Criteria for Approval:

CP Finding #5: A Comprehensive Plan Map Amendment must demonstrate compliance with the City of Brookings Comprehensive Plan Criteria as set forth in City Council Resolution #356.

City Council Resolution #356 sets forth the Comprehensive Plan Amendment Criteria as follows:

- (1) The Amendment conforms with policies of the plan or demonstrates that there has been a change of circumstances which would necessitate a change in the plan goals and/or policies.
- (2) Citizens shall review and comment on the Amendment.
- (3) The Amendment shall address applicable statewide planning goals.
- (4) The Amendment shall receive input from affected governmental agencies and other community organizations.
- (5) The Amendment shall address short and long-term community impacts.
- (6) The Amendment shall demonstrate public need.
- (7) The proposed Amendment shall demonstrate that it will best meet the identified public need vs. other available alternatives.
- (8) The Amendment shall address any other information that may be required by the Planning Commission or City Council.
- (9) The Amendment will correct an administrative error or clarify the intent of the Comprehensive Plan.

The following findings, prepared by the petitioner and the development team, address criteria #1, #5, #6, #7, and #9 as is required by City Council Resolution #356 (Comprehensive Plan Amendment Criteria Section B), and are ranged by criteria for easy reference.

Comprehensive Plan Amendment Criteria #1:

"The Amendment conforms with policies of the plan and demonstrates that there has been a change in circumstances which would necessitate the change in the plan goals and/or policies."

The Brookings Comprehensive Plan Goals follow the same sequence and numbering system of the State Land Use Goals. The following findings of consistency are grouped by goal and policy, and follow this same format.

Comprehensive Plan Goal #1: Citizen Involvement "To provide a citizen involvement process that insures the opportunity for citizens to be involved in all phases of the planning process."

CP Finding #6: There has been and continues to be adequate citizen involvement in the planning process regarding this project.

The policies of Goal #1 deal mainly with the Committee for Citizen Involvement, which is intended for long range planning review and input based on a two-year schedule of review.

The citizen involvement portion of this goal is addressed under Goal #2, following, due to the extensive degree of citizen involvement through the Planning Commission hearings, and the submittal of letters and petitions expressing both support for and opposition to the proposal. See Appendix 1, Letters and Petitions in Support.

CP Finding #7: The citizen involvement program addresses the issue of timber harvest decline since 1959, as a problem to be addressed, and the issues raised under this problem include "(5) How can the city increase destination tourism?" (I-1-6)* This key issue is addressed by these findings under Comprehensive Plan Goal #9, CP Finding #18.

Comprehensive Plan Goal #2: Land Use Planning "To establish a land use planning process and policy framework as a basis for all decisions and actions related to the use of land and to insure an adequate factual base for such decision and actions." (CP 2-1)

The City's Goal #2 requires all land use decision to be within the policy framework of the Comprehensive Plan, and also requires these decisions to be based on fact.

CP Finding #8: The findings that follow establish that a decision to approve the Comprehensive Plan Amendment as proposed is in accordance with the city's policy framework, as expressed by the City's Comprehensive Plan Goal and Policies, and that there is ample factual basis for making this decision, both within the City's

*Comprehensive Plan and Inventory page numbers are identified as follows: (CP 2-1) indicates a quotation from the Comprehensive Plan Policy Section, Goal #2, Page 1; (I-1-6) indicates a quotation from the Comprehensive Plan Inventory Section, Goal #1, Page 6.

Comprehensive Plan Plan Inventory, and in additional facts assembled by the petitioner and development team.

Goal #2, Policy #1 requires the city to make "all reasonable efforts to publicize planning issues and meetings . . ." City records show that this has been done for both the Planning Commission review of petitioner's request of April 7, 1987 and the City Council hearing of August 10, 1987.

Policy #2 states that, "The burden of proving the need for a change in land uses shall be borne by the proponent . . ." (CP 2-1) These findings demonstrate that the applicant has shouldered this burden, and has met it on a factual basis.

Policy #4 requires consistency with statewide planning goals. The findings that follow demonstrate consistency with the City's Comprehensive Plan goals and policies. Due to the similarity of the language and intent of the city goals with the statewide land use goals, it is hereby contended that the requirements of the statewide planning goals are likewise met.

Policy #5 requires compliance of decisions made in land use issues with the policies of the Comprehensive Plan. The following findings demonstrate compliance of the petitioner's request with the applicable policies and goals of the city's Comprehensive Plan.

Policy #8 states that "Changes to the Comprehensive Plan may be made at any time." (CP 2-2) Further, the policy states that "change may be initiated by . . . citizens." The petitioner's request is in compliance with this policy, as the present time is "any time" and the "citizen" is Mr. Hewitt.

Comprehensive Plan Goal #3: Agricultural Lands "To cooperate with the County in the preservation and maintenance of agricultural lands." (CP 3-1)

CP Finding #9: The petitioner's proposal does not affect the preservation and maintenance of agricultural lands. The project is situated within the city's urban growth boundary, and was recently annexed to the city. The City's Goal #3, Finding #1, states the following:

"All lands included in the urban growth boundary have soil classification of the least value, or are already committed to urbanization. As a result, all agricultural lands have been eliminated from consideration for urbanization." (CP 3-1)

This finding is part of the City's acknowledged Comprehensive Plan, and thus has been reviewed and accepted by LCDC as meeting state land use goals.

By virtue of its location, the project therefore does not affect agricultural lands.

Comprehensive Plan Goal #4: Forest Lands "To support and cooperate with the County in its efforts to protect Forest Lands."
(CP 4-1)

CP Finding #10: The petitioner's proposal does not affect the protection of Forest Lands. The project is situated within the City's Urban Growth Boundary. The City's Goal #4, Finding #5 state the following: "Forest Lands have been excluded from the Urban Growth Boundary." (CP 4-1)

This finding is part of an acknowledged Comprehensive Plan, and thus has been reviewed and accepted by LCDC as meeting state land use goals. Therefore, by virtue of its location, the project does not affect the protection of forest lands.

Further, according to the owner, Mr. Hewitt, the site has been extensively logged within the last fifteen years. (See Description of Property section above.)

Comprehensive Plan Goal #5: Open Space, Scenic/Historic Areas, Natural Resources "To conserve open space and to protect natural and scenic resources in historic areas while providing for the orderly growth and development of the City." (CP 5-1)

CP Finding #11: The proposed project has certain positive impacts and no negative impacts on preserved open space, on mineral/agricultural resources, on fish/wildlife resources, on natural areas identified in the Comprehensive Plan on identified scenic resources of the Southern Coast, on water areas, wetlands, watersheds, ground resources identified in the plan, on historic areas and structures, including Indian sites identified in the plan, and upon the Coast Trail.

The City's Comprehensive Plan Goal #5, Finding #1 "Open Space" states that the ocean beaches, river bluffs, State and local parks provide sufficient variety and quantity of open space for current and projected needs." Therefore, this project is not required to maintain the existing ground as open space. Nevertheless, a perimeter of trees and shrubs are maintained, a system of landscape trails is proposed, the entire site is to be heavily landscaped using trees that keep their year round foliage, a one-half acre spring-fed pond is to be improved and maintained as a feature of the development, and 1.76 acres of the 6.6 acre development (27% or over 1/4 of the total area) is to be kept and maintained as common open space and dedicated to both active and passive recreational uses. Further, each urban park area will have 346 sq. ft. out of a total of 1173 sq. ft. (just under 30% of each RV space) installed and maintained in screened, landscaped private open space.

Therefore, total public and private landscaped open space equals 2.76 acres of a total site of 6.6 acres, or 37% of the total site. This design and dedication exceeds the requirement of City Goal #5.

The aggregate resources map shown in the plan inventory on Page I-5-6, and explained by Goal #5, Finding #2 (CP 5-1) shows all the

stone quarry and sand and gravel pit sites located along the Chetco River floodplain and none identified in the vicinity of the subject site. Therefore, the proposal will have no impact on mineral and aggregate resources of the Urban Growth Boundary area.

Finding #4, Goal #5, indicates that the fish and wildlife resources of the area have a direct economic benefit to Brookings. The primary focus of the fish and wildlife resources within the Urban Growth Boundary is found in the Chetco River Estuary, which is heavily documented in the Comprehensive Plan Inventory Section 16. The proposed project is at the opposite end of the Urban Growth Boundary from the Chetco River Estuary and will have no impact on the estuary, other than the potential for increase in the number of fishermen in and around this area. Such an increase in use is addressed by the requirement of the Chetco River Estuary plan. (I-6)

Seven natural areas were identified in the Comprehensive Plan (Finding #5, CP 5-2). One of these, the Harris Beach Bog, located in Harris Beach State Park, is in the vicinity of the proposed project. The formal protection has been extended to the Harris Beach Bog through a natural area designation, and is amply protected by the state. The Harris Beach Bog will not be affected by the proposed project.

Finding 6, Scenic Resources, indicates the visual beauty of the area have "both aesthetic and economic values." The scenic resources section of the plan inventory (I-5-11) described the beaches, the steep cliffs, the rugged timbered hills, and the farmlands adjacent to the river in the croplands, and go on to describe the abundance of wildlife and interesting geologic features. No specific inventory is made, and therefore the proposed project will not impact any designated scenic resource.

Nonetheless, as indicated by the artist's prospective of the park and the rendered site plan of the proposed development, the beauty of the surrounding area is critical to the success of the enterprise, and this beauty is echoed by the unusual and unrequired expense in landscaping that will be expended on the finished park.

Finding 7, Goal 5, deals with water areas and wetlands, and watershed in ground water resources. The Pacific Ocean, the Chetco River, and the Chetco River Estuary are identified as key water resources, and reference is made to Section 16 of the inventory. This section concentrates on the groundwater resource. Water for the proposed project will be piped city water, and therefore the project will have no impact upon groundwater supplies for the area. The Urban Growth Boundary took the expanded water supply into account when designating the boundary, and therefore there is no unforeseen impact upon the City's potable water supply. Although not identified as a wetland area, there is an existing spring-fed pond on the site. This pond will be preserved and in fact improved and developed as a feature of the development, thereby having a positive impact of area wetlands.

Finding 9, Goal 5 deals with historic areas of structures, including former Indian sites. The only identified Indian site that is to be protected is located on the harbor bench just south of the South Jetty. The proposed project will have no impact upon this site. The only building of historic significance is the Central Building within the city of Brookings. Therefore the proposed project will have no impact upon historic structures. (See Finding 9, CP 5-4)

Finding 11, Goal 5 deals with potential and approved recreation trails. This section notes that the Oregon Coast Trail is a proposed system with no definite route. It identifies a Curry County citizen group promoting the development another coastal trail to be called the Coast Range Trail. (CP 5-4, 5) By providing RV and tent campgrounds to accommodate travellers and bikers in the area, the proposed project could have a beneficial impact upon the demand for and the use of such trail systems.

Comprehensive Goal #6: Air, Water and Land Resources Quality "To maintain and improve the quality of the air (including the control of noise pollution), water and land resources of the Brookings area.

CP Finding #12 The proposed development meets City Policy #3 for reflecting "the desires of the community for a quality environment and a healthy economy" consistent with environmental quality statutes. (CP 6-1)

This development is essential for the growth of the Brookings economy. (See description under Goal 9 below), and yet so is the quality of the environment. Indeed, should the quality of the environment be degraded, the reason for tourist attraction would diminish or disappear. The project rendering and the project site plan demonstrate the quality of the proposed RV park. Unusual amounts of public and private open space have been dedicated (see site plan and discussion under Comp Plan Finding #11 above). A high quality and high intensity of landscaping is proposed, the preservation of perimeter trees and the preservation enhancement of the areas water resource is proposed. The above demonstrates the developer's intent to maintain the quality of the environment. Conditions may be imposed as part of the City's Conditional Use Permit process in order to guarantee a quality follow-through on the part of the developer.

CP Finding #13 The proposal is the best possible use to cope with existing noise pollution in the area.

Finding 1, Goal 6 states that in Brookings, "noise pollution is not a general problem..." (CP 6-1) Due to the proximity of the mill to the north, however, noise pollution is a problem for the site, as well as for the northerly facing portions of the Harris Beach PUD, Tax Lots 105, 103 and 101, as well as the proposed expansion of residential use, Tax Lots 1300 and 1400. When the mill is operating the noise is equivalent to the noise level adjoining Hwy. 101. Historically, RV parks have been located on sites adjoining highways, and therefore such a noise level is acceptable to users of such parks. Further, RVer's spend most of the day on the river or ocean, or exploring the area beaches, and the impact is not as severe as it would be for a residential development. The noise level of the subject site is the same noise level as that experienced by Sections B through D at the Harris Beach RV Park, operated by the state and located immediately adjacent to Hwy. 101. Therefore, the

usages associated with an RV park are much more appropriate for this site than residential uses, in light of the noise pollution.

CP Finding #14 No degradation of air, land or water resources will result from the proposed project. Policy 4, Goal 6 relates to the prevention of degradation of air, land and water resources, the desire to preserve riparian vegetation and maintain adequate sewage facilities.

The Oregon Department of Transportation estimates that the vehicular traffic generated by residential development is in the vicinity of ten trips per unit. The total project site of 10.53 acres, at full build out at residential densities limited by a requirement of 6,000 sq. ft. per dwelling unit, yields some 76 units which would be possible in the PUD format. This development would yield some 760 vehicle trips per day. On the other hand, ODOT estimates that an RV park, if similar to a mobile home park, would generate in the vicinity of 4.8 vehicle trips per day per unit. Ninety units yields 432 vehicle trips per day. The impact upon the areas air quality with the proposed project is just a little over half of the potential impact if the site were fully developed to its residential potential.

Use of city water will prevent degradation of the areas water resources, as will the preservation of the existing spring-fed pond. Use of city sewage facilities is within the present city capacity, as was indicated by letters relative to the annexation proceedings. (See Appendix 2.)

Comprehensive Plan Goal 7: Areas Subject to Natural Disasters and Hazards

"To conserve open space and protect natural and scenic resources and historic areas while providing for the orderly growth and development of the City."

CP Finding #15 The subject site is not in an area of identified natural hazard.

The Comprehensive Plan geological hazard map (I-7-3) shows no flooding or mass movement sites in the vicinity. This site itself is virtually flat, and the surrounding slopes on all sides are heavily wooded. Harris Creek poses no flood hazard due to the elevation of the subject site, and the volume of Harris Creek runoff.

Comprehensive Plan Goal #8: Recreational Needs "To satisfy the recreational needs of the citizens of the Brookings area, State and visitors." (CP 8-1)

CP Finding #16 The need for additional recreational vehicle spaces in Brookings demonstrably exists. The proposed project would help meet this demonstrated need.

The Brookings Comprehensive Plan, Policy 1, Goal 8, calls for the city to "encourage better utilization of existing recreational facilities and to plan for and develop a new recreational facilities and opportunities." (CP 8-1)

The City's Comprehensive Plan Goal 8 findings illustrate the reason for this demand:

- (1) "Two of the major recreational activities in the Brookings area are fishing and boating which makes the harbor a key resource . . ." Other ocean related activities include beachcombing, clamming, swimming and surfing. The rivers and streams are focuses for swimmers, drifters and picnickers as well as anglers. Hunting, hiking, biking, walking, driving, camping and horseback riding are also popular.
- (2) Man-made resources include ". . . a variety of support services and commercial establishments . . ."
- (3) The ambiance of Brookings, the small town atmosphere, the sense of isolation combined with ". . . the availability of all the amenities . . ."

Finding 4, Goal 8, stated that "additional recreational opportunities facilities are needed, and undeveloped space does exist." (CP 8-1) An informal survey was conducted of existing RV parks in and around Brookings by A. Forrester in early July. This survey illustrated both the available spaces, the nature of the demand, and the need for additional spaces. Brookings RV Parks - Available Facilities Comprehensive Plan Finding #34, below, shows the facilities available. All serious RV parks were virtually packed full (see photographs, following page). Parks were so full, in fact, it was obvious that the new state guidelines would probably be violated should they continue at the existing densities.

Both State run and privately run RV parks were asked about their early reservation systems. The State Park system starts taking reservations in the second week in January, and by late May is turning people away by the score.

The percentage of occupancy averaged as follows:

May	65% - 70%
June	95%
July	100%
August	100%
September	85%
October	65%

A survey form was circulated in Brookings, Oregon, Klamath Falls, Oregon and Reno, Nevada. Survey was in the form of a petition to the City Council of Brookings to "allow construction of a long term RV park on East Harris Heights Road . . ." Four of the eight points emphasized the benefits of long-term, condominium-style RV reservations, and resulted in 76 signatories in Brookings, 54 signatories in Klamath Falls and 200 signatories in Reno supporting the project and project concept. The circulator in Reno was Mr. Hewitt, who found that 30% of the respondents had been to Brookings, and would come again if facilities could be found to accommodate their RV's. Presumably this proportion would hold for the Klamath Falls signatories and the Brookings passive signatories as well. The critical aspect involved here was long-term RV park usage, resulting in increased vacations.

The early lead reservation time required in existing RV parks, the packed condition of existing RV parks, both public and private, and the desire of out of area vacationers to travel to Brookings if RV accommodations could be found all support this finding, and the project concept and project design demonstrate how the project will meet this obvious need.

CP Finding #17: (CP 8-1) City Plan Implementation Policy #5 states that, "Methods will be developed to promote a year-round destination tourism program through the development of sufficient tourist and recreational facilities to accommodate the rapidly rising tourist demand." The proposed project will be of significant assistance to the program of developing "a year-round destination tourism".

The project proposes a system of condominium RV spaces with full-service recreation facilities, where an individual can park for extended periods of time, and thereby use a car or plane to visit Brookings without having to haul out the trailer. The time that would have been expended in travel to and from Brookings can now be spent in Brookings instead. This will significantly extend the stay in Brookings, hence the expenditure per vacation. Travel to Brookings, being pre-committed and more convenient, will result in more vacation time spent in Brookings by visitors than in other areas, or than was their habit prior to finding the park. Visitors will be encouraged to use Brookings as a base for day-trips within and near the area. Friends and family will come to Brookings to use the facilities they do not otherwise own. They may be using a friend's or family's RV, thus increasing the summer's visitors count and introducing new people to Brookings. Additional revenue would be generated for the vacationer by sub-lease of space for his RV facility, during his non-vacation time, thereby adding an incentive for further and longer Brookings vacations.

The proposed Recreation Park security, the proximity to Harris Beach State Park and the ease of getting to the launch and harbor facilities in the Brookings harbor, and yet the lack of exposure of RV's to the casual passerby make the subject property a perfect site for such an operation. The net effect will be to increase the economic benefit of the existing tourist season, extending the "shoulder" season and off-season use of the area. See also the discussion under Goal Nine, Economy, below.

Goal Nine, Economy of the State: "To diversify and improve the economy of the Brookings Area." (CP 9-1)

CP Finding #18: The Brookings economic base has shifted. While timber product employment remains a significant portion of the total work force, this employment base has shrunk while tourist-based employment has risen. Retirement and commercial fisheries are now also significant elements of the economy. The proposed project reflects this shift and will assist in meeting the need generated by it, and will allow the Brookings area to respond positively to the changing economic climate.

Finding #1, Goal #9, states that "The economic base in the Brookings area is relatively narrow and mostly dependent on the timber industry." Also, ". . . there has been a continuing decline in timber harvested in the county since 1959." (CP 9-1) John Anderson, Labor Economist with the State of Oregon Employment Division whose area of concern includes Curry County, stated in a letter July 2, 1987, "As you can see, forest products

manufacturing has declined over the years as a percentage of total wage and salary employment." The letter included data on the volume of timber removed from 1975 to 1986, showing periods of increase in harvest but overall a gradual and significant decline. (See Table 1, Curry County Economic Data — Selected Industries, John Anderson, Labor Economist.) Accompanying the decline in timber harvest has been a modernization of mills due to increased competitiveness, resulting in fewer timber products jobs. Data for Curry County shows that while the tourist-related lodging and restaurant industries increased in employment by 15% between 1977 and 1986, timber employment fell 20% in the same period. Since 1978, the percentage of lumber and wood products employment of total wage and salary employment fell from 24.4% to 21.1%, while lodging and restaurant employment (taken as an indicator of the growth of the tourist industry) rose from 11.9% to 14.8% of total wage and salary employment.

The City Plan Inventory also discusses the decline in timber cut, and compares this to the rise in employment made up of the trade and services sector, noting an increase from 21% to 35% of total employment over the 1960 to 1982 time period, further stating that "The Oregon Employment Division estimates that about half of the jobs in the services sector in Curry County are in lodging facilities tied to the tourist trade. (Quoting Local Area Labor Trends, January 1983.) (I 9-1) A review of Employment Division resident labor force statistics reveals that the trade and services portion of the total wage and salary employment grew from 30% in 1975 to over 41% by 1986. (See Curry County Resident Labor Force, Unemployment and Employment Statistics, 1975 to 1986, Appendix 3, Curry County Economic Data.)

At the same time as the rise of tourism as a more significant source of income and employment in the county, the city's Comprehensive Plan (Finding #3, Goal #9) noted that, "As the Brookings area receives increasing attention as a tourist destination, people of retirement age will migrate to the area . . . retirees can be an important source of economic stability to the community." (CP 9-1) The Plan Inventory noted that "The growth of the retirement community is reflected in the population data for both the 1960-70 and 1970-80 decades. Over this period the number of residents 55-65 years old in both Brookings and Curry County grew at rates approximately twice that of the state as a whole. In the age group 65 years or older, Brookings' and Curry County's growth rates were nearly three times that of the state." (I 9-1) The plan goes on to note that "The increasing economic importance of the retirement community is reflected in the changing sources of personal income in Curry County. Two categories, transfer payments and dividends, interest and rent, are particularly indicative of retirement income. In 1962, the combined share of total personal income accounted for by these two categories was 21.5% for Oregon and 21.6% for Curry County — thus no

significant difference. By 1981, these categories together accounted for 34.0% statewide and 49.5% in Curry County, a substantial difference." (I 9-1)

Tourism indeed is a harbinger of the wave of retiree in-migration. The reasons for this are obvious, as is noted by the Plan Inventory: "The driving forces behind the 'new' Brookings area economy are the area itself — consistently moderate climate, and scenic beauty, the Chetco River and its sheltered harbor — and the support facilities in place and serving the retirement community and tourism and seafood industries." This obvious interaction is supported by the experience of Marilyn and Ed Hewitt themselves. Mr. and Mrs. Hewitt send to Brookings and accommodate on their property approximately eighteen persons or groups of persons yearly. These individuals stay either in motels in the Brookings area or in RV's on the Hewitts' property, and utilize the charter boat services and other Brookings facilities. Directly or indirectly due to their experiences in Brookings, some twelve families have moved to the Brookings area as a result of the Hewitts' experience. Of these twelve, some five families remain: the Marstons, the Nearpasses, the Zimmermans, the Jefferies, and the Davises. The O'Haras do not reside locally, but own a home and numerous commercial properties in Brookings. Two of the above families have started, own and operate businesses in the Brookings and Harbor areas, employing a total of about eight persons.

Clearly the retirees represent transfer payment income (functioning the same way in the economy as the wage and salary income from basic industry), investment monies that are transferred to the Brookings area and are available for work in the area to increase development, and as potential employers as their businesses are transferred to the area and generate additional employment opportunities.

Additional RV Park facilities will assist and further this significant economic trend. Furthermore, the Hewitt Recreation Park Condominium concept (see discussion under CP Finding #17, above) represents a significant enhancement to the tourist experience. RV owners can return year after year and month after month at more convenience and less travel expense, graduating finally to a permanent retirement "base". Two friends of the Hewitts have already requested three lots at the adjacent Hewitt Residential Subdivision as a result of staying in their RVs at the subject site. If half of the guests of the RV park become permanent residents (the percentage noted by Mr. Hewitt above) and 17% in addition to retiring here also open businesses here, the net gain employment would be 120 persons per year or 3% increase in total employment annually. Clearly this is somewhat fanciful, but it indicates the very real potential for economic development that results indirectly from portions of the tourism industry catering to the retirement age group. (See also discussion under RV profile, CP Finding #23, below.) This logic gives rise to the following finding:

CP Finding #19: The increase of tourism is seen as a double benefit. Increase in tourism will indirectly result in an increase in retirees moving into the area. The proposed project will aid and assist in significant ways the relationship between increased tourism and increased retirement, thus resulting in a double economic benefit for the Brookings area.

CP Finding #20: City Comprehensive Plan Policy #2, Goal #9, calls for the city to "increase the diversification of the city and the regional economy. The city wishes to create new employment opportunities while sustaining and expanding existing economic sectors." (CP 9-2) The proposed project could be a significant factor in accommodating this policy.

This finding is based on the arguments found to support CP Findings #18 and #19, above, and CP Findings #24 - #25, below.

CP Finding #21: The proposed project will meet the objectives of the Curry County regional economic development strategy of economic diversification, "broadening the recreation opportunities available to tourists and retirees . . . , " motivating the tourists to stay longer and the retirement community to grow, extending the visitor time in Curry County, and expanding the county's attraction for retirees, thus benefiting "every aspect of our economy" (Draft copy of Curry County Economic Development Strategy, Brookings Planning Office.)

On February 12, 1987, Senate Majority Leader Bill Bradbury requested that the Curry County Commissioners create a committee with one member from each town in Curry County for the purpose of developing a regional economic strategy for Curry County, and coordinating this development strategy with strategies being developed in Coos and Douglas Counties and elsewhere in Southern Oregon. The strategy was requested to "reflect a public/private partnership, . . . to be self-sustaining in the long run, to be job creating, to have enough 'critical mass' to actually get something done, to be market-tested techniques, and to be developed with full citizen participation." (Letter to Curry County Commissioners from Senate Majority Leader Bradbury, February 12, 1987) The Economic Development Strategy Committee's draft strategy states that the theme of the program would be "to promote and support everything that is good for southwestern Oregon" with a "particular focus" to be directed toward "fishery enhancement, retirement and tourism development in Curry County." The Committee determined to pursue economic diversification "by turning our attention to tourism, fishery enhancement, retirement and by broadening the recreation opportunities available to tourists and retirees even beyond our present capabilities."

The Committee found a "compelling need" to develop "alternative activities which complement existing assets," which will "motivate the tourists to stay longer and the retirement community to grow." The Committee felt that "by extending the visitors' time in Curry County and by expanding our attraction for retirees, every aspect of our economy will benefit."

The project singled out by the Committee has been the development of a 130 acre site into an 18-hole golf course as one must presently travel over 100 miles from Brookings to plan on an 18-hole course. (Draft copy of Curry County Economic Development Strategy, Brookings Planning Office.)

The RV Park, will attract additional tourists, prolong their stay, and fit in with the golf course project. (See CP Finding #18, above and discussion following.) The RV profile of users is heavily weighted toward the retired. (This is both self-evident from everyone's experience as well as supported by the profile findings in CP #23 below.)

The development of a golf course fits the RV profile of users, and would be heavily used by residents in the proposed RV Park. (See RV profile, below.) In order to develop new tourist attractions in the area, visitors must have somewhere to stay. The accommodations must fit the trends in the recreation industry, and must be appropriately priced. The proposed project fits those trends as has been demonstrated.

CP Finding #22: Governor Neil Goldschmidt in a letter of response to Mr. Hewitt on the proposed project noted the "fit" of the proposed facility with "emerging strategies of tourism development . . . in Curry County."

In his letter of July 1, 1987, Governor Neil Goldschmidt stated that "facilities such as you propose appear to fit very well with the emerging strategies of tourism development on our south coast, especially in Curry County. I feel very sure that your local government will act in the best interests of economic and community development."

CP Finding #23: Independent surveys show that the typical motorhome owner is married, over the age of fifty with an annual income of over \$30,000. They have spent more than thirty days per year in their motorhome, plan to use the motorhome more than that in the next and subsequent years, travel an average of 4,000 miles/year and regularly purchase motorhome accessories. The proposed park will attract a representative sample of this profile group due to its amenities and design. The influx of these tourists will enhance the Curry County economic development strategy.

The following are representative statistics taken from an independent study by John Schug, Media Research for TL Enterprises, publishers of "Motorhome" and "Trailer Life" magazines. (See Appendix 4)

TABLE 2, RV USERS PROFILE

Median Age:	57.6 years
Married:	93%
2-person household:	56%
3-4 person household:	28%
Median household income:	\$30,000
Median net worth:	\$100,000
Employed:	51%
Retired:	41%
Employed as professional/manager/self:	49%
Graduated high school or college:	55%
Own their house:	86%
Live in Mountain-Pacific states:	35%
Have 3-14 years RV experience:	67%
Traveled more than 30 days RVing in past year:	60%
Traveled more than 3,000 miles RVing in past year:	71%
Traveled more than 3 RV trips in past year:	75%
Visited more than three states:	64%
Tow car or boat:	45%
Will drive same or more miles next year:	72%
Will use RV same or more days next year:	82%
Spent \$300-\$999 on RV accessories in the past year:	25%
Spent more than eleven days in private campgrounds:	49%
Spent more than eleven days in public campgrounds:	27%

It is obvious that this profile of RV users fits well with the Economic Development Strategy Committee determination to broaden the recreation opportunities available to tourists and retirees . . ." and "motivate the tourists to stay longer and the retirement community to grow." The amenities proposed for the Hewitt RV Park and the design of the park will ensure the attraction of individuals and groups fitting this profile. (See artist's rendering of a developed park and site plan.) Clearly, the attraction of individuals fitting this profile will fit with the Economic Development Strategy Committee's proposed project of an 18-hole golf course. The nature of the recreational vehicle trend can be understood by noting that from sales of from 4,700 RV units in 1965, there were almost 7,000,000 motorhomes registered in the United States by 1986. Revenue from sales of motorhomes reached approximately \$91,000,000 for the year 1985 and was expected to exceed \$231,000,000 for the year 1986. Accessories and other related recreational products were expected to generate over \$30,000,000 in sales from motorhome owners alone in 1986. (Statistics from "Motorhome" and "Trailer Life" magazines, RV Industry Association, and RV Dealers of North America.) The fact that the recreational vehicle trend is already heavily impacting the Brookings area is seen in the long lead time for space reservation in private and public parks and the heavy use of these parks during the season, as was noted in CP Finding 16, above. The proposed project concept will enhance this pattern and provide for the need resulting from this phenomenon, as is documented in CP Finding #17, above.

CP Finding #24: Using conservative seasonal estimates, and a range of expenditures per party as estimated by numerous studies of the State Tourism Division, the Hewitt RV Park would generate from \$672,200 to \$1,134,400 in direct expenditures each year from May to October by tourists in the Brookings area. These expenditures are currently lost to the area due to the present lack of facilities.

Recent studies by the Tourism Division of the Oregon Economic Development Department, using a variety of means and surveying a variety of respondent groups, have resulted in the following statistical profile of visits to Oregon, southern Oregon and the south Oregon coast.

The 1985 travel advertising study was a mail-out survey sent to readers of the following magazines: "Sunset," "Travel Holiday," "Signature," "Motorland," "Westways," and "Adventure Northwest."

TABLE 3, 1985 TRAVEL ADVERTISING STUDY

Visitors spending most of their time on the coast:	37%
Average coast visit:	6.4 days
Camped only or combination camping with motel/hotel/friends:	31%
Expenditures by campers:	\$18/visitor/day \$48/party/day
Expenditures by motor vehicle travelers:	\$30/visitor/day \$81/party/day

TABLE 4, 1985 OREGON RESIDENT VACATION AND PLEASURE TRAVEL STUDY

Primary destination the Coast:	35.1%
Primary destination the south Coast:	10.5%
Spent 4-14 days on vacation:	67.9%
Spent 7-10 days on vacation:	33.3%
Spent vacation camping:	27%
Average spent for vacation:	\$1,034

TABLE 5, 1986 STATE WELCOME CENTER VISITOR SURVEY RESULTS

Average party size:	2.76 persons
Oregon the main destination:	39.8%
Average stay:	5.12 days
Preferred destination the coast:	39.4%
Used campgrounds only:	42%
Used campgrounds in combination with motels/friends:	52%

Source of Tables 3 -5, Oregon Economic Development Department, Tourism Division, 595 Cottage Street, N.E., Salem, Oregon 97310.

Expenditure ranges based on the 1985 Travel Advertising Study were taken to range from \$48 per party per day for persons camping out only to \$81 per party per day for persons utilizing motor vehicles. There was no RV determination in the study, and so this range will have to suffice.

The Brookings Comprehensive Plan states that "The Port of Brookings boat moorage facilities currently include 580 permanent sport boat moorages, 35 transient moorages, and 380 commercial boat moorages. These facilities are used at full capacity during the prime May through October season, are substantially occupied in the off-season, and are subject to waiting list rationing of their availability." (I 9-2) This same season was utilized, i.e. May through October, with the height of the season being June through August. No other months were taken into account, although it is clear from talking to other park managers, both public and private, that there will be measurable occupancy during the off season.

TABLE 6, VISITOR EXPENDITURE DETERMINATION

Line	Month	Number of Days	Percent Occupancy	@ 90 RV Spaces Yields RV Days	Expenditures @ \$81/party/day	Expenditures @ \$48/party/day
1.	May	31 days	70%	1,953	\$158,193	\$ 93,744
2.	June	30 days	95%	2,565	\$207,765	\$123,120
3.	July	31 days	100%	2,790	\$225,990	\$133,920
4.	August	31 days	100%	2,790	\$225,990	\$133,920
5.	September	30 days	85%	2,295	\$185,895	\$110,160
6.	October	31 days	65%	1,814	\$146,134	\$ 87,072
Totals:				14,207	\$1,150,767	\$681,936
					Yields \$12,790/ space	Yields \$7,580/ space

Comprehensive Plan Goal #10 -- Housing: "Provision of varied housing which is safe, sanitary and adequate for all residents of the community." (CP 10-1)

CP Finding #25: The proposed project will remove buildable land from the residential inventory. There are adequate buildable lands for residential use within the Brookings urban growth boundary, and the removal will have a negligible impact upon housing supply. This negligible impact will more than offset by the significance of the positive impact upon the economy.

Finding #2, Goal #10 of the city's Comprehensive Plan notes that "The City cannot meet its projected long-range (housing) needs within the existing corporate boundaries." However, adequate space was found within the urban growth boundary to meet the city's housing needs. Table 7 (Housing Needs -- Year 2000, see I 10-8) shows a demand for 1864 dwelling units by the year 2000, and Table I (Vacant Lands -- Dwelling Units, I 10-8 [a]) shows buildable lands that will accommodate 1885 new dwelling units.

Using the plan development approach, some 76 dwelling units could be accommodated on the Hewitt parcel (10.53 acres X 43,560 square feet/acre + 6,000/dwelling unit). A normal subdivision would lose some 20% of the density determination due to dedication of road right-of-way, leaving 61 dwelling units accommodated, and lose another 5% due to restrictions of lot layout, etc. for a total potential dwelling units of 57 dwelling units. The project proposes six dwelling units, for a net loss of 51 dwelling units. Twenty-one dwelling units are noted by the Comprehensive Plan as surplus of need over demand, yielding in a net loss to the Brookings Urban Growth Boundary Area of 30 dwelling units. It is hereby contended that this loss is minor compared to the total number of dwelling units considered.

Increasing use of the plan development procedure, not at all in common usage at the time the Comprehensive Plan inventory was developed and the housing projections made, will radically increase the efficiency of land use within the urban growth boundary area. Even should the projections prove accurate, the loss could be made up by the addition of just over

four acres of low density residential lands to the Brookings Urban Growth Boundary.

This minor loss of residential lands is insignificant compared to the potential economic gain of up to \$1.2 million of additional annual tourist expenditures in the Brookings area.

CP Finding #26: Policy #3, Goal #10, states that the "city shall advance where possible the evolution of safe and esthetically pleasing residential neighborhoods that are efficiently integrated with business and commercial property" (CP 10-4)

The project proposal is intended to serve as a buffer zone between the industrial zone and heavy industrial uses to the north and potentially to the northeast and the planned development residential uses to the south and potentially to the southeast.

The project location adjacent to the Harris Beach State Park makes it an ideal location for an RV Park facility. The location adjoining the South Coast Lumber Mill operation makes it less of an ideal location for the development of residential housing.

The artist's rendering and site plan demonstrate that the park will be esthetically pleasing and will integrate well with the adjoining residential neighborhood. It is planned as a four-star park with unusual attention to landscape, a low density of park spaces, the preservation of natural features, with esthetically pleasing and residentially compatible permanent structures (barn, recreation pavilion, bathhouses). It is contended that the use of the residential subdivision to buffer the existing residential PD to the south and the special features of design as noted meet the above policy of the Comprehensive Plan.

Comprehensive Plan Goal #11 — Public Facilities and Services: "To plan and develop a timely, orderly and efficient arrangement of public facilities and services to provide a framework for urban and rural development."

CP Finding #27: The project is within the capacity of the city to serve it with water, sewer, fire and police services.

Please see the discussion under zone change criteria #2, referring to the Zone Change Finding #3, for a full discussion of this issue. This discussion features responses from city and area-wide utilities during the annexation hearing for the subject property, and found the project to be within the service capabilities of the agencies reviewed.

Comprehensive Plan Goal #12 — Transportation: "To provide and encourage a safe, convenient and economic transportation system."

CP Finding #28: Required on-site and off-site traffic improvements, including improvements to the East Harris Heights Road/Highway 101 intersection, will insure a safe, convenient and economic transportation system.

See discussion under Zone Change Criteria #2, featuring responses of state highway engineers and design professionals to improvements required for the completion of the Harris Beach Plan Development (125 dwelling units),

the Anderson addition to the Harris Beach PD (95 dwelling units), and the Hewitt RV Park proposal (90 RV units).

Comprehensive Plan Goal #13 — Energy Conservation: "To conserve energy."
(CP 13-1)

CP Finding #29: The proposed RV Park will maximize conservation of energy, meeting city Comprehensive Plan Goal #13, and Policy #1.

Policy #1, Goal #13, of the city's Comprehensive Plan states that the land and uses developed on the land are to managed "in order to maximum conservation of all forms of energy." (CP 13-1)

The project is proposed on virtually flat land, and therefore very little energy will be expended in construction.

The subject site is adjacent to Harris Beach State Park, one of the area's premier attractions, thereby saving energy in accessing Harris Beach State Park. In fact, pedestrian access through trails is available adding only a minute or two to a visitor's time that would be expended from the existing Harris Beach State Park RV Camp Ground.

The project concept, that of a "condominium" RV Park which will serve as a base for out of the area RVers, will result in travel to and from the vicinity at thirty miles per gallon (in a fuel efficient mode) instead of seven mpg (a typical mileage for recreational vehicles or travel trailer vehicles). The energy savings are obvious.

Comprehensive Plan Goal 14 — Urbanization: "To minimize the expansion of the urban service area outside of the city limits in order to provide the efficient use of land, eliminate the unnecessary and uneconomical expansion of public facilities, and to conserve agricultural and forest lands outside of the city."
(CP 14-1)

CP Finding #30: The proposed RV Park meets the city's urbanization goal.

The proposed site is within the city limits, and so the project will "minimize the expansion of the urban service area outside of the city limits".

Water and sewer are extended to the project boundary, and so therefore the project will "eliminate the unnecessary and uneconomical expansion of public facilities"

No agricultural or forest lands are at risk, and so therefore the project will "conserve agricultural and forest lands outside of the city." (See discussion under Goal #3 and Goal #4, agricultural and forest land section, CP Findings #9 and 10 above.)

CP Finding #31: The proposed RV Park will maintain the livability of Brookings, and will provide needed commercial lands to accommodate growth and tourist/retirement sectors of the area economy. The artist's rendering of the project, the site plan, and the discussion will address how the project will maintain the livability of Brookings. The processes of conditional use permit approval, which the project must have in order to progress to the building

permit stage, insure compliance of the actual development with the intent as stated here in these findings.

The provision of adequate areas, properly located, to accommodate expected and desired economic growth is critical to the Brookings area. Table 7, Industrial and Commercial Needs (I 14-3 [a]) identifies the need for additional commercial acreage within the Brookings and within the urban growth boundary area, as follows:

TABLE 7, COMMERCIAL LAND NEEDED

Brookings:	63 acres needed
Harbor Sanitary District:	34 acres needed
Total:	97 acres needed
Vacant and Available Land in UGB to meet needs:	24.3 acres
Need not addressed:	72.7 acres

The proposed RV Park will provide 6.6 acres of the needed 72.7 acres, of commercial lands, of which 47.3 acres are needed in the Brookings area. This need is only vaguely addressed by the Comprehensive Plan (Finding #3, page CP 14-3), in which it is merely stated that the Brookings State Airport has been included in the urban growth boundary and that this airport totals some 90 acres. The location for needed acreage is where the commercial potential of the area lies, that is in giving access to and servicing the tourist industry. Discussion under Recreation, CP Findings 16-17 and Economy, CP Findings 18-24, above, address the demonstrated need for RV Parks specifically.

CP Finding #32: Approval of the RV Park project will encourage orderly growth relative to the cost of street and utility expansions.

Policy #2, Goal #14 states that the "city should encourage the orderly outward growth of the community in order to maintain the costs of . . . streets, utilities, and public facilities at the lowest level possible." (CP 14-4) Water, sewer, and power lines about the project, as do public streets. Please see the discussion under Urban Services, Zone Change Finding #3, and Transportation, Zone Change Finding #2, to further address this issue and justify this Finding.

CP Finding #33: Project approval will certain encourage "the development of . . . commercial lands in such a way as to insure proper diversification of the local and regional economy." (CP 14-4)

Policy #4, Goal #14 requires the city to encourage development of commercial lands in order to insure economic diversification. (CP 14-4) It has been established above that an RV Park meets an urgent need for RV facilities. Serving recreational vehicle tourism will result in an immediate economic benefit for the Brookings area (see CP Finding #18-24, above) and will foster continued movement of retired persons into the Brookings area. Both strategies are recognized as essential to the future economic well being of the area by both the City Comprehensive Plan, Goal

#9, Economy, and the Curry County Economic Development Strategy Committee. (See discussion under Recreation, Goal #8, CP Findings #16-17 and under Economy, Goal #9, Findings #18-24 above.)

This section ends the address of Comprehensive Plan Amendment Criteria #1, demonstrating that the amendment conforms with the policies of the city's Comprehensive Plan.

Comprehensive Plan Amendment Criteria #5: "The amendment shall address short and long-term community impacts."

CP Finding #34: RV Park approval will have significant short-term and major long-term impacts upon the community. Negative impacts are minor, of a construction or design-type and are mitigated by the project proposal.

Short-term positive impacts include construction contracts for at least \$325,000 in value over a five-year period.

Short-term negative impacts include construction noise and dust created during project construction. The site is flat, contains no rock, and therefore no blasting will be required and construction time will be short. Construction is proposed in phases, almost all construction is underground or at grade, leaving construction time per phase at approximately 45 days only. Proper construction procedures will mitigate noise and dust.

Long-term positive impacts include provision of needed commercially zoned land to the Brookings area, the provision of needed RV Park space, the provision of needed facilities to encourage the use of Harris Beach State Park, the provision of \$1,150,770 to \$681,940 in new tourist expenditures for the Brookings area per season, and furthering the area's economic strategy of attracting tourism and retirement.

Long-term negative impacts include altering the views from some of the existing and planned homes in Harris Beach plan development and an increase in traffic at the intersection of East Harris Heights Road and State Highway 101. The view shed alteration will be mitigated by keeping a low density RV Park (90 units instead of 125), by maintaining perimeter landscaping, by enhancing landscape features of the existing area, such as the pond, by an extensive use of new landscape materials carefully selected to provide the maximum cover in the shortest possible period of time, by utilizing compatible architecture for the permanent buildings, such as the recreation center, barn, and wash buildings. (See discussion under ZC Finding #6 for further demonstration of mitigation.) Traffic will be safely and economically accommodated by the improvements to the East Harris Heights/Highway 101 intersection as required by the Oregon Department of Transportation. (See discussion under ZC Finding #2 for further demonstration of mitigation.)

Comprehensive Plan Amendment Criteria #6: "The amendment shall demonstrate public need."

CP Finding #35: The project has demonstrated need for additional commercial acreage in the Brookings UGB area, need for additional RV Park facilities, and need for RV Parks as part of Curry County's economic development strategy.

See discussions under Recreation, CP Findings #16-17, under Economy, CP Findings #18-24, and under Goal #14, Urbanization, CP Finding #31 for demonstration of this Finding.

Comprehensive Plan Amendment Criteria #7: "The proposed amendment shall demonstrate that it will best meet the identified public need versus other available alternatives."

CP Finding #36: The proposed project best meets the identified public need versus other alternatives in the CT or CG zone.

All the vacant sites within the Brookings city limits zoned CT or CG, with any kind of recreational vehicle potential, were examined, and the viability of each site was assessed and compared to the petitioner's site.

Within the city limits, there are some eleven sites, composed of fifteen parcels and totaling 40.92 acres zoned commercial and standing vacant that could possibly serve as RV sites. These vacant sites average 3.41 acres per site, with the largest measuring 10.84 acres and the smallest .98 acres. These sites are shown on the City Alternate Sites Map, Exhibit 5, and detailed in Table 8 Brookings Vacant Commercial Acreage, on the following page.

The size of the site and the potential number of RV units is critical, and the first viability test. The average size of RV parks in Brookings is 67 units with full hook-up, with 106 total units of all types. Management has determined that 50 units are a marginal number, and 75 units and up are optimal.

The proximity or adjacency of major amenities is also important. The major amenities available in the area analyzed are Harris Beach State Park, the Brookings shoreline and beach, and Chetco River shoreline.

Access directly from Hwy. 101 is critical. Four levels of access were examined. Level (1) is the equivalent of direct, level, and safe access off Hwy. 101. Level (2) is equivalent to the same safety of access, although somewhat indirect. Level (3) is equivalent to indirect access with hazardous traffic conditions. Level (4) is equivalent to indirect access, hazardous traffic conditions and steep slope condition.

The sites must also be examined for comparative hazards. Hazards in the Brookings area include flooding and steeply sloping river bank or shoreline subject to erosion or mass movement of earth. Although RV's are mobile, and the flooding hazard would seem to be minimal to an RV park, since most of the floods occur in the wintertime when traffic is least heavy, the Hewitt concept of condominium RV's, with many left year round by absentee owners, makes this hazard a particularly acute one.

The final criteria are availability of the parcel, and price. That is, is the parcel for sale, and can the project afford the price of the land.

TABLE 8, BROOKINGS VACANT COMMERCIAL ACREAGE

Assessor's Map No.	Tax Lot No.	Acres	Zone	# Units Potential	Major Amenity	Access	Slope/Flood Hazard	For Sale	Price
41-13-6BC	TL 1400	5.51	CT	75*	Shoreline	(1)	S	yes	1.3M
41-13-6BC	TL 1600/ 2100	1.13/ 2.59	CT	51**	Shoreline	(1)	S	yes	1.1M
41-13-6BC	TL 2700	1.96	CG	27	No	(1)	None	?	
41-13-6CA	TL 200	1.16	CG	16	No	(1)	None	?	
41-13-6AC	TL 700	3.22	CG	44	No	(2)	None	yes	
41-13-6AC	TL 600	.98	CG	13	No	(2)	None		
41-13-6AC	TL 3000	3.98	CG	54**	No	(2)	None	?	
41-13-6D	TL 306	1.24	CG	17	No	(1)	None		
41-13-5CD	TL 10600 10700 10800	1.81	CG	25	No	(2)	None	?	
41-13-5A	TL 1804	10.84	CT	148*	Chetco River	Not Avail.	FP	?	too high
41-13-5A	TL 1802/ 1805	2.50/ 4.00	CT	89*	Chetco River	(4)	FP	No	
Hewitt	TL 1200	6.6	R-2	90*	Harris Beach State Park	(2)	None	Subject Site	

NOTES:

* Number of Units Sufficient

** Number of Units Marginal

Access

(1) = Direct, level and safe access off Hwy. 101

(2) = Indirect, level and safe access off Hwy. 101

(3) = Indirect access off Hwy. 101 hazardous traffic

(4) = Indirect access off Hwy. 101, hazardous traffic, steep slope

Each of the vacant commercially zoned sites was examined according to the above criteria, and compared to a similar analysis of the subject site. Tax Lot 1400 is the South Coast Lumber Company site, considered at one time for the creation of a Red Lion Motor Hotel. Just adjacent to it, to the south, is Tax Lot 1600 and 2100, the Cliff House Restaurant site. At the present time the restaurant is unoccupied and vacant. Both of these properties are for sale. Both properties have easy, safe access directly off Hwy. 101 and are rated at access level 1. Both properties have spectacular views and get the highest kind of amenity rating, even though the properties are some sixty to seventy feet above the shoreline at this point. Both properties are of a size that either marginal or close to optimal size RV parks could be created on them. South Coast Lumber has had a full economic analysis made of the highest and best use of their site. While this study was not made available to the petitioner, it is clearly understood that the best potential for this site is going to be a very concentrated use, such as a chain motor hotel and restaurant. Realtors have indicated prices of \$1.1 to \$1.3 million for these sites. Clearly this site, although fitting all parameters, is prohibitively expensive, and intended by the owners or potential purchasers for a more intensive use than an RV park could provide.

Tax Lots 2700, 200 and 306 all have direct access off U.S. Hwy. 101, and are rated access level 1. These lots, however, have virtually no amenities, and are too small to permit a profitably sized RV park, accommodating only from 16 to 27 units. Tax Lot 2700 does have some degree of amenity, although it is not next to any major public facility and is not adjacent to the shoreline. It's just too small to be viable. Tax Lots 200 and 306 are rather nondescript, or inappropriately located in the busiest area of the Brookings commercial district, and Tax Lot 306 in addition is at the tail end of the industrial millpond. This group of tax lots is clearly not suitable for use as an RV park.

Tax Lots 700, 600 and 3000 are all located on Fifth Street above Elk Drive, and are interesting to contemplate. Tax Lot 700 could accommodate 44 RV units, and Tax Lot 3000 could accommodate 54. Tax Lot 3000, therefore becomes a potentially viable site. While the access is not direct, a sign could be visible from Hwy. 101. These tax lots, however, are in an area which is developing as a professional and office area, with the beginning of an emphasis on medical facilities. (See photographs, facing page) Tax Lot 3000 would be the ideal location for professional offices as the city grows, being adjacent to the City Hall and easily accessible from downtown Brookings. Given the nature of the surrounding development, and given the distance from Hwy. 101, these tax lots are not appropriate for use as an RV park.

Tax Lots 10600, 10700, and 10800 are considered as one unit. The acreage is not enough to accommodate more than 25 RV units, even when including the square footage of the alleyways shown in the Assessor's Map. This lot also has a disadvantage of being several blocks from U.S. 101. This tax lot is not suitable for development as an RV park.

Tax Lots 1802, 1804 and 1805 at first glance seem ideal sites. They are adjacent to the Chetco River, but lie well under the Chetco River Bridge and Hwy. 101, thus radically reducing the noise impact. While they are upstream of the bridge, and the bridge does interfere with the river and ocean view, the prospect is still quite delightful from the ground. Presumably, boat launching facilities could be provided, thus adding the extra potential to the RV park

development. Tax Lots 1802 and 1805 are owned by the same individual, and together could provide accommodation for 89 RV spaces, approximately the same number as proposed by Hewitt. However, when closely examined these tax lots have several difficulties, one of which is insurmountable; the property is not for sale. The owner is adamant on this point. Access is also difficult. An approach would have to be made from the Northbank/Southbank intersection with Hwy. 101, which is on both a grade and a curve as Hwy. 101 crosses the bridge and enters Brookings. Traffic here is very heavy, and is moving fast. Vehicles waiting to access from either the Northbank or the Southbank Road have to wait long periods of time, and their entry into traffic, particularly if crossing lanes and towing a trailer or a boat, can be hazardous. The access to Tax Lots 1802 and 1805 is through a steep, winding and fairly narrow road that goes down under the bridge onto the sites. (See photographs, facing page) Since most RVers are retired, and many of the RV's accessing at this type of park would surely be towing a boat, this access might be inhibiting to potential RV park inhabitants. Another and possibly more serious concern is the flood plain/floodway difficulty. All of the site is in the Chetco River Flood Plain, and portions may be in the Chetco River Floodway. The concept of the Hewitt RV park is that of a condominium RV park, in which many of the park users will leave their RV's on almost an annual basis, thus eliminate the need to travel long distances with their RV's. (See discussion under Recreation Needs, CP Findings #16-17 above.)

In the event of flood, all RV's would have to be moved on an emergency basis. In the event of a sudden inundation, such as the simultaneous occurrence of high tide, heavy storm, and high river runoff, many of the RV's may be damaged. RV owners would not leave their vehicles and equipment at the park under those conditions, thus vitiating completely Mr. Hewitt's unique concept for park development.

The other parcel, Tax Lot 1804, suffers the same flood hazard problems as discussed for Tax Lots 1802/1805. Of more serious concern with Tax Lot 1804 is access. The site is accessed via Northbank Road and the Northbank Road/Hwy. 101 intersection offers the same problems and difficulties as found in the Southbank Road/Hwy. 101 intersection discussed above. In addition, direct access onto Tax Lot 1804 is impossible, due to the steep slope and cutbank that exists between Northbank Road and the property. (See photographs, facing page) Further, it should be noted that Mr. Hewitt originally made an attempt to purchase Tax Lot 1804 and discovered that the only realistic access is via easement through Tax Lot 1800. The owner of Tax Lot 1800 was not at all interested in either selling his property, or providing an easement for an RV park over his land. In fact, he was opposed to the idea. The price of Tax Lot 1804 was also too high for a viable operation, especially given the concerns of access.

It can be seen from this analysis that there are only five viable sites, Tax Lot 1400 (South Coast Lumber), Tax Lot 1600/2100 (Cliff House Property), Tax Lot 3000 (adjacent to City Hall), Tax Lot 1802/1805 (Chetco River), and Tax Lot 1804 (Chetco River). Each parcel has problems of more intensive or alternative commercial uses being more appropriate (Tax Lots 1400, 2100 and 3000), or severe access and flood hazard problems (Tax Lots 1802/1805 and 1804). In every case, the properties are either not for sale, or the price is much too high to make an RV park viable. For these and the above reasons, it may be concluded that the Hewitt site, Tax Lot 1200, is the most appropriate site

within the Brookings Urban Growth Boundary north of the river to site an RV park.

It may be reasonably asked, why haven't potential RV park sites with appropriate zoning been analyzed south of the Chetco River? A look at Table 9, Brookings RV Parks Summary, and Table 10 Brookings RV Parks North/South Distribution, shows the rationale most clearly. Although there are potential problems of access, availability, price, amenity, size, and suitability, the most salient fact here is that 80% of the existing RV parks are already south of the river.

TABLE 9, BROOKINGS RV PARK SUMMARY

<u>RV Park</u>	<u>Full Hook-up</u>	<u>Total Sites</u>	<u>Access</u>	<u>Chetco River</u>
Harris Beach State Park	34	151	Hwy. 101	North
Sea Bird	60	60	Hwy. 101	South
Chetco	118	118	Hwy. 101	South
Portside*	30	58	Harbor	South
Driftwood*	101	109	Harbor	South
Port of Brookings*	37	155	Harbor	South
River Bend	<u>89</u>	<u>89</u>	So. Bend Rd.	South
Total	469	740		
Average Size	67	106		
Hewitt	90	100	Hwy. 101	North

* = RV parks with focus on the Harbor area.

TABLE 10, BROOKINGS RV PARKS NORTH/SOUTH DISTRIBUTION

<u>Location</u>	<u>Full Hook-up</u>	<u>Total Sites</u>	<u>% of Total Sites</u>
North of the Chetco River	34	151	20%
South of the Chetco River	435	589	80%

The Harbor area is well served, and these RV parks are most frequented by people whose primary focus is on fishing and boating. The other prime asset of the area, Harris Beach State Park, is served only by the state facility, which after June 1, turns away scores of people daily. The obvious geographic need for an RV park in the Brookings Urban Growth Boundary is at the north end, close to Harris Beach State park. Therefore the Hewitt site has the best geographical location.

This section ends the discussion of the criteria required for approval of the Comprehensive Plan Map Amendment.

IV. CRITERIA FOR APPROVAL OF A ZONE CHANGE (DISTRICT AMENDMENT)

Resolution 356 sets forth the zone change criteria as follows:

- (1) The existing or anticipated transportation facilities (streets, highways, bus routes, etc.) will be adequate and there will be no adverse impact on traffic generation and safety.
- (2) The existing or anticipated services (sanitary sewers, storm sewers, schools, fire protection, police protection, etc.) can accommodate potential development within the subject area with an adverse impact on the affected service area.
- (3) The natural features of the site are conducive to the proposed rezoning.
- (4) Any special area involved such as flood plains, slopes, etc., will have increased protection as a result of the proposed rezoning.
- (5) The proposed rezoning is compatible with the existing and anticipated surrounding land use.
- (6) The proposed rezoning must be in compliance with the specific policies of the Comprehensive Plan.
- (7) There should be a comparison of the proposed rezoning with other buildable lands zoned identical to the requested change or which could otherwise accommodate the proposed use in terms of efficient services and energy conservation.

The following Findings were prepared by the petitioner and the developer team, and address the criteria required for approval of a zone change (zoning district amendment). The responses are ranged by zone change criteria for easy reference.

Zone Change Criteria #1: "The existing or anticipated transportation facilities (streets, highways, bus routes, etc.) will be adequate and there will be no adverse impact on traffic generation and safety."

Zone Change Finding #1: The extension of Arch Lane into the subject property will be limited to the service of a residential subdivision of six dwellings. The impact upon Arch Lane will be minimal, and will be more than accommodated by the existing facilities.

The residential subdivision accesses through Arch Lane to East Harris Heights Road and Highway 101. No RV Park traffic will be permitted to access via Arch Lane. (See site plan.)

Arch Lane is built to city standards. Additional traffic generated by the proposed subdivision will be a maximum of 60 Vehicle Trips per Day (10 VTD/DU X 6 DU) or five Vehicle Trips per Hour if all vehicles entered and exited over a twelve-hour period. The resultant impact is minimal, and well within the capacity of Arch Lane and East Harris Heights Road to accommodate without further off-site improvement.

In review of the annexation of subject property, which included provision for a subdivision, the city opinion was expressed by Planning Director Ullian, a set of preliminary findings that "the additional service demands would not exceed the community's ability to provide services nor would it impose a negative impact or seriously impair city services to existing portions of the city." (Preliminary Findings, City Staff Report, Hewitt Annexation) A letter requesting input received a "no comment" from Curry County Public Works.

Zone Change Finding #2: Existing and proposed development accessing Highway 101 via East Harris Heights Road will require improvement at the intersection of these roadways. The extent of improvements will be determined by the Oregon Department of Transportation. The improvements will be required as development progresses, and will provide for safe, efficient and economic passage of traffic.

- John Anderson and partner have city approval for the development of Harris Beach PD (Planned Development), totaling 125 dwelling units, with 20 dwelling units constructed to date, and 3 dwelling units under construction. Mr. Anderson has allegedly obtained a permit from the Oregon Department of Transportation for which a north-bound deceleration lane was to be provided.
- John Anderson and partner have applied for annexation, zone change and PD approval for an additional 95 dwelling units, to be located on Tax Lots 1300 and 1400.
- Ed and Marilyn Hewitt have applied for RV Park approval, for a capacity of approximately ninety recreational vehicles, to be located on Tax Lot 1200.

All of these projects will utilize the East Harris Heights/Highway 101 intersection. In the last week of July, Alex Forrester interviewed the following ODOT personnel:

- Kip Osborne, Regional Traffic Specialist, Roseburg
- Stan Hobbs, Permit Manager for the Brookings area, Coos Bay
- Ken Allmer, District Maintenance Supervisor for the Brookings area, Coos Bay
- Bill Tristle, former engineer for Brookings area, now in Eugene
- Vern Tabry, Head, Traffic Analysis Section, Salem

An analysis of several intersections along Highway 101 in the Brookings area is underway, undertaken by ODOT. The Salem Traffic Analysis Section is completing analysis of the East Harris Heights Road/Highway 101 intersection. Their preliminary decision is to require a 360-foot right turn lane in the north-bound approach, and a 150 foot left turn refuge lane in the south-bound approach. No traffic light will be warranted. It was estimated by state personnel that these improvements may cost in the neighborhood of \$100,000. The state will not determine which development will pay which share of the required improvements. This will be up to the negotiations between the City of Brookings, the various developers, and the ODOT District Maintenance Supervisor. Mr. Hewitt has stated his willingness to pay his fair share to Lynn Stuart, former Brookings City Manager, and restates this desire at the present time. The timing of improvements will depend on the pace of development.

The intersection improvements required by ODOT will handle all traffic produced by the proposed developments safely, efficiently and economically. Such off-site improvements will meet the requirements of Zone Change Criteria #1.

Zone Change Criteria #2: "The existing or anticipated services (sanitary sewers, storm sewers, schools, fire protection, police protection, etc.) can accommodate potential development within the subject area without an adverse impact on the service area."

Zone Change Finding #3: The proposed RV Park will not exceed the city's capacity to provide water, sewer, fire, police or school service, and will not have an adverse impact on the affected service area.

Water service is to be provided via an existing 8" line that presently terminates at the end of Arch Lane where it borders on Tax Lot 1200. This 8" line will be extended to serve the residential subdivision cul-de-sac, terminating in a fire hydrant, and will be extended into the RV Park, where a 6" loop will service the park. A minimum of four fire hydrants are to be provided in the park.

Regarding water service capacity, preliminary findings of the Hewitt annexation state, "The additional service demand will not exceed the community's ability to provide services nor would it impose a negative impact or seriously impair city services to existing portions to the city." The city fire chief had no comment on the annexation. However, city fire chief comment on the specific layout will be through the conditional use permit process, and the developer will comply with city requirements.

Sewer service will be via an existing 4" force main terminating in Arch Lane at the boundary of Tax Lot 1200. Separate 8" collection lines will service both the subdivision and the RV Park, utilizing gravity feed. Sewage will be collected, shredded and pumped under pressure via the Arch Lane line. Shredding greatly assists sewage treatment, producing sewage treatment on a treatment facility by as much as 50%.

Regarding sewage treatment capacity, the preliminary findings of the Hewitt annexation state that "Additional service demands would not exceed the community's ability to provide services nor would it impose a negative impact or seriously impair city services to existing portions of the city." Specific and detailed comment on layout, line sizes and other specification regarding sewage collection, shredding and pumping will be through the conditional use permit process, and the developer will comply with city requirements.

The impact on area school systems will be limited to the number of children that could be expected to reside within the six-unit subdivision to be created. Given the heavy level of retirement-age population, this impact is expected to be minimal. There will be no impact upon the school systems from the RV Park, since the heavy family season is during the school vacation period and the RV Park is expected to have a usage by predominantly retired persons.

Zone Change Criteria #3: "The natural features of the site are conducive to the proposed rezoning."

Zone Change Finding #4: The natural features of Tax Lot 1200 are conducive to the proposed rezoning from county R-W to city CT zone, and to the specific use intended, an RV Park.

The site is predominantly flat, with the steep slopes to the east and south, and the ravine to the west and north being almost entirely off the site. This will provide for easy site access, easy site parking and set-up for the RVs, and will require very little site earthwork in order to prepare the project to receive recreational vehicles.

The area has a pond fed by a natural spring, with a natural drainageway. This is a great natural feature that will be incorporated into the recreation amenities provided in the site, and also provides overflow site storage for heavy winter storms. These features are all incorporated into the design.

The area is surrounded by trees, and beautiful natural surroundings. The perimeter of trees will all be kept, and certain of the interior trees will be replaced by heavy and lavish landscaping of individual spaces.

The area is buffered from the industrial use by the heavily-wooded ravine, and buffered from the highway visual and noise impact by the hill of Tax Lot 105 to the south.

The area has easy access to Highway 101 that will be rendered safe and efficient by the improvements required by ODOT for all development utilizing East Harris Heights Road.

The above examination of the facts pertaining to the natural features of the site demonstrate that these features are, in fact, conducive to the proposed rezoning.

Zone Change Criteria #4: "Any special areas involved such as flood plains, slopes, etc., will have increased protection as a result of the proposed rezoning."

Zone Change Finding #5: There are no hazardous areas on the site. Such site hazard as may exist is accommodated by design.

The site is not designated as a slope hazard area in the Comprehensive Plan. There are steep slopes adjoining the site, but not on the site. The project design accommodates the slopes by a self-imposed set back from sloping areas.

The site is not within a flood plain, but does contain a natural drainway and pond. The pond can serve to impound overflow winter storm water. The project design incorporates and protects both the pond and the natural drainageway. The site is too far above Harris Creek to be threatened by potential flooding from this source.

Zone Change Criteria #5: "The proposed rezoning is compatible with the existing and anticipated surrounding land use."

Zone Change Finding #6: The two existing adjoining uses, industrial and low density residential, are highly incompatible with one another. Impact from the industrial use restricts the use of the subject site. The proposed use is the most appropriate use and will buffer the uses on adjoining properties.

The South Coast Lumber Mill operation is unsightly and noisy. The mill, however, is essential to the area's economy, has operated on the subject site historically, is quite large and financially sound and may soon expand operations. The Harris Creek Ravine between the mill and the Hewitt site provides distance and a screen of trees between the Hewitt property and the mill operations. The trees block visual intrusion, but do not block the noise. The noise levels are comparable to those adjacent to a major highway. The noise levels are such that upper or moderate income residential development would not be wise for the Hewitt site. Low income subsidised housing was reviewed, and found not to be possible due to the close proximity of industrial use. (See Hewitt letter of March 19, 1987, to Chairman of the City Planning Commission.)

The Harris Beach PD residential development is upper-end townhouses and condominiums, with prices ranging up to six figures. The conflict between these two uses (the South Coast Mill and the Harris Beach PD) is significant and unyielding.

Tax Lot 1200 has had a history of use as an industrial site, first as a planing mill and then as an automobile wrecking yard. A case could be made for rezone to industrial, through the finding of early zone map error, and thereby gain some economic use of the site. This process would leave the Harris Beach PD with no buffer whatsoever to the industrial zone.

The site is ideally located (proximity to Harris Beach State Park and Highway 101 access) and physically situated (flat ground, water feature, beautiful surrounding hills) to serve as an RV Park. These other features mitigate the noise level, which indeed is no higher than RVers expect to find at most RV Park sites around the country.

The proposed use will, therefore, guarantee a 6.6 acre buffer for the adjoining residential lands from the established industrial activity.

RV usage is extremely quiet, as can be determined by a visit to Harris Beach State Park RV area, or other RV Parks. The off-site road improvements required by ODOT will mitigate any traffic hazard, and provide for safe and efficient ingress and egress to both the RV Park and the Harris Beach PD at the East Harris Heights Road/Highway 101 intersection. No RV traffic will be taken through the Harris Beach PD project. An additional buffer is provided by the 3.93 acres of residential development proposed to adjoin that portion of the Harris Beach PD adjoining Tax Lot 1200. This proposal is at the cost of an additional 30 to 50 RV spaces that could be provided in this acreage. These spaces would provide the Brookings area from \$298,000 to \$504,200 in tourist expenditures each season! This is, in fact, a significant sacrifice.

The only remaining impact is on the view shed from several dwelling units in the Harris Beach PD. The artist's rendering shows the quality of the RV Park. The site plan planting overlay shows the extent of tree coverage within three years. With the exuberant growth exhibited by plant life in the Brookings

area, the RV Park will soon resemble the Harris Beach State Park aerial view, probably within five years, completely mitigating the visual impact. Further mitigation of the visual impact is accomplished by the preservation of the screen of trees surrounding the RV Park site, the preservation and enhancement of natural features, such as the pond, the sensitivity of architectural treatment of permanent buildings to be compatible with the wood exteriors of the residential development, and a phased development plan to further lessen immediate impact.

One should also note the definition of "compatible." The most severe land use process in Oregon, is the exception process of review. This process has a compatibility requirement. In addressing compatibility, state land use goal #2 states, "Compatible . . . is not intended as an absolute term meaning no interference or adverse impacts of any type with adjacent uses."

For these reasons, it is contended that:

- (1) The proposed CT rezone is compatible as a buffer zone for a parcel with both industrial and residential zones and established land uses adjoining.
- (2) The proposed RV Park use is the only economic use of land remaining to the owner, given the impacts of the adjoining industrial development.
- ✱(3) All traffic and visual impact to the Harris Beach PD will be fully mitigated by requirements of the Oregon Department of Transportation, and by the proposed project design and planting plan.
- ✱(4) Design and planting parameters as proposed at this hearing and in these findings can be ensured by the City of Brookings through the conditional use permit process.

Zone Change Criteria #6: "The proposed rezoning must be in compliance with specific policies of the Comprehensive Plan."

Zone Change Finding #7: The proposed rezoning is in compliance with all applicable comprehensive plan policies.

See the discussion and Findings of the Comprehensive Plan Amendment criteria #1, above, for demonstration of this Finding.

Zone Change Criteria #7: "There shall be a comparison of the proposed rezoning with other buildable lands zoned identical to the requested change or which could otherwise accommodate the proposed use in terms of efficient services and energy conservation."

Zone Change Finding #8: Examination of other existing lands zoned CT and CG reveals that there is no site equal in size with adequate services, and with the same excellent location to the area's prime tourist attractions.

See the discussion and findings of Comprehensive Plan Amendment Criteria #7, above, for demonstration of this finding.

APPENDIX 1

Letters and Petitions in Support

NEIL GOLDSCHMIDT
Governor



OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310-1347

July 1, 1987

Mr. Edward L. Hewitt
5201 Ambrose Drive
Reno, Nevada 89509

Dear Mr. Hewitt:

Thank you for your letter of June 7, 1987. Your recreational vehicle project for Brookings sounds very interesting. I note the strong level of support in the staff recommendation of the Planning Commission and the City Council.

Facilities such as you propose appear to fit very well with the emerging strategies of tourism development on our south coast, especially in Curry County.

I feel very sure that your local government will act in the best interests of economic and community development.

Sincerely,

Neil Goldschmidt
Governor

NG:mhs

Mr. & Mrs. Vincent Lemberes
225 River Bend Drive
Reno, NV 89523

August 3, 1987

Brookings City Council
898 Elk Drive
Brookings, OR 97415

Attn: Mayor Robert Kerr

Dear Mayor Kerr:

I am asking you and the Brookings City Council to approve Mr. & Mrs. Edward Hewitt's petition to rezone their property for an R.V. park.

We, as many others do, enjoy your excellent fishing, marina, and restaurants in the Brookings area. Unfortunately, finding overnight parking for our motor home has been a problem because the parks in the area have been full.

My husband and I know Mr. & Mrs. Hewitt will provide an R.V. park that Brookings will be proud to have.

Sincerely,

Mrs. Vincent Lemberes

smj

July 30, 1987

Mayor Bob Kerr
City Council
898 Elk Drive
Brookings, Oregon 97415

Dear Mayor Kerr:

I am writing this letter on behalf of Ed Hewitt who I have known for over 20 years. I know Ed has been trying to establish a trailer court in Brookings for some time.

My feelings are that this could be of great value to Brookings as well as people like myself. Many people here go to Brookings for the fishing and scenery. It would be nice to be able to tow your trailer up there and have a place to leave it and just drive back and forth. We have visited Brookings occasionally and have enjoyed ourselves tremendously.

Ed is a fine upstanding person and has raised a fine family. I am sure he and his trailer court would be an asset to Brookings.

Sincerely,
O.R. Bickrick
O.R. Bickrick
430 1st St. SE
Brookings, OR 97415

July 31, 1987

Brookings City Council
Mayor Bob Kerr
898 Elk Dr.
Brookings., OR 97415

Mr. Mayor and Councilmen;

After 20 years of visiting Brookings several times a year, I quit going there 5 years ago. It became too expensive and time consuming to transport both a trailer and a boat 430 miles one way. I'd have to either pay moorage or space rental at least 4 days at each end of my visit, or take two vehicles to transport them, having someone else drive one of the vehicles. Currently, we are going elsewhere, where we can leave our boat or trailer or both in a secure place.

I can relate to Mr. and Mrs. Hewitt's project, as I would still be going to Brookings had something like this been available 5 years ago. In fact, should they get this park open, I'll be one of their first customers on a yearly basis.

Knowing the Hewitts for the past 25 years, I would feel very secure in leaving my boat and trailer with them, knowing they would do everything humanly possible to protect my property. Hoping that you will approve their project so I can come back to Brookings, I remain

Sincerely,

Virgil Crapere

Virgil Crapere
4949 Idewild
Reno, NV 89509

March 28th 1988

Dear Ed

As you know, our group from the Lakeview office and the Nevada Fish and Game have quit meeting in Brookings because of the lack of facilities for leaving our equipment there for return trips throughout the summer.

Brookings needs a facility such as yours for groups like ours and if you do get into operation, you can be assured of having at least seven more customers every summer for the whole fishing season.

Best of luck

John Waudler (Ret)
(Bureau of Sport Fisheries & Wildlife)
19726 Kings River Highway
Monmouth, Oregon

July 31, 1987

Brookings City Council
Mayor Bob Kerr
898 Elk Dr.
Brookings, OR 97415

Dear Mayor Kerr;

In 1980, I retired from law enforcement in the state of Nevada and in my capacity as an enforcement officer, I became acquainted with Mr. Ed Hewitt and his family and have found that, personally and in business, they are known for the utmost in honesty and integrity. We became close friends and have visited the Brookings area together for some 14 years. A few years ago some of my friends and I have quit going to Brookings for our reunions and vacations because there were no places for us to stay and be able to leave our boats and RV's in what we considered a secure place. We regret having to do this but, 430 miles is too far to pull our boats and RV's back and forth.

I am familiar with Mr. Hewitt's proposal to build an RV park with the concept and design centered upon people like myself. My friends and I support his project 100% and you can be assured that we will start coming back to the Brookings area should he be able to take care of our boats and RV's at his proposed facility.

In my estimation, by an affirmative vote, the city of Brookings will be gaining an extremely good asset in Mr. Hewitt and his proposed RV park project. Your positive vote is urged.

Sincerely,

Cliff Weiss, Ret.
Nevada Fish and Game

Mel Kosta
Attorney at Law
325 Main Street
Klamath Falls, Oregon 97601
(503) 883-7139

April 2, 1987

Mr. Ed Hewitt
 96707 E. Harris Hts. Rd.
 Brookings, OR 97415

RE: R.V.'s, Inc.

Dear Mr. Hewitt:

A few weeks ago it was brought to my attention that you were constructing an R. V. Park in Brookings at the above address. In the meantime, I have had an opportunity to examine and review the plans.

The design and location of the R. V. Park appears to be in an excellent location. In addition, the services you are going to afford to the public such as annual space rental, with subletting arrangements, storage for boats and trailers, etc. is something that Brookings is in need of for the reason that I, and many of my acquaintances have to haul my trailer and boat back and forth from Klamath Falls to Brookings, OR.

I have spent at least 30 days of each summer in Brookings for many years. A number of my acquaintances with whom I have discussed your R. V. Park also advise that they are very interested in the park for the reasons stated above.

Hopefully, you will not run into any roadblocks in constructing the park and making it available for occupancy this summer. I plan to be in Brookings within the next 30 days or so, and I will be in personal contact with you at that time.

Very truly yours,

Mel Kosta

MEL KOSTA

HK:ck

April 1, 1987

Mr. Edward Hewitt
 96707 E. Harris Heights
 Brookings, Oregon
 97415

My friends from the Reno Police Department, and my family, are looking forward to the fishing trips in Brookings. The idea of being able to lease a parking slot for my thirty foot trailer, will make my trips a lot more enjoyable, and allow me and my family to stay longer. By leaving the camper in Brookings we will be able to make more frequent trips to Brookings.

Gerald Hazen
 Gerald Hazen
 19 East I Street
 Sparks, Nevada

April 2, 1987

SEN YEAGER - Ret.
PO BOX 757
SUNOLVILLE, CA 94130

To Whom It May Concern:

In regards to the plan of the Ed Hewitt's for a R.V. park at the north edge of Brookings, Oregon, I have spent several days with the Hewitt's at the site in our Motor Home, as guests and most assuredly enjoyed the spot and its surroundings, real beautiful, quiet and serene, absolutely perfect.

Since staying at the site and learning of Hewitt's plans, I have discussed the site with many other R.V.'s who every year visit and ocean fish, for example a couple from Michigan spend from two weeks to a month in the area, one couple from Anaheim, one from Long Beach, two couples from San Diego and two from Los Vegas.

Now considering things this is a real good cross country R.V.'s view, for the need of an R.V. park

Ben J. Yeager

March 31, 1987

Mr. Edward Hewitt
96707 E. Harris Heights
Brookings, Oregon 97415

Good luck in your endeavors to provide a first class Recreational Vehicle Park, in Brookings. My family and friends are looking forward to our fishing trips to Brookings.

Being able to leave my R.V. in Brookings, right at the R.V. Park, will enable me and my family to make more frequent trips, especially in the winter months when the trip from Reno to Brookings is hazardous at time.

Robert Buley
Robert Buley
1415 Ebbetts Dr
Reno, Nevada 89503 2

APPENDIX 2

Annexation Review and City Staff Report

MEMORANDUM

TO: Mayor
City Council

THROUGH: Leo Lightle, City Manager

FROM: Richard Ullian, Planning Director

SUBJECT: PROPOSED ANNEXATION OF HEWITT PROPERTY, LOCATED
ON NORTH SIDE OF EAST HARRIS HEIGHTS ROAD
(FILE NO. A-1-86)

BACKGROUND INFORMATION:

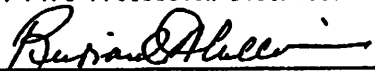
The above referenced petition for annexation was presented to the Planning Commission at its July 1, 1986 meeting (note attached minutes). At the conclusion of the public hearing, the Planning Commission voted unanimously to recommend that the City Council hold a public hearing on the matter of annexing the subject 10.53 acre parcel of property. In taking this action, the Commission also recommended that preliminary findings prepared by staff be incorporated as a part of the record of the proceedings before the City Council.

This annexation petition represents a 100% consent of property owner(s) requesting annexation, which does not require the Council to hold a public hearing on the matter, pursuant to ORS 222.125. Nevertheless, the City Council, at its August 11, 1986 meeting, directed staff to prepare this agenda item as a public hearing for the September 8, 1986 Council meeting, with proper notification to affected properties within 250 feet of the subject property, and publication in the Curry Coastal Pilot newspaper. This has been accomplished and an ordinance prepared to annex the subject property and simultaneously withdrawing it from the Dawson Rural Fire Protection District.

STAFF RECOMMENDATION:

It is the opinion of staff that this annexation petition represents a logical and appropriate extension of the corporate limits of the city, that the extension of urban services and facilities can economically and efficiently be provided to serve the area for urban density of development, and that the proposal is in conformance with the City Comprehensive Plan and policies dealing with urbanization and the Urban Growth Boundary.

It is therefore recommended that the City Council adopt by reference the preliminary findings endorsed by the Planning Commission and enact Ordinance No. 405, annexing the subject property and withdrawing same from the Dawson Rural Fire Protection District.


Richard Ullian
Planning Director

Attachment

MINUTES REGULAR PLANNING COMMISSION MEETING

July 1, 1986
7:00 p.m.

I. CALL TO ORDER

Chairman Appel called the meeting to order at 7:00 p.m.

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

Planning Commission Present: Chairman Leo Appel II, Vice Chairman Jim Izett, Commissioners Earl Breuer, Jean Hagen, Mary Jane Brimm, Elgin Gunderson, Lonny Draheim

Staff Present: City Manager Lynn Stuart, Engineering Technician Leo Lightle, Executive Secretary Donna Van Nest

IV. APPROVAL OF MINUTES

A. June 3, 1986 Regular Planning Commission Meeting Minutes

Commissioner Breuer made a MOTION, seconded by Vice Chairman Izett, to approve the June 3, 1986 Regular Planning Commission Meeting minutes; MOTION carried with 5 ayes and 2 absentions (Hagen, Gunderson).

B. June 17, 1986 Special Planning Commission Meeting Minutes

Vice Chairman Izett made a MOTION, seconded by Commissioner Brimm, to approve the June 17, 1986 Special Planning Commission Meeting minutes; MOTION carried with 5 ayes and 2 absentions (Breuer, Gunderson).

V. PLANNING COMMISSION CHAIRMAN ANNOUNCEMENTS

Chairman Appel welcomed the members of the audience to the meeting and explained the procedures of the meeting.

VI. SCHEDULED COMMISSION ACTION

A. Annexation Request

A-1-86 Edward and Marilyn Hewitt

Chairman Appel requested that City Manager Lynn Stuart present the staff report.

Mr. Stuart explained to the Commission and the audience the procedures which must be followed in all annexation requests.

Mr. Stuart read into the record the preliminary findings prepared by staff, which address the criteria contained in City of Brookings Resolution No. 356.

Mr. Stuart indicated that the applicants, Edward and Marilyn Hewitt, 5201 Ambrose Drive, Reno, Nevada 89509, have made application to annex a parcel of land (Assessor's Parcel Map 40-14-36, Tax Lot 1200) at 96707 East Harris Heights Road to the City of Brookings. The parcel of land contains 10.53 acres more or less, and is contiguous with the existing City limits, as well as being located completely within the Urban Growth Boundary of the City of Brookings. Mr. Stuart noted that the property is at present zoned Curry County Residential (R-2) and the proposed use would include Residential Mobile Home (R-MH), Commercial Tourist (CT), and Industrial Limited (M-L), within a Planned Unit Development (PUD).

Mr. Stuart also noted that Planning Commission Public Hearing Notice and notification of abutting property owners is not required by current City annexation policies, but that the proposed annexation hearing notice was advertised in the Curry Coastal Pilot on June 25, 1986, and all affected agencies were officially requested to comment.

The following agencies responded to the request with a "no comment" to the proposed annexation.

Glen Hale, D.L.C.D.
Frank Strain, Curry County Public Works Dept.
Louise Laclair, Curry County Health Dept.
Chief Frank Kelley, Harbor Rural Fire Protection District
Chief Tom Kerr, Brookings Fire Dept.
Orvel Dawson, Dawson Rural Fire Protection District

Mr. Stuart indicated that based on the preliminary findings the staff would recommend that the Planning Commission present a recommendation to the City Council that a public hearing be conducted to consider the requested Consent Annexation proposal.

Chairman Appel asked Mr. Edward Hewitt if he had any comments. Mr. Hewitt stated that he thought Mr. Stuart had presented all of the facts.

Chairman Appel asked for comments from the Planning Commission members. There being none, Chairman Appel asked for comments from the audience. Again, there was no response.

Commissioner Breuer made a MOTION, seconded by Commissioner Drehelm, to recommend to the City Council that a public hearing be conducted to consider the Consent Annexation proposal by Edward L. and Marilyn Hewitt, (A-1-86); MOTION carried unanimously.

B. Adoption of Land Use Decision Finding of Fact Document

VAR-2-86 Edmund and Eleanor Ramsay

Commissioner Gunderson made a MOTION, seconded by Commissioner Brim, to adopt the findings of fact document for VAR-2-86; MOTION carried unanimously.

VII. BUSINESS FROM MEMBERS OF THE PUBLIC

None.

VIII. BUSINESS FROM COMMISSION MEMBERS

Chairman Appel asked Mr. Stuart for an update on the new Planning Director. Mr. Stuart indicated that Mr. Richard Ullian will join the staff as Planning Director on July 7.

IX. ADJOURNMENT

Commissioner Breuer made a MOTION, seconded by Commissioner Brim, to adjourn the meeting; MOTION carried unanimously.

Chairman Appel adjourned the meeting at 7:32 p.m.

ATTEST:


Leo Appel
Chairman


City Recorder

Phone (503) 469-2163

CITY OF BROOKINGS

898 Elk Drive
Brookings, Oregon 97415

The Home of Winter Flowers



Phone (503) 469-2163

CITY OF BROOKINGS

898 Elk Drive
Brookings, Oregon 97415

The Home of Winter Flowers



May 22, 1986

September 9, 1986

Edward & Marilyn Hewitt
97607 Harris Hgts. Rd.
Brookings, OR 97415

RE: A-1-86; Application for Annexation of property north
side of E. Harris Heights, east of Hwy. 101

Dear Mr. & Mrs. Hewitt:

At the Brookings City Council meeting of September 8, 1986, your petition for annexation of approximately 10.53 acres of property generally located on the north side of East Harris Heights Road and east of Highway 101 (identified as Tax Lot 1200, Assessor's Parcel Map No. 40-14-36) was considered in public hearing and presented for final action on Ordinance No. 405 (attached).

Following the second reading of the proposed ordinance, the City Council did adopt same, thereby annexing the subject property to the City and withdrawing same from the Dawson Fire Protection District. As I have indicated to you previously, the next step in the process for your development proposal would be the filing of an application for Planned Development (PD) approval before the Planning Commission and subsequently the City Council.

The annexation ordinance, documents and findings may be reviewed from the File No. A-1-86 on file in the Planning Department at Brookings City Hall, 898 Elk Drive, Brookings, Oregon between the office hours of 8:00 a.m. to 4:30 p.m. Monday through Friday.

Such decisions of a local government may be appealed pursuant to and under ORS 197.830 to 197.845.

Sincerely,

Richard A. Ullian
Planning Director

Enclosures

City of Brookings
Fire Chief Tom Kerr, Brookings Fire Department
898 Elk Drive
Brookings, Oregon 97415

Dear Tom:

REFERENCE: Annexation A-1-86 (Edward and Marilyn Hewitt)

In accordance with the land use planning requirements, we are forwarding to you for your review and consideration a proposed annexation to the City of Brookings. We are attempting to consider this issue before our Planning Commission meeting, which will be held Tuesday, July 1, 1986.

Should you have any comments regarding this proposed annexation, please forward any information you may have prior to Friday, June 20, 1986, so that the information may be incorporated into the findings document.

In the event you have no comments, please indicate by checking below and returning a copy of this letter for our files.

Thank you for your cooperation.

Sincerely yours,

Lynn B. Stuart
City Manager

LRS/dmvr

Attachment

☒ No Comment

☐ See Attached

PRELIMINARY FINDINGS

APPLICABLE REGULATIONS:

The annexation of property to the City of Brookings is governed by Oregon Revised Statute Chapter 222 as well as legislative and administrative policies of the City of Brookings. The Planning Commission, in their review and recommendation process, shall give consideration to the following criteria as adopted by City of Brookings Resolution No. 356.

1. The proposed annexation is within the Urban Growth Boundary and is a logical and efficient extension of City limit boundaries.

PRELIMINARY FINDINGS:

- A. The proposed land parcel, Map 40-14-36, Tax Lot 1200, containing 10.53 acres more or less, is located completely within the Urban Growth area of the City of Brookings.
 - B. The subject property being requested for annexation is contiguous to the existing City limit boundary.
 - C. The location of the subject property represents a logical and efficient extension of the City of Brookings City limit boundary.
2. The proposed annexation will facilitate the functional and economic provision of services within the Urban Growth Boundary without seriously impairing City services to existing portions of the City.

PRELIMINARY FINDINGS

- A. The property is presently served by a hard surfaced roadway connected to existing U.S. Hwy. 101, which immediately turns into a gravel roadway situated on a prescriptive right of-way. The property is presently served by a private well, septic tank and drain field facilities. Electrical power is provided by Coos-Curry Electric Cooperative and telephone service is provided by GTE. Fire protection is through the Dawson Rural Fire Protection District under contract with the City of Brookings and police protection is provided by Curry County Sheriff's Department.
- B. If annexation is approved and property develops, the roadways, water and sewer systems and storm drainage systems must be improved, constructed at the total cost to the developer, at no cost to the local taxpayers, including all pumping and storage facilities required. Electric and telephone service would be required in accordance with the individual corporate requirements. Fire protection and police protection would be provided by the City of Brookings.

- C. The present utility extension policy of the City precludes extension of public utilities into this subject area, without it being annexed into the incorporated limits.
3. The proposed annexation will add property to the City which is needed to provide an adequate supply of zoned land for uses proposed or will add property which has existing development in need of City services.

PRELIMINARY FINDINGS

- A. The application for annexation indicates the use of this property to be a combination of residential mobile home, commercial tourist, light industrial, combined in a planned unit development. It is important to note that the annexation does not specifically prove this land use and that additional hearings must be held before the Planning Commission to assign the specific zoning to the land.
- B. The present property shows a land valuation of \$109,900, with no improvements. It is our understanding that there are dwelling units presently setting on the property, in the form of mobile homes. We further understand that the owner of the property plans to develop the land following all of the necessary annexation and zoning activities, and at that point, the additional development would cause an additional need for City services.
- C. As shown on the attached comment sheets and with a review by each department of the City of Brookings, it would indicate that the additional service demands would not exceed the community's ability to provide services nor would it impose a negative impact nor seriously impair City services to existing portions of the City.
- D. The proposed uses of the land would have a positive impact on providing a supply of lands necessary to address our Comprehensive Plan activities. However, until specific zoning activities take place, these specific findings cannot be iterated.
- E. The applicants annexation application reflects a continued reference to "destination resort" development. In the view of staff, this is not a destination resort proposal under the strictest interpretation of the term. We therefore again suggest that this activity will be reviewed at the time the property is zoned.

STAFF RECOMMENDATION:

Based upon the preliminary findings, the staff would recommend that the Planning Commission present a recommendation that the City Council conduct a public hearing to consider the requested Consent Annexation.

Phone (503) 469-2163

36 Elk Drive
Brookings, Oregon 97415

CITY OF BROOKINGS

The Home of Winter Flowers



May 22, 1986

RECEIVED

MAY 28 1986

CITY OF BROOKINGS

Glen Hale
D.L.C.D.
313 SW 2nd, Suite C
Newport, Oregon 97365

Dear Glen:

REFERENCE: Annexation A-1-86 (Edward and Marilyn Hewitt)

In accordance with the land use planning requirements, we are forwarding to you for your review and consideration a proposed annexation to the City of Brookings. We are attempting to consider this issue before our Planning Commission meeting, which will be held Tuesday, July 1, 1986.

Should you have any comments regarding this proposed annexation, please forward any information you may have prior to Friday, June 20, 1986, so that the information may be incorporated into the findings document.

In the event you have no comments, please indicate by checking below and returning a copy of this letter for our files.

Thank you for your cooperation.

Sincerely yours,

Lynn R. Stuart
City Manager

LRS/dmvm

Attachment

- [] No Comment DLCD has no objection to annexations from the UGB.
[] See Attached *sh*
Glen Hale

Phone (503) 469-2163

606 Elk Drive
Brookings, Oregon 97415

CITY OF BROOKINGS

The Home of Winter Flowers



May 22, 1986

RECEIVED

JUN 5 1986

CITY OF BROOKINGS

Frank Strain
Curry County Public Works Dept.
P.O. Box 746
Gold Beach, Oregon 97444

Dear Frank:

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Lynn R. Stuart
City Manager

LRS/dmvm

Attachment

- ☒ No Comment *No problem with annexation*
[] See Attached *John Maltby*
Engel

CITY OF BROOKINGS

600 Elk Drive
Brookings, Oregon 97416

The Home of Winter Flowers



May 22, 1986

RECEIVED

MAY 28 1986

CITY OF BROOKINGS

Glen Hale
D.L.C.D.
313 SW 2nd, Suite C
Newport, Oregon 97365

Dear Glen:

REFERENCE: Annexation A-1-86 (Edward and Marilyn Hewitt)

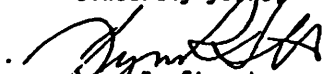
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Lynn R. Stuart
City Manager

LRS/dmyn

Attachment

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☐ See Attached *sh*
 Glen Hale

CITY OF BROOKINGS

600 Elk Drive
Brookings, Oregon 97416

The Home of Winter Flowers



May 22, 1986

RECEIVED

JUN 5 1986

CITY OF BROOKINGS

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Curry County Public Works Dept.
P.O. Box 746
Gold Beach, Oregon 98444

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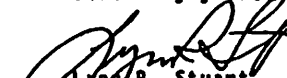
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Thank you for your cooperation.

Sincerely yours,


Lynn R. Stuart
City Manager

LRS/dmyn

Attachment

☒ No Comment
☐ See Attached

No problem with annexation John Mather
 Englund II

CITY OF BROOKINGS

888 Elk Drive
Brookings, Oregon 97415

The Home of Winter Flowers



May 22, 1986

Fire Protection District #4
Harbor Rural Fire District, Chief Frank Kelley
Harbor, Oregon 97415

Dear Frank:

RECEIVED
MAY 28 1986

CITY OF BROOKINGS

REFERENCE: Annexation A-1-86 (Edward and Marilyn Hewitt)

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Sincerely yours,

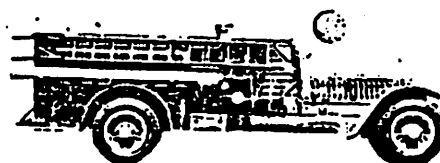
Lynn R. Stuart
Lynn R. Stuart
City Manager

LRS/davn

Attachment

☒ No Comment

☐ See Attached



HARBOR RURAL VOLUNTEER FIREMEN

P. O. Box 2001
Harbor, Oregon 97415

May 25 1986
Lynn
Very good. Glad to see district action
on your operation "Boatstop". You need
to grow both district in size and the
is another step in the right direction.

Frank



May 22, 1986

RECEIVED
JUN 11 1986

Louise LaClair
Curry County Health Dept.
P.O. Box 695
Gold Beach, Oregon 97415

CITY OF BROOKINGS

Dear Ms. LaClair:

REFERENCE: Annexation A-1-86 (Edward and Marilyn Hewitt)

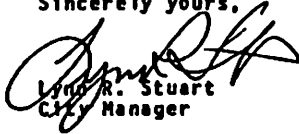
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Sincerely yours,


Lynn R. Stuart
City Manager

LRS/dmvn

Attachment

☒ No Comment
☐ See Attached

CURRY COUNTY RESIDENT LABOR FORCE, UNEMPLOYMENT & EMPLOYMENT 1986 1/

	Annual 2/ Average	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
CIVILIAN LABOR FORCE	8,460	7,580	7,670	7,860	8,410	8,710	8,860	8,900	9,170	9,020	8,830	8,430	8,120
UNEMPLOYMENT	800	1,140	1,090	990	830	660	580	690	690	640	610	760	750
Percent of Labor Force	9.5	15.0	14.2	12.6	9.9	7.6	6.5	7.8	7.5	7.1	6.9	9.0	9.2
TOTAL EMPLOYMENT	7,660	6,440	6,580	6,870	7,580	8,050	8,280	8,010	8,480	8,380	8,220	7,670	7,370

CURRY COUNTY NONAGRICULTURAL WAGE & SALARY EMPLOYMENT 1986 3/

TOTAL WAGE AND SALARY	4,500	3,900	4,050	4,260	4,520	4,800	4,970	4,700	4,960	4,980	4,890	4,660	4,560
Wage & Salary Empl. Index (1977=100) 4/	101.8	93.7	96.3	99.5	101.6	103.3	102.7	99.4	102.0	102.1	105.7	106.8	108.8
MANUFACTURING, TOTAL	1,090	810	880	1,070	1,150	1,200	1,180	930	1,180	1,210	1,190	1,140	1,140
Lumber & Wood	970	710	770	970	1,010	1,050	1,050	820	1,070	1,090	1,050	1,000	1,000
Other Manufacturing	120	100	110	100	140	150	130	110	110	120	140	140	140
NONMANUFACTURING, TOTAL	3,510	3,090	3,170	3,190	3,370	3,600	3,790	3,770	3,780	3,770	3,700	3,520	3,420
Construction & Mining	220	180	160	190	230	230	250	240	240	250	250	240	200
Trans., Comm., & Utilities	170	140	150	150	160	170	180	190	180	190	180	170	170
Trade	1,120	920	970	940	1,020	1,100	1,230	1,300	1,300	1,250	1,160	1,100	1,090
Finance, Insurance, & Real Est.	230	210	220	220	220	220	230	230	230	230	230	230	230
Services	780	670	690	710	750	830	860	880	870	840	820	750	720
Government	1,000	970	980	980	990	1,050	1,040	930	960	1,010	1,060	1,030	1,010
Federal & State	310	280	270	270	280	300	310	350	370	340	320	300	290
Local Education	420	450	470	460	460	480	460	250	260	390	460	460	460
Other Local Government	270	240	240	250	250	270	270	330	330	280	280	270	260
LABOR-MANAGEMENT DISPUTES	0	0	0	0	0	0	0	0	0	0	0	0	0

1/ Includes employed and unemployed individuals 16 years and older by place of residence. Data are adjusted for multiple job-holding and commuting. Includes nonagriculture wage and salary, self-employed, unpaid family workers, domestics, agriculture and labor disputants.

2/ Sum of monthly estimates divided by 12. Unemployment rate derived by dividing unemployment by civilian labor force.

3/ This nonagricultural wage and salary employment series is based on the 1972 Standard Industrial Classification (SIC) manual as amended by the 1977 supplement. The data are by place of work and persons working multiple jobs are counted more than once. Workers involved in labor-management disputes are excluded from the wage and salary employment totals.

4/ Total nonagricultural wage and salary employment, seasonally adjusted and indexed to 1977. Data on the earlier index (1972 = 100) can be converted to the 1977 base period by multiplying by a factor of .9137, the ratio between 1972's annual average employment (4,130) and that of 1977 (4,520).

CURRY COUNTY RESIDENT LABOR FORCE, UNEMPLOYMENT & EMPLOYMENT 1985 1/

	Annual 2/ Average	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
CIVILIAN LABOR FORCE	7,720	7,530	7,510	7,590	7,540	7,670	7,810	8,060	7,900	7,870	7,830	7,700	7,640
UNEMPLOYMENT	900	1,300	1,250	1,200	1,010	790	700	690	610	610	660	980	1,010
Percent of Labor Force	11.7	17.3	16.6	15.8	13.4	10.3	9.0	8.4	7.7	7.8	8.4	12.7	13.2
TOTAL EMPLOYMENT	6,820	6,230	6,260	6,390	6,530	6,880	7,110	7,380	7,290	7,260	7,170	6,720	6,630

CURRY COUNTY NONAGRICULTURAL WAGE & SALARY EMPLOYMENT 1985 3/

TOTAL WAGE AND SALARY	4,130	3,790	3,820	3,930	4,010	4,220	4,330	4,390	4,430	4,430	4,230	3,980	3,980
Wage & Salary Empl. Index (1977=100) 4/	91.4	90.8	90.9	92.1	90.3	91.0	89.4	92.7	91.1	90.9	91.4	91.2	94.7
MANUFACTURING, TOTAL	810	760	770	800	810	870	800	840	860	860	790	770	800
Lumber & Wood	690	630	650	670	680	740	690	720	730	740	700	670	640
Other Manufacturing	120	130	120	130	130	130	110	120	130	120	90	100	160
NONMANUFACTURING, TOTAL	3,320	3,030	3,050	3,130	3,200	3,350	3,530	3,550	3,570	3,570	3,440	3,210	3,180
Construction & Mining	200	160	150	160	170	200	220	230	240	230	250	240	200
Trans., Comm., & Utilities	160	150	150	150	160	160	180	180	170	170	170	150	150
Trade	1,020	900	900	980	960	1,020	1,120	1,160	1,190	1,120	1,010	930	930
Finance, Insurance, & Real Est.	200	180	180	180	190	190	200	210	210	210	210	210	210
Services	730	620	650	640	700	740	760	820	820	810	760	720	710
Government	1,010	1,020	1,020	1,020	1,020	1,040	1,050	950	940	1,030	1,040	960	980
Federal & State	320	310	300	290	300	310	310	380	380	370	340	290	290
Local Education	420	450	460	460	460	470	450	270	250	420	460	430	450
Other Local Government	260	260	260	270	260	260	270	300	310	240	240	240	240
LABOR-MANAGEMENT DISPUTES	0	0	0	0	0	0	0	0	0	0	0	0	0

1/ Includes employed and unemployed individuals 16 years and older by place of residence. Data are adjusted for multiple job-holding and commuting. Includes nonagriculture wage and salary, self-employed, unpaid family workers, domestics, agriculture and labor disputants.

2/ Sum of monthly estimates divided by 12. Unemployment rate derived by dividing unemployment by civilian labor force.

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CURRY COUNTY RESIDENT LABOR FORCE, UNEMPLOYMENT & EMPLOYMENT 1983 1/

	Annual 2/ Average	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
CIVILIAN LABOR FORCE	7,130	7,070	7,030	7,000	7,040	7,180	7,380	7,270	7,260	7,270	7,220	7,010	6,810
UNEMPLOYMENT	940	1,310	1,330	1,350	1,050	890	700	690	640	560	720	1,010	990
Percent of Labor Force	13.2	18.5	18.9	19.3	14.9	12.4	9.5	9.5	8.8	7.7	10.0	14.4	14.5
TOTAL EMPLOYMENT	6,190	5,760	5,700	5,650	5,990	6,290	6,680	6,580	6,620	6,710	6,500	6,000	5,820

CURRY COUNTY NONAGRICULTURAL WAGE & SALARY EMPLOYMENT 1983 3/

TOTAL WAGE AND SALARY	4,380	4,140	4,080	4,040	4,240	4,400	4,690	4,590	4,660	4,730	4,550	4,280	4,190
Wage & Salary Empl. Index (1977=100) 4/	96.9	97.3	96.9	95.7	96.7	96.6	97.5	96.7	96.0	97.4	98.0	96.8	97.3
MANUFACTURING, TOTAL	1,150	1,170	1,080	1,060	1,110	1,110	1,220	1,220	1,240	1,230	1,190	1,090	1,080
Lumber & Wood	1,000	970	920	920	950	960	1,070	1,070	1,090	1,080	1,060	1,000	960
Food Products	80	140	100	80	90	80	80	80	80	80	60	20	50
Other Manufacturing	70	60	60	60	70	70	70	70	70	70	70	70	70
NONMANUFACTURING, TOTAL	3,230	2,970	3,000	2,980	3,130	3,290	3,470	3,370	3,420	3,500	3,360	3,190	3,110
Construction	160	120	120	110	140	170	170	180	170	210	190	180	140
Trans., Comm. & Utilities	160	160	170	160	160	160	170	170	170	160	160	140	150
Trade	970	840	840	840	920	970	1,040	1,080	1,120	1,080	1,020	980	950
Finance, Ins., & Real Estate	200	200	200	200	190	190	210	200	200	200	200	200	200
Services & Miscellaneous	610	520	530	520	570	600	650	710	730	710	650	580	550
Government	1,130	1,130	1,140	1,150	1,150	1,200	1,230	1,030	1,030	1,140	1,140	1,110	1,120
Federal & State	360	310	310	310	320	370	400	400	410	390	360	340	340
Local Education	420	470	480	480	470	470	460	270	260	400	430	430	440
Other Local Government	350	350	350	360	360	360	370	360	360	350	350	340	340

LABOR-MANAGEMENT DISPUTES	0	0	0	0	0	0	0	0	0	0	0	0	0
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- 2/ Sum of monthly estimates divided by 12. Unemployment rate derived by dividing unemployment by civilian labor force using unrounded data.
- 3/ This nonagriculture wage and salary employment series is based on the 1972 Standard Industrial Classification (SIC) manual as amended by the 1977 supplement. The data are by place of work and persons working multiple jobs are counted more than once. Workers involved in labor-management disputes are excluded from the wage and salary employment totals.
- 4/ Total nonagriculture wage and salary employment, seasonally adjusted and indexed to 1977. Data on the earlier index (1972 = 100) can be converted to the 1977 base period by multiplying by a factor of .9137, the ratio between 1972's annual average employment (4,130) and that of 1977 (4,520).

CURRY COUNTY RESIDENT LABOR FORCE, UNEMPLOYMENT & EMPLOYMENT 1984 1/

	Annual 2/ Average	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
CIVILIAN LABOR FORCE	8,390	8,180	8,240	8,180	8,290	8,410	8,830	8,640	8,670	8,620	8,330	8,170	8,150
UNEMPLOYMENT	970	1,150	1,200	1,120	1,020	860	740	710	640	630	830	1,180	1,570
Percent of Labor Force	11.6	14.1	14.6	13.7	12.3	10.2	8.4	8.2	7.4	7.3	10.0	14.4	19.3
TOTAL EMPLOYMENT	7,420	7,030	7,040	7,060	7,270	7,550	8,090	7,930	8,030	7,990	7,500	6,990	6,580

CURRY COUNTY NONAGRICULTURAL WAGE & SALARY EMPLOYMENT 1984 3/

TOTAL WAGE AND SALARY	4,360	4,150	4,160	4,200	4,310	4,470	4,650	4,540	4,680	4,710	4,410	4,180	3,910
Wage & Salary Empl. Index (1977=100) 4/	96.5	98.2	99.1	99.2	98.5	98.0	97.1	95.4	96.5	96.4	94.7	94.8	91.2
MANUFACTURING, TOTAL	1,120	1,170	1,120	1,110	1,120	1,180	1,200	1,220	1,250	1,210	1,070	1,010	750
Lumber & Wood	980	980	990	980	1,010	1,030	1,060	1,080	1,100	1,050	970	930	610
Food Products	60	110	50	50	40	80	60	60	80	80	30	10	70
Other Manufacturing	80	80	80	80	70	70	80	80	70	80	70	70	70
NONMANUFACTURING, TOTAL	3,250	2,980	3,040	3,090	3,190	3,290	3,450	3,320	3,430	3,500	3,340	3,170	3,160
Construction & Mining	190	180	160	160	170	190	180	190	210	210	200	190	180
Trans., Comm., & Utilities	170	140	160	150	170	170	170	170	180	180	170	160	170
Trade	990	850	880	930	950	980	1,060	1,120	1,120	1,080	1,030	940	930
Finance, Ins., & Real Estate	190	200	190	190	190	190	180	180	180	180	180	180	180
Services	660	540	550	560	600	620	660	760	790	770	720	670	660
Government	1,060	1,070	1,100	1,100	1,110	1,140	1,200	900	950	1,080	1,040	1,030	1,040
Federal & State	340	310	310	300	310	330	380	400	390	370	340	310	310
Local Education	410	420	440	450	450	460	450	220	220	400	440	450	460
Other Local Government	320	340	350	350	350	350	370	280	340	310	260	270	270

LABOR-MANAGEMENT DISPUTES	0	0	0	0	0	0	0	0	0	0	0	0	0
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APPENDIX 3

Curry County Economic Data

STATE OF OREGON
EMPLOYMENT DIVISION
DEPARTMENT OF HUMAN RESOURCES
119 N. Oakdale
P.O. Box 910
Medford, OR 97501

July 2, 1987

Alex Forrester
303 N.E. "E" Street
Grants Pass, Oregon 97526

Here, I hope, is the information on Curry County that you requested. The timber harvest data is compiled by the Oregon Forestry Department. Data for 1986 aren't available at this time, but may be in a few weeks.

The wage and salary employment data are from Employment Division sources. As you can see, forest products manufacturing has declined over the years as a percentage of total wage and salary employment. Employment in the tourist-related lodging and restaurants category has increased in proportion to the total. I was unable to locate data prior to 1978 for this latter item.

Please let me know if you have any other information needs.

John Anderson

John Anderson
Labor Economist

Enclosures

Curry County Economic Data--Selected Industries									
Timber Harvest					Wage and Salary Employment by Sector				
Year	Vol Removed Thous Bd Ft	Annual Pct Ch	Total W & S	Annual Pct Ch	Lumber & Wood	Pct of W & S	Lodging & Restaurants	Pct of W & S	
1975	155,276	xxx	3,920	xxx	1,050	26.8	(N/A)	xxx	
1976	156,978	1.1	4,090	4.3	1,040	25.4	(N/A)	xxx	
1977	190,004	21.0	4,320	10.5	1,090	24.1	(N/A)	xxx	
1978	235,694	24.0	4,950	9.3	1,210	24.4	590	11.9	
1979	155,988	-33.8	4,790	-3.2	1,110	23.2	570	11.9	
1980	169,336	8.6	4,670	-2.5	890	19.1	590	12.6	
1981	81,405	-51.9	4,580	-1.9	840	18.3	600	13.1	
1982	82,364	1.2	4,280	-6.6	810	18.9	580	13.6	
1983	78,327	-4.9	4,380	2.3	1,000	22.8	580	13.2	
1984	95,049	21.3	4,360	-0.5	980	22.5	580	13.3	
1985	125,479	32.0	4,130	-5.3	690	16.7	630	15.3	
1986	(N/A)	xxx	4,600	11.4	970	21.1	680	14.8	
Scribner Scale									

CURRY COUNTY RESIDENT LABOR FORCE, UNEMPLOYMENT & EMPLOYMENT 1983 1/

	Annual 2/ Average	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
CIVILIAN LABOR FORCE	7,130	7,070	7,030	7,000	7,040	7,180	7,380	7,270	7,260	7,270	7,220	7,010	6,810
UNEMPLOYMENT	940	1,310	1,330	1,350	1,050	890	700	690	640	560	720	1,010	990
Percent of Labor Force	13.2	18.5	18.9	19.3	14.9	12.4	9.5	9.5	8.8	7.7	10.0	14.4	14.5
TOTAL EMPLOYMENT	6,190	5,760	5,700	5,650	5,990	6,290	6,680	6,580	6,620	6,710	6,500	6,000	5,820

CURRY COUNTY NONAGRICULTURAL WAGE & SALARY EMPLOYMENT 1983 3/

TOTAL WAGE AND SALARY	4,380	4,140	4,080	4,040	4,240	4,400	4,690	4,590	4,660	4,730	4,550	4,280	4,190
Wage & Salary Empl. Index (1977=100) 4/	96.9	97.3	96.9	95.7	96.7	96.6	97.5	96.7	96.0	97.4	98.0	96.8	97.3
MANUFACTURING, TOTAL	1,150	1,170	1,080	1,060	1,110	1,110	1,220	1,220	1,240	1,230	1,190	1,090	1,080
Lumber & Wood	1,000	970	920	920	950	960	1,070	1,070	1,090	1,080	1,060	1,000	960
Food Products	80	140	100	80	90	80	80	80	80	80	60	20	50
Other Manufacturing	70	60	60	60	70	70	70	70	70	70	70	70	70
NONMANUFACTURING, TOTAL	3,230	2,970	3,000	2,980	3,130	3,290	3,470	3,370	3,420	3,500	3,360	3,190	3,110
Construction	160	120	120	110	140	170	170	180	170	210	190	180	140
Trans., Comm. & Utilities	160	160	170	160	160	160	170	170	170	160	160	140	150
Trade	970	840	840	840	920	970	1,040	1,080	1,120	1,080	1,020	980	950
Finance, Ins., & Real Estate	200	200	200	200	190	190	210	200	200	200	200	200	200
Services & Miscellaneous	610	520	530	520	570	600	650	710	730	710	650	580	550
Government	1,130	1,130	1,140	1,150	1,150	1,200	1,230	1,030	1,030	1,140	1,140	1,110	1,120
Federal & State	360	310	310	310	320	370	400	390	410	360	360	340	340
Local Education	420	470	480	480	470	460	270	260	400	430	430	440	440
Other Local Government	350	350	350	350	350	350	370	360	360	350	350	340	340
LABOR-MANAGEMENT DISPUTES	0	0	0	0	0	0	0	0	0	0	0	0	0

- 1/ Includes employed and unemployed individuals 16 years and older by place of residence. Data are adjusted for multiple job-holding and commuting. Includes nonagriculture wage and salary, self-employed, unpaid family workers, domestics, agriculture and labor disputants.
- 2/ Sum of monthly estimates divided by 12. Unemployment rate derived by dividing unemployment by civilian labor force using unrounded data.
- 3/ This nonagricultural wage and salary employment series is based on the 1972 Standard Industrial Classification (SIC) manual as amended by the 1977 supplement. The data are by place of work and persons working multiple jobs are counted more than once. Workers involved in labor-management disputes are excluded from the wage and salary employment totals.
- 4/ Total nonagricultural wage and salary employment, seasonally adjusted and indexed to 1977. Data on the earlier index (1972 = 100) can be converted to the 1977 base period by multiplying by a factor of .9137, the ratio between 1972's annual average employment (4,130) and that of 1977 (4,520).

CURRY COUNTY RESIDENT LABOR FORCE, UNEMPLOYMENT & EMPLOYMENT 1984 1/

	Annual 2/ Average	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
CIVILIAN LABOR FORCE	8,390	8,180	8,240	8,180	8,290	8,410	8,830	8,640	8,670	8,620	8,130	8,170	8,150
UNEMPLOYMENT	970	1,150	1,200	1,120	1,020	860	740	710	640	630	830	1,180	1,570
Percent of Labor Force	11.6	14.1	14.6	13.7	12.3	10.2	8.4	8.2	7.4	7.3	10.0	14.4	19.3
TOTAL EMPLOYMENT	7,420	7,030	7,040	7,060	7,270	7,550	8,090	7,930	8,030	7,990	7,300	6,990	6,580

CURRY COUNTY NONAGRICULTURAL WAGE & SALARY EMPLOYMENT 1984 3/

TOTAL WAGE AND SALARY	4,360	4,150	4,160	4,200	4,310	4,470	4,650	4,540	4,680	4,710	4,410	4,180	3,910
Wage & Salary Empl. Index (1977=100) 4/	96.5	98.2	99.1	99.2	98.5	98.0	97.1	95.4	96.5	96.4	94.7	94.8	91.2
MANUFACTURING, TOTAL	1,120	1,170	1,120	1,110	1,120	1,180	1,200	1,220	1,250	1,210	1,070	1,010	750
Lumber & Wood	980	980	990	980	1,010	1,030	1,060	1,080	1,100	1,050	970	930	610
Food Products	60	110	50	50	40	80	60	60	80	80	30	10	70
Other Manufacturing	80	80	80	80	70	70	80	80	70	80	70	70	70
NONMANUFACTURING, TOTAL	3,250	2,980	3,040	3,090	3,190	3,290	3,450	3,320	3,430	3,500	3,340	3,170	3,160
Construction & Mining	190	180	160	160	170	190	180	190	210	210	200	190	180
Trans., Comm., & Utilities	170	140	160	150	170	170	170	170	180	180	170	160	170
Trade	990	850	880	930	950	980	1,060	1,120	1,120	1,080	1,030	940	930
Finance, Ins., & Real Estate	190	200	190	190	190	190	180	180	180	180	180	180	180
Services	660	540	550	560	600	620	660	760	790	770	720	670	660
Government	1,060	1,070	1,100	1,100	1,110	1,140	1,200	900	950	1,080	1,040	1,030	1,040
Federal & State	340	310	310	300	310	330	380	400	390	370	340	310	310
Local Education	410	420	440	450	450	460	450	220	220	400	440	450	460
Other Local Government	320	340	350	350	350	350	370	280	340	310	260	270	270
LABOR-MANAGEMENT DISPUTES	0	0	0	0	0	0	0	0	0	0	0	0	0

- 1/ Includes employed and unemployed individuals 16 years and older by place of residence. Data are adjusted for multiple job-holding and commuting. Includes nonagriculture wage and salary, self-employed, unpaid family workers, domestics, agriculture and labor disputants.
- 2/ Sum of monthly estimates divided by 12. Unemployment rate derived by dividing unemployment by civilian labor force.
- 3/ This nonagricultural wage and salary employment series is based on the 1972 Standard Industrial Classification (SIC) manual as amended by the 1977 supplement. The data are by place of work and persons working multiple jobs are counted more than once. Workers involved in labor-management disputes are excluded from the wage and salary employment totals.
- 4/ Total nonagricultural wage and salary employment, seasonally adjusted and indexed to 1977. Data on the earlier index (1972 = 100) can be converted to

CURRY COUNTY RESIDENT LABOR FORCE, UNEMPLOYMENT & EMPLOYMENT 1981 1/

	Annual Average	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
CIVILIAN LABOR FORCE	7,450	7,080	7,070	7,260	7,270	7,460	7,770	7,630	7,660	7,680	7,720	7,430	7,330
UNEMPLOYMENT	1,110	1,250	1,280	1,340	920	900	1,000	730	710	690	1,410	1,510	1,600
Percent of Labor Force	14.9	17.7	18.1	18.5	12.7	12.1	12.9	9.6	9.3	9.0	18.3	20.3	21.8
TOTAL EMPLOYMENT	6,340	5,830	5,790	5,920	6,350	6,560	6,770	6,900	6,950	6,990	6,310	5,920	5,730

CURRY COUNTY NONAGRICULTURAL WAGE & SALARY EMPLOYMENT 1981 2/

TOTAL WAGE AND SALARY	4,580	4,300	4,290	4,370	4,600	4,730	4,920	4,880	5,020	5,030	4,460	4,240	4,120
Wage & Salary Empl. Index (1977=100) 3/	101.3	101.3	101.8	102.5	104.6	105.6	104.1	102.4	102.4	104.4	96.4	95.7	94.1
MANUFACTURING, TOTAL	1,120	1,020	1,040	1,070	1,200	1,200	1,250	1,330	1,300	1,320	940	870	850
Lumber & Wood	840	710	770	770	940	920	950	1,030	1,030	1,030	690	620	580
Food Products	170	210	160	190	160	160	170	180	190	190	160	130	150
Other Manufacturing	110	100	110	110	100	120	130	120	90	100	90	120	120
NONMANUFACTURING, TOTAL	3,460	3,280	3,250	3,300	3,400	3,530	3,670	3,550	3,720	3,710	3,520	3,370	3,270
Construction	170	180	140	150	140	170	170	190	200	200	210	190	170
Trans., Comm. & Utilities	190	180	170	180	190	200	200	200	200	200	190	170	170
Trade	1,020	940	920	930	970	1,030	1,080	1,170	1,170	1,120	1,000	970	930
Finance, Ins., & Real Estate	210	220	220	220	210	210	210	210	210	210	220	210	220
Services & Miscellaneous	600	500	510	520	580	610	670	720	710	690	620	580	540
Government	1,270	1,280	1,290	1,300	1,310	1,310	1,340	1,060	1,230	1,290	1,280	1,250	1,240
Federal & State	350	340	330	330	330	360	380	390	410	370	350	310	300
Local Education	480	520	540	550	550	530	520	210	290	470	500	520	520
Other Local Government	440	420	420	420	430	420	440	460	530	450	430	420	420
LABOR-MANAGEMENT DISPUTES	0	0	0	0	0	0	0	0	0	0	0	0	0

1/ Includes employed and unemployed individuals 16 years and older by place of residence. Data are adjusted for multiple job-holding and commuting. Includes nonagriculture wage and salary, self-employed, unpaid family workers, domestics, agriculture and labor disputants.

2/ This nonagricultural wage and salary employment series is based on the 1972 Standard Industrial Classification (SIC) manual as amended by the 1977 supplement. The data are by place of work and persons working multiple jobs are counted more than once. Workers involved in labor-management disputes are excluded from the wage and salary employment totals.

3/ Total nonagricultural wage and salary employment seasonally adjusted and indexed to 1977. Data on the earlier index (1972 = 100) can be converted to the 1977 base period by multiplying by a factor of .9137, the ratio between 1972's annual average employment (4,130) and that of 1977 (4,520).

CURRY COUNTY RESIDENT LABOR FORCE, UNEMPLOYMENT & EMPLOYMENT 1982 1/

	Annual Average	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
CIVILIAN LABOR FORCE	7,310	7,200	7,130	7,210	7,400	7,180	7,450	7,440	7,470	7,550	7,340	7,210	7,160
UNEMPLOYMENT	1,190	1,540	1,560	1,660	1,610	1,250	880	910	840	840	900	1,130	1,150
Percent of Labor Force	16.3	21.4	21.9	23.0	21.8	17.4	11.8	12.2	11.2	11.1	12.3	15.7	16.1
TOTAL EMPLOYMENT	6,120	5,660	5,570	5,550	5,790	5,930	6,570	6,530	6,630	6,710	6,440	6,080	6,010

CURRY COUNTY NONAGRICULTURAL WAGE & SALARY EMPLOYMENT 1982 2/

TOTAL WAGE AND SALARY	4,280	4,050	3,960	3,940	4,090	4,120	4,580	4,530	4,620	4,610	4,450	4,220	4,220
Wage & Salary Empl. Index (1977=100) 3/	94.7	94.9	94.6	93.7	93.5	91.8	96.1	94.7	94.4	95.0	95.6	96.3	97.3
MANUFACTURING, TOTAL	1,000	810	790	770	820	890	1,160	1,130	1,140	1,120	1,120	1,090	1,140
Lumber & Wood	810	540	570	580	630	690	970	970	960	950	950	960	970
Food Products	100	150	120	90	100	100	100	70	100	90	90	60	100
Other Manufacturing	90	120	100	100	90	100	90	90	80	80	80	70	70
NONMANUFACTURING, TOTAL	3,280	3,240	3,170	3,170	3,270	3,230	3,420	3,400	3,480	3,490	3,330	3,130	3,080
Construction	150	160	160	150	120	150	180	170	150	150	150	120	120
Trans., Comm. & Utilities	170	170	170	170	160	170	170	190	180	180	170	160	160
Trade	970	950	890	890	940	990	1,040	1,070	1,070	1,060	940	910	900
Finance, Ins., & Real Estate	200	210	210	210	200	200	200	200	200	200	200	190	190
Services & Miscellaneous	600	530	520	540	600	640	660	680	680	680	640	540	530
Government	1,190	1,220	1,220	1,210	1,250	1,080	1,170	1,110	1,180	1,220	1,230	1,210	1,180
Federal & State	360	310	310	310	330	340	380	400	420	400	370	360	350
Local Education	440	510	520	510	530	340	390	320	340	430	480	470	470
Other Local Government	390	400	390	390	390	400	400	390	420	390	380	380	360
LABOR-MANAGEMENT DISPUTES	0	0	0	0	0	0	0	0	0	0	0	0	0

1/ Includes employed and unemployed individuals 16 years and older by place of residence. Data are adjusted for multiple job-holding and commuting. Includes nonagriculture wage and salary, self-employed, unpaid family workers, domestics, agriculture and labor disputants.

2/ This nonagricultural wage and salary employment series is based on the 1972 Standard Industrial Classification (SIC) manual as amended by the 1977 supplement. The data are by place of work and persons working multiple jobs are counted more than once. Workers involved in labor-management disputes are excluded from the wage and salary employment totals.

3/ Total nonagricultural wage and salary employment seasonally adjusted and indexed to 1977. Data on the earlier index (1972 = 100) can be converted to the 1977 base period by multiplying by a factor of .9137, the ratio between 1972's annual average employment (4,130) and that of 1977 (4,520).

CURRY COUNTY RESIDENT LABOR FORCE, UNEMPLOYMENT & EMPLOYMENT 1979 1/

	Annual Average	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
CIVILIAN LABOR FORCE	6,650	6,420	6,490	6,670	6,570	6,610	6,870	6,940	6,800	6,770	6,690	6,500	6,510
UNEMPLOYMENT	680	740	790	810	760	680	670	630	560	490	540	720	780
Percent of Labor Force	10.2	11.5	12.2	12.1	11.6	10.3	9.8	9.1	8.2	7.2	8.1	11.1	12.0
TOTAL EMPLOYMENT	5,970	5,680	5,700	5,860	5,810	5,930	6,200	6,310	6,240	6,280	6,150	5,780	5,730

CURRY COUNTY NONAGRICULTURAL WAGE & SALARY EMPLOYMENT 1980 2/

TOTAL WAGE AND SALARY	4,790	4,610	4,630	4,770	4,770	4,810	5,070	4,940	5,010	4,930	4,770	4,580	4,560
Wage & Salary Empl. Index (1972=100)	116.0	119.8	119.4	121.1	119.4	117.2	116.1	113.7	112.1	113.5	114.5	114.8	114.1
MANUFACTURING, TOTAL	1,370	1,430	1,430	1,450	1,400	1,350	1,380	1,400	1,420	1,400	1,320	1,210	1,270
Durable Goods	1,180	1,230	1,230	1,240	1,200	1,160	1,200	1,190	1,200	1,210	1,180	1,100	1,050
Lumber & Wood	1,110	1,180	1,190	1,190	1,120	1,080	1,120	1,110	1,130	1,120	1,080	1,020	970
Other Durable Goods	70	50	40	50	80	80	80	80	70	90	100	80	80
Non-durable Goods	190	200	200	210	200	190	180	210	220	190	140	110	220
Food Products	130	140	150	160	140	130	120	150	150	140	80	50	170
Other Non-durable Goods	60	60	50	50	60	60	60	60	70	50	60	60	50
NONMANUFACTURING, TOTAL	3,420	3,180	3,200	3,320	3,370	3,460	3,690	3,540	3,590	3,530	3,450	3,370	3,290
Construction	170	140	150	160	150	150	190	180	190	190	180	180	170
Transp., Comm. & Utilities	190	170	170	180	190	200	210	210	200	200	200	190	180
Trade	1,010	920	900	950	980	970	1,010	1,070	1,110	1,080	1,060	1,030	1,040
Finance Ins. & Real Estate	220	210	210	220	210	210	210	220	220	220	220	220	220
Service & Miscellaneous	560	460	490	510	480	540	560	660	670	650	610	570	540
Government	1,270	1,280	1,280	1,300	1,360	1,390	1,510	1,200	1,200	1,190	1,180	1,180	1,140
LABOR-MANAGEMENT DISPUTES	0	0	0	0	0	0	0	0	0	0	0	0	0

1/ Includes employed and unemployed individuals 16 years and older by place of residence. Data are adjusted for multiple job-holding and commuting. Includes nonagriculture wage and salary, self-employed, unpaid family workers, domestics, agriculture and labor disputants.

2/ This nonagricultural wage and salary employment series is based on the 1972 Standard Industrial Classification (SIC) manual as amended by the 1977 supplement. The data are by place of work and persons working multiple jobs are counted more than once. Workers involved in labor-management disputes are excluded from the wage and salary employment totals.

CURRY COUNTY RESIDENT LABOR FORCE, UNEMPLOYMENT & EMPLOYMENT 1980 1/

	Annual Average	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
CIVILIAN LABOR FORCE	7,130	6,780	6,740	6,800	6,540	7,210	7,350	7,380	7,340	7,410	7,400	7,240	7,280
UNEMPLOYMENT	900	870	1,010	790	1,050	1,140	1,090	780	650	650	720	1,140	850
Percent of Labor Force	12.6	12.8	15.0	11.6	16.1	15.8	14.8	10.6	8.9	8.8	9.7	15.7	11.7
TOTAL EMPLOYMENT	6,230	5,910	5,730	6,010	5,490	6,070	6,260	6,600	6,690	6,760	6,680	6,100	6,430

CURRY COUNTY NONAGRICULTURAL WAGE & SALARY EMPLOYMENT 1980 2/

TOTAL WAGE AND SALARY	4,670	4,560	4,390	4,590	4,110	4,510	4,700	4,810	5,000	5,020	4,910	4,570	4,820
Wage & Salary Empl. Index (1972=100)	113.1	118.6	113.9	117.1	102.5	110.1	108.7	111.7	112.7	113.4	116.8	113.0	119.0
MANUFACTURING, TOTAL	1,130	1,260	1,030	1,200	680	960	1,000	1,230	1,300	1,280	1,280	1,020	1,330
Durable Goods	950	1,050	830	1,030	520	800	830	1,040	1,100	1,100	1,090	900	1,070
Lumber & Wood	890	970	760	970	460	750	780	990	1,040	1,040	1,050	840	1,010
Other Durable Goods	60	80	70	60	60	50	50	50	60	60	40	60	60
Non-durable Goods	180	210	200	170	160	160	170	190	200	180	190	120	260
Food Products	140	160	160	120	120	110	130	150	160	140	140	70	220
Other Non-durable Goods	40	50	40	50	40	50	40	40	40	40	50	50	40
NONMANUFACTURING, TOTAL	3,540	3,300	3,360	3,390	3,430	3,550	3,700	3,580	3,700	3,740	3,630	3,550	3,490
Construction	200	180	190	160	180	190	190	210	210	230	220	210	190
Transp., Comm. & Utilities	190	160	170	170	180	190	210	200	200	200	190	190	190
Trade	1,030	970	980	1,030	1,000	990	1,040	1,070	1,100	1,060	1,040	1,020	1,020
Finance Ins. & Real Estate	220	220	230	230	230	240	220	220	220	220	220	220	220
Service & Miscellaneous	590	550	550	580	560	590	640	660	670	650	610	550	520
Government	1,310	1,220	1,240	1,220	1,280	1,350	1,400	1,220	1,300	1,380	1,350	1,360	1,350
Federal and State	370	260	270	260	330	380	410	440	440	430	400	390	380
Local Education	480	520	540	520	500	510	490	310	330	490	500	520	520
Other Local Government	460	440	430	440	450	460	500	470	530	460	450	450	450
LABOR-MANAGEMENT DISPUTES	0	0	0	0	0	0	0	0	0	0	0	0	0

1/ Includes employed and unemployed individuals 16 years and older by place of residence. Data are adjusted for multiple job-holding and commuting. Includes nonagriculture wage and salary, self-employed, unpaid family workers, domestics, agriculture and labor disputants.

2/ This nonagricultural wage and salary employment series is based on the 1972 Standard Industrial Classification (SIC) manual as amended by the 1977 supplement. The data are by place of work and persons working multiple jobs are counted more than once. Workers involved in labor-management disputes are excluded from the wage and salary employment totals.

CURRY COUNTY RESIDENT LABOR FORCE, UNEMPLOYMENT & EMPLOYMENT 1977 1/

	Annual Average	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
CIVILIAN LABOR FORCE	6,260	5,800	6,170	6,110	5,970	6,060	6,340	6,610	6,590	6,450	6,300	6,240	6,400
UNEMPLOYMENT	540	750	830	710	520	430	410	450	420	430	440	570	570
Percent of Labor Force	8.6	12.9	13.5	11.6	8.7	7.1	6.5	6.8	6.3	6.7	7.0	9.1	8.9
Seasonally Adjusted Percent		9.2	10.1	8.6	8.7	8.5	9.1	9.1	9.3	9.3	8.2	7.5	6.4
TOTAL EMPLOYMENT	5,720	5,050	5,340	5,400	5,450	5,630	5,930	6,160	6,270	6,020	5,860	5,670	5,830

CURRY COUNTY NONAGRICULTURAL WAGE & SALARY EMPLOYMENT 1977 2/

TOTAL WAGE AND SALARY	4,520	4,030	4,250	4,250	4,290	4,410	4,680	4,620	4,970	4,780	4,660	4,490	4,540
Employment Index (1972=100)	107.7	106.8	112.7	112.3	106.9	105.1	105.1	107.0	106.3	107.6	110.5	114.2	119.5
MANUFACTURING, TOTAL	1,340	1,210	1,370	1,360	1,320	1,350	1,370	1,400	1,420	1,340	1,300	1,230	1,430
Durable Goods	1,120	1,070	1,080	1,070	1,090	1,100	1,110	1,150	1,190	1,170	1,150	1,140	1,140
Lumber & Wood	1,090	1,050	1,060	1,050	1,060	1,070	1,080	1,110	1,150	1,140	1,120	1,100	1,100
Other Durable Goods	30	20	20	20	30	30	30	40	40	30	30	40	40
Non-durable Goods	220	140	290	290	230	250	260	250	230	170	150	90	290
Food Products	180	100	250	250	190	210	220	210	190	130	100	50	240
Other Non-durable Goods	40	40	40	40	40	40	40	40	40	40	50	40	50
NONMANUFACTURING, TOTAL	3,180	2,820	2,880	2,890	2,970	3,060	3,310	3,420	3,550	3,440	3,360	3,260	3,210
Contract Construction	170	130	140	130	180	180	200	220	190	180	190	180	170
Transp., Comm. & Utilities	180	150	170	160	170	160	180	200	200	190	180	180	170
Trade	840	710	740	750	780	810	880	950	970	950	880	830	970
Finance Ins. & Real Estate	170	160	160	160	160	160	160	170	170	170	180	180	180
Service & Miscellaneous	540	460	490	460	470	500	580	630	670	640	570	510	490
Government	1,280	1,210	1,210	1,230	1,210	1,250	1,310	1,250	1,350	1,310	1,360	1,380	1,330
LABOR-MANAGEMENT DISPUTES	0	0	0	0	0	0	0	0	0	0	0	0	0

1/ Includes employed and unemployed individuals 16 years and older by place of residence. Data are adjusted for multiple job-holding and commuting. Includes nonagriculture wage and salary, self-employed, unpaid family workers, domestics, agriculture and labor dispossants.

2/ This nonagriculture wage and salary employment series is based on the 1972 Standard Industrial Classification (SIC) code structure and supersedes previous tables based on the 1967 SIC codes. The data are by place of work and persons working multiple jobs are counted more than once. Workers involved in labor-management disputes are excluded from the wage and salary employment totals.

CURRY COUNTY RESIDENT LABOR FORCE, UNEMPLOYMENT & EMPLOYMENT 1978 1/

	Annual Average	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
CIVILIAN LABOR FORCE	6,780	6,290	6,270	6,410	6,530	6,750	6,770	7,190	7,370	7,290	6,990	6,840	6,670
UNEMPLOYMENT	470	590	540	540	490	420	370	380	360	390	430	570	540
Percent of Labor Force	6.9	9.4	8.6	8.4	7.5	6.2	5.5	5.3	4.9	5.3	6.2	8.3	8.1
TOTAL EMPLOYMENT	6,310	5,700	5,730	5,870	6,040	6,330	6,400	6,810	7,010	6,900	6,560	6,270	6,130

CURRY COUNTY NONAGRICULTURAL WAGE & SALARY EMPLOYMENT 1978 2/

TOTAL WAGE AND SALARY	4,950	4,490	4,520	4,550	4,710	4,890	5,010	5,340	5,540	5,440	5,070	4,970	4,870
Wage & Salary Empl. Index (1972=100)	120.1	117.6	118.1	116.7	117.7	118.6	114.7	121.2	122.7	124.8	122.3	125.0	121.7
MANUFACTURING, TOTAL	1,490	1,400	1,370	1,340	1,480	1,560	1,530	1,600	1,630	1,600	1,500	1,450	1,460
Durable Goods	1,270	1,180	1,170	1,160	1,230	1,270	1,270	1,340	1,360	1,370	1,300	1,320	1,280
Lumber & Wood	1,210	1,140	1,120	1,120	1,160	1,200	1,200	1,280	1,300	1,300	1,240	1,250	1,210
Other Durable Goods	60	40	50	40	70	70	70	60	60	70	60	70	70
Non-durable Goods	220	220	200	180	250	290	260	260	270	230	200	130	180
Food Products	180	180	150	130	200	220	200	190	200	160	130	70	120
Other Non-durable Goods	60	40	50	50	50	70	60	70	70	70	70	60	60
NONMANUFACTURING, TOTAL	3,460	3,090	3,150	3,210	3,230	3,330	3,480	3,740	3,910	3,840	3,570	3,520	3,410
Construction	150	140	150	160	110	120	160	160	160	170	170	160	160
Transp., Comm. & Utilities	190	160	180	180	180	180	200	190	210	210	200	190	180
Trade	1,000	860	870	900	960	970	990	1,130	1,150	1,110	1,040	1,020	1,040
Finance Ins. & Real Estate	190	180	180	180	180	180	180	180	190	190	200	200	200
Service & Miscellaneous	560	470	470	490	500	540	620	680	710	660	580	510	470
Government	1,370	1,260	1,300	1,300	1,300	1,340	1,330	1,400	1,490	1,500	1,380	1,440	1,360
LABOR-MANAGEMENT DISPUTES	0	0	0	0	0	0	0	0	0	0	0	0	0

1/ Includes employed and unemployed individuals 16 years and older by place of residence. Data are adjusted for multiple job-holding and commuting. Includes nonagriculture wage and salary, self-employed, unpaid family workers, domestics, agriculture and labor dispossants.

2/ This nonagriculture wage and salary employment series is based on the 1972 Standard Industrial Classification (SIC) manual as amended by the 1977 supplement. The data are by place of work and persons working multiple jobs are counted more than once. Workers involved in labor-management disputes are excluded from the wage and salary employment totals.

CURRY COUNTY RESIDENT LABOR FORCE, UNEMPLOYMENT & EMPLOYMENT 1975

	Annual Average	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
CIVILIAN LABOR FORCE	5,740	5,540	5,340	5,400	5,390	5,620	5,900	6,310	6,170	5,880	5,740	5,760	5,770
UNEMPLOYMENT	780	1,150	1,090	1,010	740	530	500	640	550	550	630	900	1,010
Percent of Labor Force	13.6	20.8	20.4	18.7	13.7	9.4	8.5	10.1	8.9	9.4	11.3	15.6	17.5
Seasonally Adjusted Percent	xxx	16.9	16.6	15.2	13.7	10.6	11.0	12.7	12.6	12.6	12.3	13.8	14.1
EMPLOYMENT	4,960	4,390	4,250	4,390	4,650	5,090	5,400	5,670	5,620	5,330	5,090	4,860	4,760

CURRY COUNTY NONAGRICULTURAL WAGE & SALARY EMPLOYMENT 1975 1/

TOTAL WAGE & SALARY	3,920	3,440	3,350	3,440	3,660	4,020	4,280	4,460	4,460	4,290	4,070	3,840	3,770
MANUFACTURING, TOTAL	1,230	1,080	990	1,030	1,160	1,350	1,400	1,420	1,360	1,300	1,250	1,190	1,200
Durable Goods	1,070	980	930	970	1,060	1,150	1,190	1,160	1,150	1,100	1,070	1,030	1,030
Lumber & Wood	1,050	960	920	960	1,040	1,140	1,170	1,150	1,130	1,090	1,050	1,010	1,010
Other Durable Goods	20	20	10	10	20	10	20	10	20	10	20	20	20
Non-durable Goods	160	100	60	60	100	200	210	260	210	200	180	160	170
Food Products	110	70	30	30	60	130	150	200	160	150	130	100	120
Other Non-durable Goods	50	30	30	30	40	70	60	60	50	50	50	60	50
NONMANUFACTURING, TOTAL	2,690	2,360	2,360	2,410	2,500	2,670	2,880	3,040	3,100	2,990	2,820	2,650	2,570
Contract Construction	130	80	80	100	120	150	160	180	210	170	140	110	110
Transp., Comm. & Utilities	130	110	110	110	120	140	150	160	160	150	130	110	110
Trade	730	630	620	610	670	710	760	880	870	830	770	720	710
Finance, Ins. & Real Estate	150	150	140	140	150	150	150	160	160	160	150	150	150
Service & Miscellaneous	450	380	380	400	410	440	500	540	530	520	460	420	400
Government	1,100	1,010	1,030	1,050	1,030	1,080	1,160	1,120	1,170	1,160	1,170	1,140	1,090
LABOR-MANAGEMENT DISPUTES	0	0	0	0	0	0	0	0	0	0	0	0	0

1/ This nonagricultural wage and salary employment series is based on the 1972 Standard Industrial Classification (SIC) code structure, and supercedes previous tables based on the 1967 SIC codes. The data are by place of work, and persons working multiple jobs are counted more than once. Workers involved in labor-management disputes are excluded from the wage and salary employment totals.

CURRY COUNTY RESIDENT LABOR FORCE, UNEMPLOYMENT & EMPLOYMENT 1976 1/

	Annual Average	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
CIVILIAN LABOR FORCE	5,800	5,840	5,650	5,670	5,670	5,740	5,910	6,140	6,050	5,960	5,750	5,660	5,600
UNEMPLOYMENT	710	1,180	980	970	740	630	560	580	510	490	500	670	700
Percent of Labor Force	12.2	20.2	17.3	17.1	13.1	11.1	9.5	9.4	8.4	8.2	8.7	11.8	12.5
Seasonally Adjusted Percent	xxx	16.5	13.6	13.8	13.0	12.1	12.2	12.0	12.1	11.4	9.9	10.1	9.3
TOTAL EMPLOYMENT	5,090	4,660	4,670	4,700	4,930	5,110	5,350	5,560	5,540	5,470	5,250	4,990	4,900

CURRY COUNTY NONAGRICULTURAL WAGE & SALARY EMPLOYMENT 1976 2/

TOTAL WAGE & SALARY	4,090	3,720	3,720	3,730	3,950	4,090	4,290	4,440	4,460	4,450	4,260	4,000	3,900
Employment Index (1972=100)	99.0	99.6	99.4	99.0	99.2	97.0	94.9	98.5	96.1	99.3	101.7	101.4	102.0
MANUFACTURING, TOTAL	1,220	1,160	1,150	1,120	1,220	1,270	1,280	1,290	1,290	1,310	1,230	1,180	1,150
Durable Goods	1,060	950	950	970	1,070	1,080	1,100	1,100	1,110	1,120	1,080	1,070	1,070
Lumber & Wood	1,040	940	940	950	1,050	1,060	1,080	1,070	1,080	1,100	1,060	1,050	1,050
Other Durable Goods	20	10	10	20	20	20	20	30	30	20	20	20	20
Non-durable Goods	160	210	200	150	150	190	180	190	180	190	150	110	80
Food Products	120	170	150	120	110	140	140	140	140	150	110	70	40
Other Non-durable Goods	40	40	40	30	40	50	40	50	40	40	40	40	40
NONMANUFACTURING, TOTAL	2,870	2,560	2,570	2,610	2,730	2,820	3,010	3,150	3,170	3,140	3,030	2,820	2,750
Contract Construction	160	100	90	120	140	180	200	210	200	190	190	160	140
Transp., Comm. & Utilities	160	130	130	140	150	160	170	180	170	170	170	160	150
Trade	790	720	720	710	770	750	810	890	870	880	820	750	730
Finance, Ins. & Real Estate	150	150	150	150	150	150	150	150	150	150	150	150	160
Service & Miscellaneous	480	400	400	420	460	480	520	560	560	540	530	450	440
Government	1,130	1,060	1,060	1,070	1,060	1,100	1,160	1,160	1,220	1,210	1,170	1,150	1,130
LABOR-MANAGEMENT DISPUTES	0	0	0	0	0	0	0	0	0	0	0	0	0

1/ Includes employed and unemployed individuals 16 years and older by place of residence. Data are adjusted for multiple job-holding and commuting. Includes nonagriculture wage and salary, self-employed, unpaid family workers, domestics, agriculture and labor disputants.

2/ This nonagricultural wage and salary employment series is based on the 1972 Standard Industrial Classification (SIC) code structure and supercedes previous tables based on the 1967 SIC codes. The data are by place of work and persons working multiple jobs are counted more than once. Workers involved in labor-management disputes are excluded from the wage and salary employment totals.

APPENDIX 4

Recreational Vehicle Users Profile

All information in this report is based on an independent study conducted by John Schug Media Research for TL Enterprises, publishers of Motor Home and Trailer Life Magazines, as well as information supplied by the RV Industry Association and RV Dealers of North America.

Sex
 Male _____ 90%
 Female _____ 10%

Age
 18-34 _____ 4%
 35-49 _____ 24%
 50-64 _____ 49%
 65 or Older _____ 23%
 Median Age _____ 57.6

Marital Status
 Married _____ 93%
 Single _____ 2%
 Widowed, Separated, Divorced _____ 5%

Size of Household
 One Person _____ 6%
 Two People _____ 56%
 3-4 People _____ 26%
 Five or More People _____ 10%

Household Income
 Less than \$10,000 _____ 4%
 \$10,000-\$14,999 _____ 9%
 \$15,000-\$19,999 _____ 11%
 \$20,000-\$24,999 _____ 13%
 \$25,000-\$29,999 _____ 13%
 \$30,000-\$39,999 _____ 18%
 \$40,000 or More _____ 32%
 Median Household Income _____ \$30,300

Net Worth of Household
 Less than \$50,000 _____ 11%
 \$50,000-\$74,999 _____ 11%
 \$75,000-\$99,999 _____ 17%
 \$100,000-\$149,999 _____ 27%
 \$150,000 or More _____ 34%

Employment Status of Respondent
 Currently Employed _____ 59%
 Retired _____ 41%

Occupation of Respondent
 Manager, Owner, Self-Employed _____ 27%
 Professional, Technical _____ 22%
 Sales, Other White Collar _____ 14%
 Craftsman, Foreman _____ 18%
 Other Blue Collar _____ 10%
 Government, Police, Fire _____ 5%
 All Other _____ 4%

Education of Respondent
 Attended High School or Less _____ 13%
 Graduated High School _____ 36%
 Attended College _____ 24%
 Graduated College _____ 19%
 Earned Postgraduate Degree _____ 8%

Home Ownership
 Own House _____ 86%
 Own Mobile Home _____ 7%
 Rent House or Apartment _____ 5%
 Don't Own or Rent _____ 2%

Geographic Area of Residence
 New England _____
 Middle Atlantic States _____ 16%
 North Central States _____ 26%
 South Atlantic _____
 South Central States _____ 23%
 Mountain, Pacific States _____ 35%

Years of RVing Experience	
Two Years or Less	9%
3-5 Years	22%
6-9 Years	22%
10-14 Years	23%
15-19 Years	13%
20 Years or More	11%

Median RVing Experience in Years 9.5

Days RVing in Past Year	
Ten Days or Less	12%
11-20 Days	11%
21-30 Days	17%
31-60 Days	33%
61-90 Days	12%
More than 90 Days	15%
Median Days RVing	38.3

Miles RVing in Past Year	
Less than 1,000 Miles	11%
1,000-2,999 Miles	18%
3,000-4,999 Miles	24%
5,000-9,999 Miles	33%
10,000 Miles or More	14%
Median Miles RVing	4,723

RV Trips in Past Year	
None	7%
1-2 Trips	18%
3-5 Trips	32%
6-9 Trips	19%
10 Trips or More	24%
Median Number of RV Trips	5.4

Other States Visited in RV

None in Past Year	19%
1-2 States	17%
3-5 States	26%
6-9 States	22%
10 States or More	14%

Other Countries Visited in Past Year

Visited Other Country in RV	13%
Visited Other Country without RV	13%
Did Not Visit Other Country	76%

Base: All respondents (multiple response)

Towing with RVs

Tow Car behind RV	27%
Tow Boat behind RV	16%
Tow Motorcycle/Utility Trailer	9%
Tow Another RV	4%
Don't Tow with RV	54%

Base: All respondents (multiple response)

Planned RV Usage in Next Year—

Miles	
Will Drive/Tow RV More Miles	34%
Will Drive/Tow RV about the Same	38%
Will Drive/Tow RV Fewer Miles	14%
Not Sure	14%

Base: All respondents

Planned RV Usage in Next Year—

Days	
Will Use RV More Days	43%
Will Use RV about the Same	39%
Will Use RV Fewer Days	8%
Not Sure	10%

Base: All respondents

RV Equipment & Accessories	Currently Own	Number who Bought in Past Year
A.M.F.M. Stereo Tape	77%	7,620
Awning	45%	5,940
Portable Barbeque	55%	7,060
Auxiliary Battery	64%	8,400
Battery Isolator	52%	3,250
Bicycle Rack	27%	4,030
Fluorescent Lights	36%	5,940
Portable Generator	19%	1,350
Built-in 110v Generator	50%	1,570
Portable Holding Tank	16%	1,230
Ice maker	6%	220
LP Gas Leak Detector	20%	3,020
Microwave Oven	17%	1,460
Motorcycle Rack	15%	2,350
Refrigerator	86%	2,460
Roof Air Conditioner	68%	3,700
Roof Pod	21%	2,690
Roof Rack	52%	2,130
Smoke Detector	17%	2,240
Leveling Jacks (power)	6%	670
Leveling Jacks (manual)	14%	1,120
Tire Carrier	66%	3,140
Tire Pressure Gauge	79%	8,060
Toilet	83%	2,240
Trailer Sway Control	10%	900
TV (b/w)	51%	5,220
TV (color)	34%	3,360
TV Antenna	64%	5,940
Vacuum Cleaner for RV	48%	5,490
Water Purifier	21%	2,690

Amount Spent on RV Accessories In Past Year

Didn't Buy Any in Past Year	26%
Less than \$100	18%
\$100-\$299	21%
\$300-\$499	13%
\$500-\$999	12%
\$1,000 or More	10%

Where Accessories were Purchased

RV Dealer	50%
RV Accessory Shop	19%
Auto Parts Store	30%
Discount or Department Store	24%
Auto/Truck Dealer	20%
Mail Order	18%

RV Camping in Past Year— Private Campgrounds

None	20%
1-10 Days	31%
11-20 Days	16%
21-30 Days	10%
31-59 Days	12%
60 Days or More	9%
Median Days Spent	10.5

Products Usually Carried in RV

Food Products

Canned Food	97%
Packaged Food/Snacks	86%
Frozen Food	76%

Beverages

Soft Drinks	91%
Beer	54%
Liquor	47%
Wine	39%
Bottled Water	27%

Health Aids

First-Aid Supplies	96%
Toiletries/Cosmetics	94%
Sunscreen Lotion	72%

RV Camping in Past Year— Public Campgrounds

None	32%
1-10 Days	41%
11-20 Days	12%
21-30 Days	7%
31-59 Days	5%
60 Days or More	3%
Median Days Spent	4.6

Spent Month or More at One Place in RV

Yes—at Trailer Park	6%
Yes—at Campground	6%
Yes—at Other Place	4%
No—Did Not	85%

Recreational Products Owned

Outdoors

Sleeping Bag	73%
Camping Gear	59%
Fresh Water Fishing Gear	72%
Salt Water Fishing Gear	30%
Rifle Shotgun	57%

Boating

Outboard Motor	29%
Motorboat	24%
Rowboat or Canoe	12%
Inflatable Boat	11%
Boat Loader	6%

Motorcycling

Street Motorcycle	11%
Dirt-Dual-Purpose Motorcycle	10%
Minibike	4%
Moped	8%

Photography

35mm Camera	52%
Polaroid-Type Camera	58%
Cartridge Loading Camera	55%
Other Still Camera	24%
Movie Camera	35%

Other Activities

Bicycle	55%
Binoculars	63%
Hiking Boots	29%
Metal Detector	12%
Snowmobile	8%

APPENDIX 5

Oregon Economic Development Department Travel and Visitors Studies

1985

TRAVEL ADVERTISING STUDY

ANALYSIS AND REPORT PREPARED FOR:

OREGON ECONOMIC DEVELOPMENT DEPT

Tourism Division
595 Cottage St., NE
SALEM, OR 97310

BY:
OREGON STATE UNIVERSITY
COLLEGE OF FORESTRY
DEPARTMENT OF RESOURCE RECREATION MANAGEMENT
NEIL BREGENZER, ANALYST

1985 TRAVEL ADVERTISING STUDY
Oregon Economic Development Department
Tourism Division

PURPOSE OF STUDY

Surveys of respondents to state tourism advertisements are conducted annually to evaluate the effectiveness of the Oregon advertising and fulfillment program. The surveys are designed to 1) gain information on the travel behavior and preferences of out-of-state visitors whose inquiries for information were generated by state travel advertisements and 2) gain information on the factors influencing the vacation planning of respondents who did not come to Oregon during the same year they saw the ad.

In late 1985, questionnaires were sent to a sample of advertising respondents from the previous spring. Usable returns show how many survey respondents vacationed in Oregon during the year and the influence of Oregon travel literature on their vacation planning, their estimated expenditures, and the amount of time they spent in the state.

In the 1985 survey, questionnaires were sent to respondents reached by magazine advertising only. As a result, the information in this report is presented both in aggregate, and by the specific magazine publication that displayed the Oregon spring campaign travel ad. Comparative results from annual surveys of magazine respondents since 1981 are presented on page 20.

The questionnaire used in the 1985 survey is shown on the next page.

Table of Contents

Executive Summary.....	5
Composition of 1985 Survey Sample.....	7
Survey Results:	
1985 Visitors.....	9
Respondents Who Did Not Visit in 1985.....	18
Comparative Results.....	20
Advertising Conversion Ratios.....	23

EXECUTIVE SUMMARY

Survey of Magazine Respondents

- > 50% of the survey respondents said they visited Oregon in 1985. Of those who did not visit last year, one half said they planned to visit in 1986 (details on page 9 and page 10).
- > 50% of the vacationers said the information they received encouraged them to increase their vacation time in Oregon. The average increase in length of stay was 3.5 days (details on page 10).
- > The average length of stay by all vacationers in Oregon was 8.4 days (details on page 9).
- > 62% said Oregon was the main destination of their trip (details on page 10).
- > Estimated expenditures in Oregon averaged \$716 per party, per trip, or \$85 per party, per day (details on page 10).
- > 47% arrived in Oregon by car or other private motor vehicle. 11% were air travelers (details on page 11).
- > 58.5% used motel/hotel facilities for lodging during part or all of their visit. 36% used only motel/hotel accommodations and 20% used campgrounds only (details on page 15).
- > 50% spent some of their vacation time in Oregon on the coast, making that area the state's most popular regional attraction. The Portland/Columbia River Gorge area claimed the second most frequent visits (33%) and Southern Oregon was third (25%). 37% said they spent most of their time on the coast (details on page 13).
- > The number one activity or attraction in Oregon was sightseeing (41%). Followed by shopping/dining (37%), visiting historic places and museums (51%), and visiting national or state parks (45%) (details on page 14).
- > For every \$1 invested by the Tourism division in spring travel advertising, an estimated \$40 was generated for the Oregon economy (details on page 22).

COMPOSITION OF 1985 SURVEY SAMPLE

Questionnaires were received by 9,952 spring advertising respondents who were out-of-state magazine readers that either returned postage-paid reply cards or called the Tourism Division office in Salem using the toll-free telephone number displayed in the state ads.

The six magazines involved in the survey sample were as follows:

SUNSET--the Oregon ad was displayed in issues covering the magazine's predominantly western circulation area (circulation: 1,411,000 readers).

TRAVEL HOLIDAY--a general interest magazine containing travel news, stories and events (circulation: 800,000).

SIGNATURE--a travel and entertainment magazine (circulation: 600,000).

AUTURLAND--the spring edition of the northern California automobile club magazine (circulation 1,427,000).

WESTWAYS--the spring edition of the southern California automobile club magazine (circulation 410,000).

ADVENTURE NORTHWEST--a general interest magazine about the Northwest (circulation: 100,000).

The magazines used in the 1985 spring advertising campaign were all selected on the basis of demographics that demonstrated access to a highly educated, affluent audience most likely to travel for pleasure. Emphasis was placed on exposure in California, Oregon's primary market.

(c) Average estimates of expenditures according to choice of lodging:

	Avg. party/ trip	per party/ day	visitor/ day	Avg. day stay	party size
Hotel/Hotel	\$650	\$108	40	6.0	2.7
Camping	458	48	18	9.6	2.7
Friends/Relatives	402	52	20	7.8	2.6
Hotel--Camping	752	89	30	8.4	3.0
Hotel--Friends/K	689	73	26	9.5	2.8
Camping--Friends/	623	57	20	10.9	2.8
All three	993	88	31	11.3	2.8

(d) Average estimates of expenditures according to choice of transportation used:

	Avg. party/ trip	per party/ day	visitor/ day	Avg. day stay	party size
Car/Motor Veh.	\$683	\$11	30	8.4	2.7
Air	866	106	42	8.5	2.5
Train	789	108	60	7.3	1.0
Bus	621	188	9	3.3	20.0

IV. The California circulation of the publications involved in the magazine sample is reflected in the residences of the survey respondents who vacationed in Oregon in 1985:

Southern California	36%
Northern California	23
Washington	20
Arizona	3
Nevada, Colorado, Texas	2
Idaho, Illinois, Montana, Wyoming, New Mexico, Missouri, New York, Oregon, Alaska, Canada and other foreign--each less than 1%, Other U.S.--7%	

11. Visitors who had vacationed in Oregon prior to 1985: 76%

by magazine group:	
SUNSET	80%
TRAVEL HOLIDAY	64%
SIGNATURE	54%
MOTORLAND	77%
WSTWAYS	83%
ADVENTURE NW	78%

7. (a)

The most mentioned thing to do while in Oregon was sightseeing. The attractions and activities listed in the survey are shown below:

Sightseeing	81%
Shopping/dining	57
Historic place/museum	51
National/State parks	45
Scientific/natural history	31
Hiking/backpacking	22
Fishing	20
Arts/Theatre	16
Fairs/festivals	14
Wine tours	13
Golf/Tennis	11
Whitewater/river rafting	10
Rockhounding	10
Resorts/guest ranches	9
Other water sports	7
Horseback riding	6
Motorcoach tours	6
Business-related activities	6
Bed and Breakfast/Inns	5
Industrial tours	4
Skiing	3
Hunting	1

32 of the respondents listed an activity under "Other." The most frequently mentioned activity was walking on the beach.

(b) Leading activities and attractions enjoyed by visitors in areas where they spent MOST of their time:

	Coast	Portland/ Gorge	Central Oregon	Southern Oregon	Valley	NE OR	SE OR
Sightseeing	89%	80%	77%	77%	79%	61%	100%
Shop/dining	60	70	41	53	55	46	67
Historic places	55	54	42	53	43	37	33
Nat/St Parks	54	38	41	49	30	35	33
Hike/backpk	22	21	30	21	19	35	33
Rocking	9	9	17	12	6	8	8
Arts/Theatre	10	18	5	24	13	8	8
Resorts	10	4	22	9	6	8	8

1986
**STATE WELCOME CENTER
 VISITORS SURVEY**
 (Preliminary Report)

Prepared for:

Oregon Economic Development Department
 Tourism Division
 595 Cottage Street NE
 Salem, Oregon 97310

by:

Dennis R. Howard, Ph.D.
 Principal Investigator

Dale Christiansen
 Field Investigator

Department of Leisure Studies and Services
 University of Oregon
 Eugene, Oregon 97403

1986 State Welcome Center Visitors Survey

Interviews with 906 visitors to Oregon were conducted at the state's six welcome centers and at two visitors centers operated jointly by the states of Washington and Oregon. The survey was completed as part of an ongoing biennial effort to gain information on the travel patterns and demographic makeup of out-of-state visitors who stop at the state's border information facilities. The interviews were conducted during the peak of the state's summer tourism season (June 15 to September 1). Only visitors who were on vacation trips were interviewed, and all were highway travelers.

The primary objectives of the survey are to update and expand the existing information profile of out-of-state pleasure (non-business) travelers. Specific issues addressed by the 1986 study were:

1. Where do Oregon's vacationers come from?
2. How long do these visitors spend in Oregon?
3. Where do they spend most of their time while in the state?
4. What types of lodging do they select?

Particular emphasis was given to assessing the impact of Expo 86 travelers along Oregon's major travel routes.

Respondents were drawn using a convenience sample procedure. Visitors to the eight survey sites were intercepted by well-identified surveyors and invited to participate in the survey. Less than one percent of those travelers invited refused to be interviewed.

An effort was made at each site to achieve a balanced survey population with respect to visitor characteristics (e.g., age, size of party) and time of day and week considerations. (The survey interview form is in Appendix A.) In addition, the size of the sample taken at each site was weighted according to the visitation levels at that center.

The following number of interviews were completed at each location:

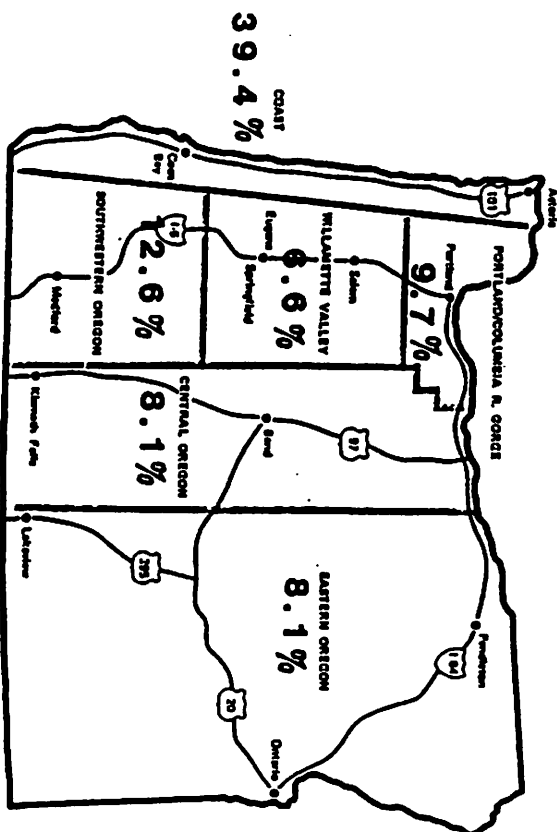
BROOKINGS WELCOME CENTER	168
SISKIYOU WELCOME CENTER	169
KLAMATH WELCOME CENTER	110
ONTARIO WELCOME CENTER	170
PORTLAND WELCOME CENTER	107
SEASIDE WELCOME CENTER	113
MARYHILL VISITORS CENTER	37
UMATILLA VISITORS CENTER	32

Highlights of Results

- Oregon was the primary destination of almost 40 percent of all visitors.
- Travelers in the total sample vacationed an average of five (5.12) days in Oregon. Visitors interviewed at sites along coastal route Highway 101 averaged the longest stay: 6.2 nights.
- Close to one-third (32.8 percent) of all visitors interviewed were from California. Washington residents accounted for more than 15 percent of the sample. Western states, particularly Arizona (5.6 percent) and Texas (4.0 percent) were also significant vacation or join states. Visitors from Canada comprised 4.3 percent of the total.
- The Oregon coast was identified as the single most popular travel destination. Almost one-third (32.5 percent) of the sample indicated they spent most of their vacation in Oregon somewhere along the Oregon coast.
- Campgrounds were the most extensively used accommodations. More than half of all visitors interviewed spent at least one night in an Oregon campground (41.6 percent exclusively). Hotel and/or hotel accommodations were selected for at least one night's lodging by approximately 40 percent of all visitors (31.2 percent exclusively). Friends and/or relatives provided shelter for about 15 percent of the sample.
- Expo 86 in Vancouver, B.C., had a significant impact on the travel plans of almost one-fourth of Oregon's summer visitors. 22.6 percent of all travelers indicated that the Expo event was their ultimate trip destination.
- Expo 86, as an attraction, was most prominent for northbound I-5 travelers. Almost 35 percent of those interviewed at the Siskiyou Welcome Center were traveling to Expo 86. Only 18 percent entering Oregon on coastal Highway 101 said they were planning to visit the world exposition.
- Expo 86 bound travelers spent an average of four days (3.97) in Oregon. Almost three-fourths of these visitors (70.4) stayed at least one or more nights in Oregon. The state was successful in capturing a significant portion of Expo travelers for an extended period of time. Almost one in five (18.1 percent) spent a week or more in Oregon. The extended stay pattern was most evident along the Oregon coast and the Highway 97 corridor from Klamath Falls through central Oregon.

Southern Oregon was the preferred destination of 12.6 percent of the interview sample. The rest of the vacation visitors were, for the most part, evenly distributed among the other regions.

(Figure 1)
Where Out-Of-State Travelers
Spent Most Of Their Time



Preferred Destination: Undecided 15.2 percent

1985 OREGON RESIDENT VACATION AND PLEASURE TRAVEL STUDY

Prepared for:

Oregon Economic Development Department
Tourism Division
595 Cottage Street N.E.
Salem, Oregon 97310

by:

Dennis R. Howard, Ph.D.
Principal Investigator
Department of Leisure Studies and Services
University of Oregon
Eugene, Oregon 97403

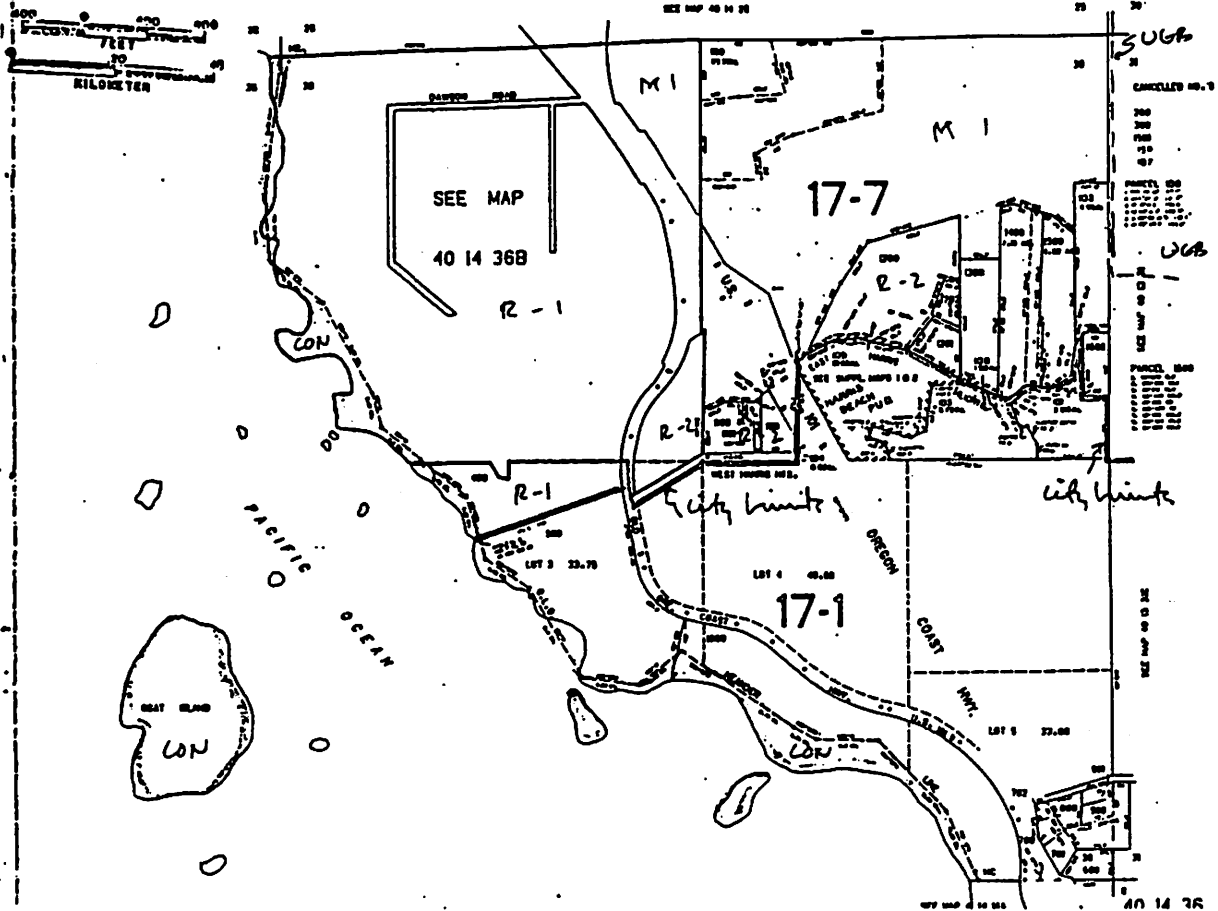
EXECUTIVE SUMMARY

1. Sixty-one percent of Oregon's residents reported taking what they considered a principal vacation trip within the past year (details on Page 5).
2. Only 25.5 percent reported spending their principal vacation time within Oregon (details on Page 6).
3. Three-fourths of residents surveyed said they took short-term pleasure trips away from their home areas to other locations in Oregon. Almost two-thirds of those residents said their trips "almost always" involved an overnight stay and that they took a short-term at least once every three months (details on Page 12).
4. California was the most popular destination point for Oregonians leaving the state on major vacation trips, attracting nearly one-third of Oregon travelers (details on Page 7).
5. Travel by Oregon residents to foreign destinations, particularly Europe, increased in 1984-85. Canada, principally British Columbia, remained the most popular foreign destination (details on Page 8).
6. Oregon's coast continued to be the most popular destination for Oregonians who elected to take their principal vacation within the state. The northern half of the coast (from Florence to Astoria) attracted 24.6 percent of the coastal vacationers while the southern half (Florence to Brookings) drew 10.5 percent (details on Pages 8 & 9).
7. The average length of principal vacations taken by Oregon residents in Oregon was 12.1 days (details on Page 10).
8. Hotels/hotels were found to be the most frequently used accommodations (details on Page 11).
9. Estimated expenditures on major vacation travel by all Oregonians in the sample increased significantly, on the average, in the 1984-85 time period. The average expenditure, per party, for all vacations was \$1,034 and \$469 for Oregon residents taking their principal vacation trips within the state (details on Page 11).

40 14 36
& INDEX
BROOKINGS

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AMERICAN FLAME CO.

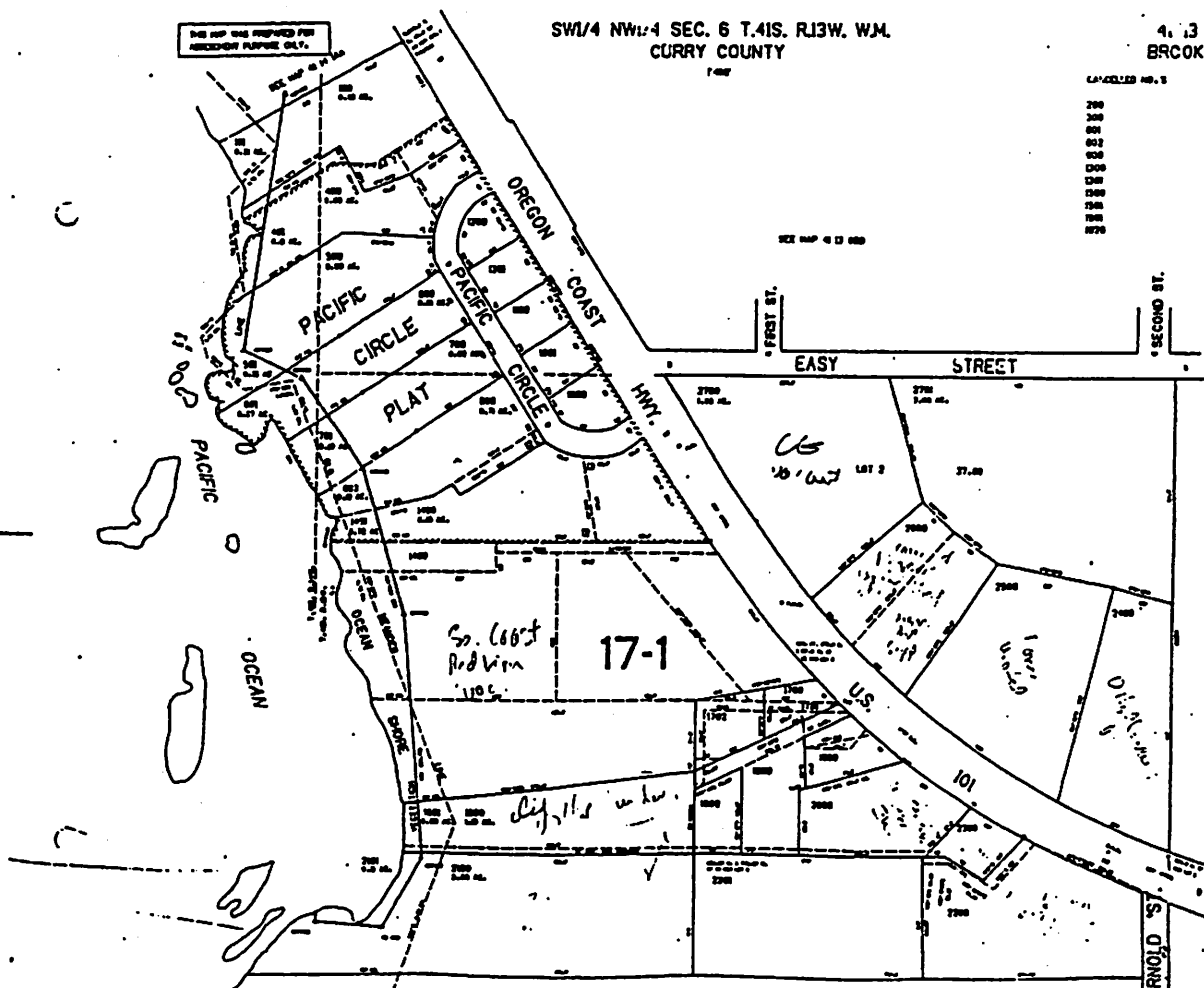
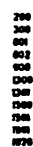
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AMERICAN PURPOSE ONLY.

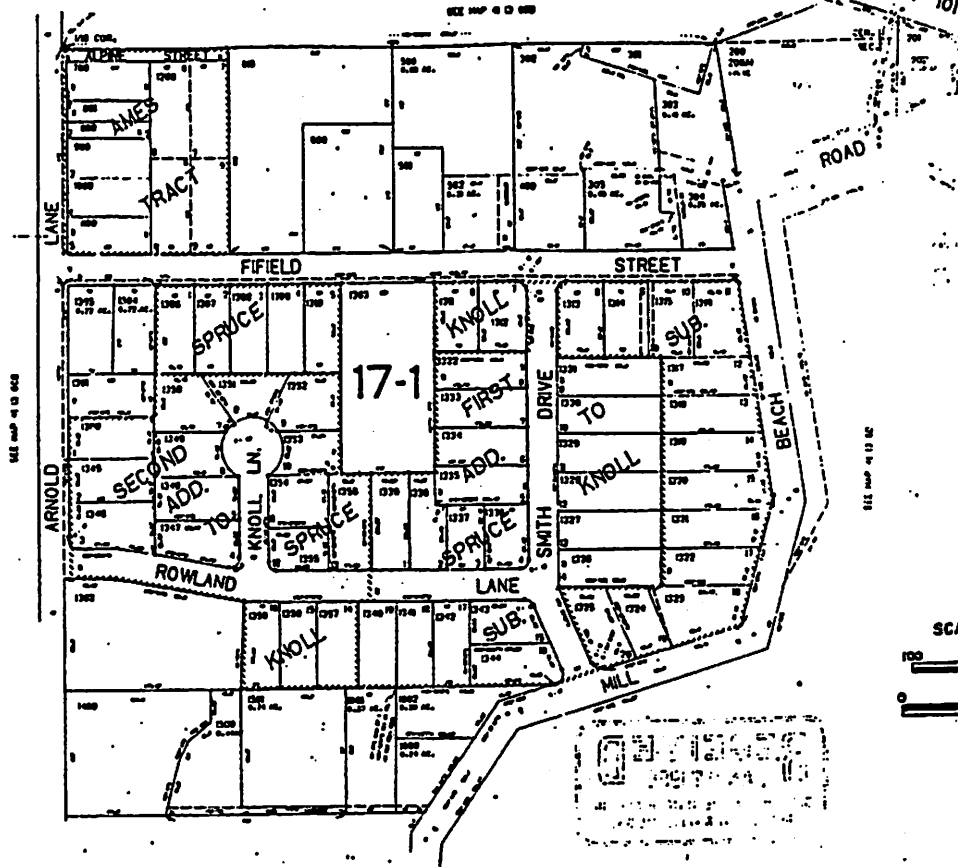
LAURENCE 40.3



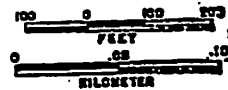
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CURRY COUNTY

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RECORDING PURPOSE ONLY.



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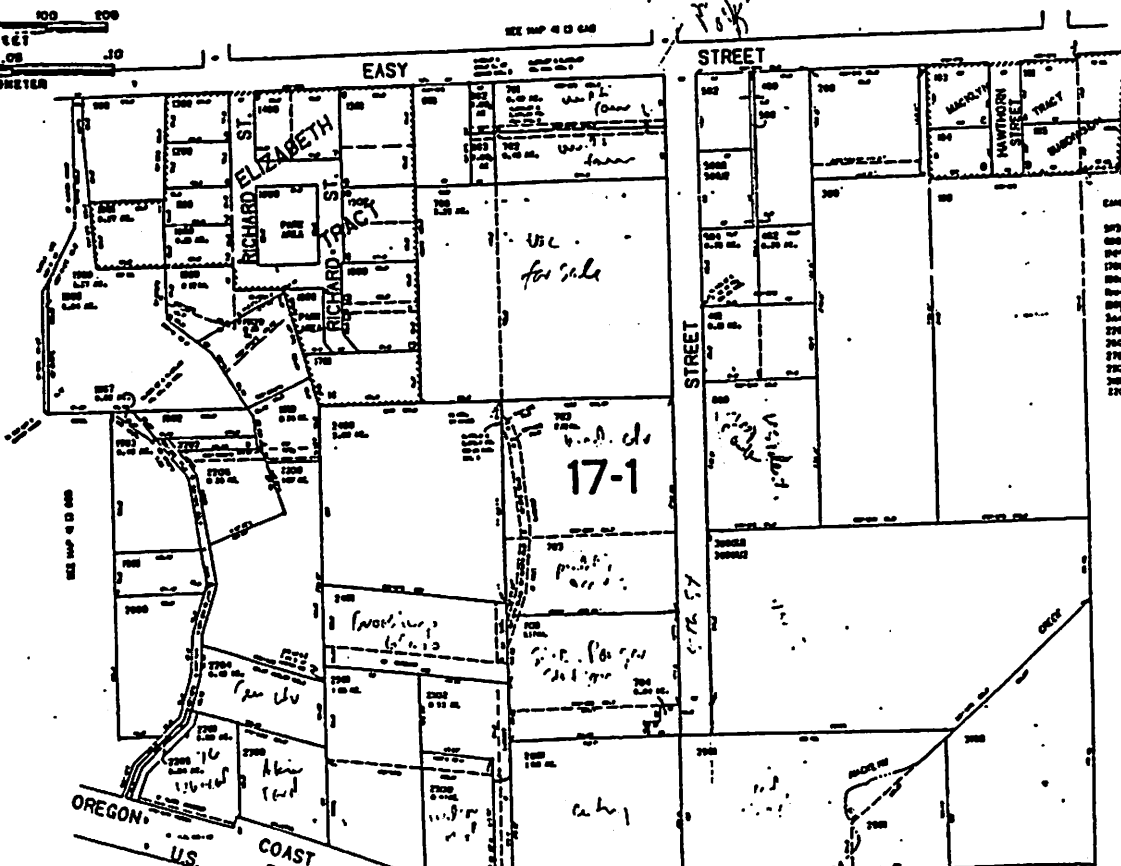
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CURRY COUNTY

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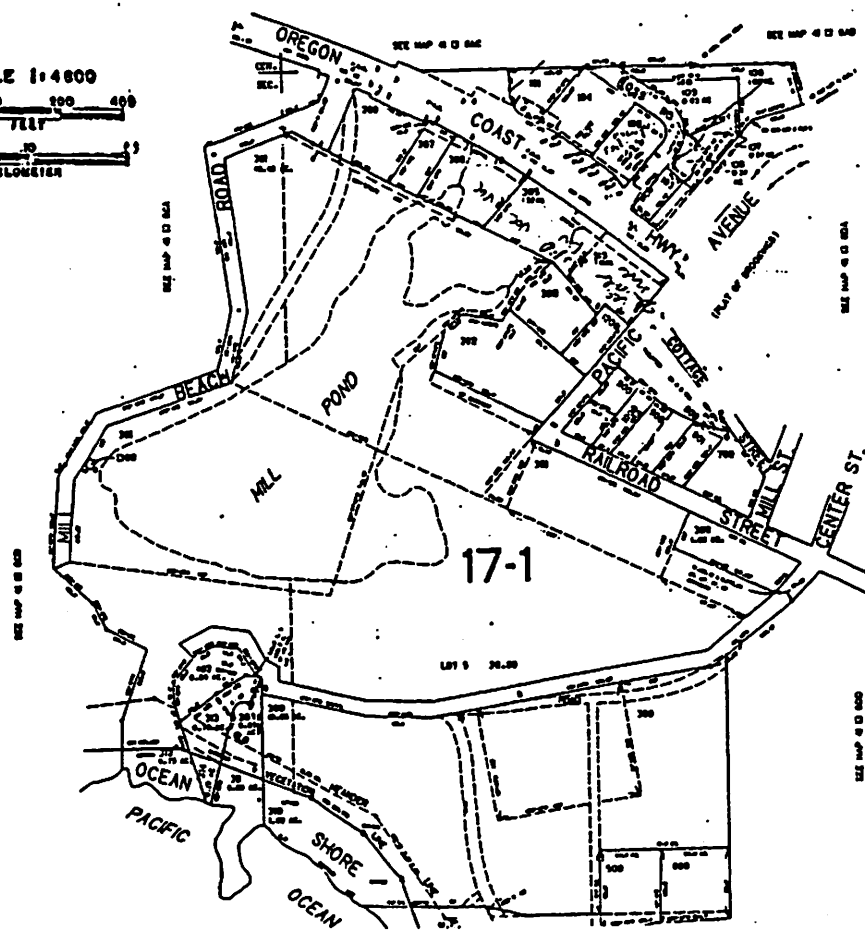
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THIS MAP WAS PROVIDED FOR
AMERICAN PEOPLE ONLY.

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KILOMETER



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SCALE 1:4000
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FEET
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KILOMETER



CANCELLED
NO. 2

APPENDIX 7

Brookings Recreational Vehicle Parks/Available Facilities

APPENDIX 7

BROOKINGS RV PARKS/AVAILABLE FACILITIES

1. Harris Beach - Hwy. 101 (North)

34 full hook-up sites	Restrooms, showers,
51 electrical sites	dump station.
66 tent sites	
<u>151</u> total sites	

2. Sea Bird Estates - Hwy. 101 (South)

60 full hook-up sites	Restrooms, showers
	laundry, recreation
	hall, dump station.

3. Chetco RV Park - Hwy. 101 (South)

118 full hook-up sites	Restrooms, showers,
	laundry, recreation
	hall, dump station.

4. Portside - Harbor (South)

30 full hook-ups	Restrooms, showers,
20 additional sites	laundry, recreation
<u>50</u> total sites	hall.

5. Driftwood RV Park - Harbor (South)

101 full hook-up sites (?)	Restrooms, laundry.
8 electrical sites	
<u>109</u> total sites	

6. Port of Brookings RV Park - Harbor (South)

37 full hook-up sites	Restrooms, showers,
55 electrical/water sites	laundry, convenience
57 no hook-up sites	store, dump station.
6 tent sites	
<u>155</u> total sites	

7. River Bend Park - South Bank Road (South)

89 full hook-ups	Restrooms, showers,
	laundry, recreation
	hall, dump station.

APPENDIX 8

ORS Authorization and Standards

Chapter 446

1985 REPLACEMENT PART

Mobile Homes; Tourist Facilities

MOBILE HOME PARKS	
446.003	Definitions for ORS 446.003 to 446.200 and 446.326 to 446.350
446.005	"Issuing authority" defined
446.062	Rules regulating mobile home parks; state building code requirements; approval for new construction or additional lots
446.066	Inspection of mobile home parks
446.072	Uniform enforcement throughout state
446.076	Disposition of monies collected; Building Code Account
446.090	Application of ORS 446.090 to 446.106
446.098	Park construction and facilities
446.100	Prohibited acts in connection with construction and use of parks
446.105	Temporary parks
446.111	Regulation of structures in parks
446.118	Sanitation of parks; pets to be controlled
446.126	Occupancy on private land
446.140	Notice of removal from park
446.145	Records to be maintained at parks
MOBILE HOME CONSTRUCTION AND SAFETY STANDARDS	
446.155	Sanitation and safety requirements for mobile homes
446.160	Inspection; regulations; federal standards
446.170	Issuance of compliance required; when displayed
446.176	Fees
446.180	Safety standards of other states
446.185	Minimum safety standards for equipment and installations
446.190	Power to enforce violations
446.200	When noncompliance with city or county regulations authorized
446.310	Limited maintenance electrician's license for work on mobile homes and recreational vehicles
446.326	Administration and enforcement of federal mobile home safety and construction standards
446.330	Rules for adoption and enforcement of safety standards
446.340	Rules for adoption and enforcement of safety standards for accessory structures
446.350	Duties of director; agreements with local governments; conditions
446.355	Revocation of agreement with local government
446.360	Notification by manufacturer of mobile home defect
446.370	Civil penalties; notice; hearing
446.380	Mobile Home Construction and Safety Standard Advisory Board
TOURIST FACILITIES	
446.310	Definitions for ORS 446.310 to 446.350
446.315	Policy
446.320	Tourist facility license required
446.321	Fee for tourist facility license; rulemaking
446.322	Issuance of license
446.323	Failure to apply for or renew license; transferability of license; refunds
446.324	Denial, suspension or revocation of license; civil penalty; hearing
446.325	Exemptions from license requirement
446.330	Rules
446.335	Inspection of parks and camps; right of access; notice of reopening seasonal facility
446.340	Responsibility of owner or operator for sanitary conditions
446.345	Prohibited acts
446.347	Civil penalties; notice
446.348	Determining amount of penalty; schedule; factors
446.349	Notice of assessed penalty; payment date; hearing; effect of nonpayment
446.350	Tourist Facility Account
MISCELLANEOUS	
446.425	Delegation to county to administer certain sanitation laws; fees
446.430	Delegation to county or city to administer rules regulating mobile home parks; fees
446.435	Nonapplication of ORS 446.003 to 446.145 and 446.310 to 446.350 to sleeping rooms or temporary camping sites
PENALTIES	
446.990	Penalties
CROSS REFERENCES	
Administrative procedures and rules of state agencies, 183.310 to 183.350	
Discrimination in places of public accommodation prohibited, 30.870	
Recreational vehicles, sealed disposal system required in operating over highways, 818.350	
Residential Landlord and Tenant Act, 91.190 to 91.995	

MOBILE HOMES; TOURIST FACILITIES

446.003

MOBILE HOME AND PARKS

446.003 (1983 c.090 §2; 1990 c.367 §1; 1991 c.063 §1; 1997 c.347 §1; 1999 c.333 §1; 1973 c.360 §1; repealed by 1978 c.346 §8 (446.003 enacted in lieu of 446.002))

446.003 Definitions for ORS 446.003 to 446.200 and 446.325 to 446.380. As used in ORS 446.003 to 446.200 and 446.325 to 446.380, the following definitions shall apply, unless the context requires otherwise, or unless administration and enforcement by Oregon under the existing or revised National Mobile Home Construction and Safety Standards Act would be adversely affected:

(1) "Assistant director" means the Assistant Director for Health.

(2) "Awning" means any stationary structure, permanent or demountable, used in conjunction with a mobile home or trailer, other than window awning, for the purpose of providing shelter from the sun and rain, and having a roof with supports not more than one wall or storage cabinet substituting for a wall.

(3) "Cabana" means a stationary, lightweight structure which may be prefabricated, or demountable, with two or more walls, used adjacent to and in conjunction with a trailer to provide additional living space meant to be moved with the trailer.

(4) "Camping vehicle" means either a vacation trailer or a self-propelled vehicle or structure equipped with wheels for highway use and which is intended for human occupancy and is being used for vacation and recreational purposes, but not for residential purposes, and is equipped with plumbing, sink or toilet.

(5) "Carport" means a stationary structure consisting of a roof with its supports and not more than one wall, or storage cabinet substituting for a wall, and used for sheltering a motor vehicle.

(6) "Dealer" means any person engaged in selling or distributing new mobile homes primarily to persons who in good faith purchase or lease a mobile home for purposes other than resale.

(7) "Department" means the Department of Commerce.

(8) "Director" means the Director of Commerce.

(9) "Distributor" means any person engaged in selling and distributing mobile homes for resale.

(10) "Division" means the Health Division of the Department of Human Resources.

(11) "Federal mobile home construction and safety standard" means a standard for construction, design and performance of a mobile home promulgated by the Secretary of Housing and Urban Development pursuant to the federal National Mobile Home Construction and Safety Standards Act of 1974 (Public Law 93-383).

(12) "Fire inspector" means a deputy or assistant of the Fire Marshal.

(13) "Fire Marshal" means the State Fire Marshal.

(14) "Imminent safety hazard" means an imminent and unreasonable risk of death or severe personal injury.

(15) "Inspecting authority" or "inspector" means the Director of Commerce or representatives as appointed or authorized to administer and enforce provisions of ORS 446.111, 446.160, 446.176, 446.225 to 446.280, 446.990 and this section.

(16) "Lot" means any area or tract of land, or portion of a mobile home park, which is designated or used for occupancy by one mobile home.

(17) "Manufacturer" means any person engaged in manufacturing or assembling mobile homes.

(18) "Minimum safety standards" means standards prescribed by rules adopted by the division, the Fire Marshal or the Department of Commerce.

(19) "Mobile home" means a vehicle or structure constructed for movement on the public highways, that has sleeping, cooking and plumbing facilities, is intended for human occupancy and is being used for residential purposes.

(20) "Mobile home accessory building or structure" means any awning, portable, demountable or permanent cabana, ramada, carport, porch, skirting or steps established for use of the occupant of the mobile home and which are designed or intended to be attached to and which depend, in whole or in part, upon the mobile home for structural support.

(21) "Mobile home construction" means all activities relating to the assembly and manufacture of a mobile home including, but not limited to, those relating to durability, quality and safety.

(22) "Mobile home park" means any place where four or more mobile homes are located within 500 feet of one another on a lot, tract or parcel of land under the same ownership, the primary purpose of which is to rent space or keep

446.005

PUBLIC HEALTH AND SAFETY

space for rent to any person for a charge or fee paid or to be paid for the rental or use of facilities or to offer space free in connection with securing the trade or patronage of such person. "Mobile home park" does not include a lot or lots located within a subdivision being rented or leased for occupancy by no more than one mobile home per lot if the subdivision was approved by the local government unit having jurisdiction under an ordinance adopted pursuant to ORS 92.010 to 92.190.

(23) "Mobile home safety" means the performance of a mobile home in such a manner that the public is protected against any unreasonable risk of the occurrence of accidents due to the design or construction of such mobile home, or any unreasonable risk of death or injury to the user or to the public if such accidents do occur.

(24) "Municipality" means a city, county or other unit of local government otherwise authorized by law to enact codes.

(25) "Ramada" means a stationary structure having a roof extending over a mobile home or trailer, which may also extend over a patio or parking space for motor vehicles, and is used principally for protection from sun and rain.

(26) "Recreational vehicle" means a vacation trailer or other unit with or without motive power which is designed for human occupancy and to be used temporarily for recreational or emergency purposes and has a floor space of less than 220 square feet, excluding built-in equipment such as wardrobes, closets, cabinets, kitchen units or fixtures and bath or toilet rooms. The unit shall be identified as a recreational vehicle by the manufacturer.

(27) "Sale" means rent, lease or sale.

(28) "Tiedown" means any device designed to anchor a mobile home securely to the ground. (1978 c.546 §10 (enacted in lieu of 446.002 and 446.004); 1979 c.684 §1; 1983 c.707 §1)

446.004 (1969 c.295 §2; 1971 c.153 §42; repealed by 1975 c.346 §9 and by 1978 c.793 §1a (446.003 and 446.005 enacted in lieu of 446.004))

446.005 "Issuing authority" defined. As used in ORS 446.003 to 446.200, 446.225 to 446.280 and 446.425, unless the context requires otherwise, or unless administration and enforcement by Oregon under the existing or revised National Mobile Home Construction and Safety Standards Act would be adversely affected, "issuing authority" means with respect to mobile home park plans review and construction, the Department of Commerce. (1978 c.793 §1h (enacted in lieu of 446.004); 1981 c.190 §1; 1983 c.707 §2)

446.006 (1953 c.490 §3; 1967 c.247 §2; 1969 c.533 §12; 1973 c.560 §2; 1975 c.793 §2; 1979 c.700 §1; 1981 c.190 §3; repealed by 1983 c.707 §29)

446.010 (Repealed by 1953 c.490 §21)

446.012 (1953 c.490 §4; 1971 c.650 §22; 1975 c.793 §3; repealed by 1983 c.707 §29)

446.016 (1971 c.588 §1; repealed by 1983 c.707 §29)

446.018 (1953 c.490 §5; 1973 c.560 §3; 1975 c.793 §4; 1979 c.342 §1; 1979 c.696 §3a; 1981 c.190 §4; repealed by 1983 c.707 §29)

446.020 (Repealed by 1953 c.490 §21)

446.022 (1953 c.490 §6; 1969 c.533 §12; repealed by 1973 c.560 §23)

446.026 (1953 c.490 §7; repealed by 1983 c.707 §29)

446.030 (Repealed by 1953 c.490 §21)

446.032 (1953 c.490 §16; repealed by 1959 c.382 §16)

446.036 (1953 c.490 §8; 1969 c.533 §14; 1981 c.190 §5; repealed by 1983 c.707 §29)

446.040 (Repealed by 1953 c.490 §21)

446.042 (1953 c.490 §9; repealed by 1983 c.707 §29)

446.046 (1953 c.490 §10; 1975 c.560 §4; 1975 c.793 §5; repealed by 1983 c.707 §29)

446.050 (Repealed by 1953 c.490 §21)

446.052 (1953 c.490 §11; 1967 c.247 §3; 1971 c.734 §6; 1973 c.560 §8; 1978 c.793 §6; repealed by 1983 c.707 §29)

446.056 (1953 c.490 §12; 1973 c.560 §6; 1978 c.793 §7; repealed by 1983 c.707 §29)

446.060 (Repealed by 1953 c.490 §21)

446.062 Rules regulating mobile home parks; state building code requirements; approval for new construction or additional lots. (1)(a) The Department of Commerce shall issue rules under ORS 183.310 to 183.550 to regulate mobile home parks. These rules shall conform to ORS 446.090 to 446.145.

(b) Any water system serving a mobile home park is subject to ORS 448.115 to 448.285 and the rules adopted pursuant thereto.

(2) Mobile home parks are subject to ORS 446.003, 446.072 to 446.100, 446.140, 446.145, 446.270, the state building code, as defined in ORS 456.750 (8), and the rules adopted thereunder by the director under ORS 183.310 to 183.550.

(3) The Department of Commerce shall review plans and inspect construction of mobile home parks to insure compliance with subsection (2) of this section. The department shall adopt rules under ORS 183.310 to 183.550 to provide a schedule for plan review fees and construction inspection fees.

(4) A person shall not construct a new mobile home park or add lots to an existing mobile home

446.270

PUBLIC HEALTH AND SAFETY

requirements of the Secretary of Housing and Urban Development under the National Mobile Home Construction and Safety Standards Act of 1974 (Public Law 93-383). (1978 c.546 §1)

446.270 Civil penalties; notices; hearing. (1) Whoever violates any provision of ORS 446.003 to 446.200 or 446.225 to 446.280, or the administrative rules issued thereunder, or any regulation or final order issued thereunder, shall be liable to the State of Oregon for a civil penalty of not to exceed \$1,000 for each violation. Each violation of ORS 446.003 to 446.200 or 446.225 to 446.280, or any rule or order issued thereunder, shall constitute a separate violation with respect to each mobile home or with respect to each failure or refusal to allow or perform an act required thereby, except that the maximum civil penalty may not exceed \$1 million for any related series of violations occurring within one year from the date of the first violation.

(2) Notwithstanding any provision of ORS 183.310 to 183.550, prior to the adoption of any rule under subsection (1) of this section for which a civil penalty may be imposed, the director shall give not less than 30 days' notice, in writing, to every registered mobile home manufacturer, dealer, and any other interested party who shall have requested notice in the manner provided in ORS 183.335 (7).

(3) Enforcement of a civil penalty under subsection (1) of this section in excess of \$100 shall be brought in small claims court. If the claim exceeds the jurisdiction of the small claims court, the action may be brought in any court of appropriate jurisdiction in that city or county and a reasonable attorney fee at trial and on appeal shall be awarded to the prevailing party. (1975 c.546 §1; 1977 c.161 §4; 1979 c.342 §2; 1979 c.593 §32a; 1981 c.297 §51)

446.280 Mobile Home Construction and Safety Standard Advisory Board. (1) The director shall appoint a Mobile Home Construction and Safety Standard Advisory Board to serve in an advisory capacity to the director in promulgating, administering and enforcing the plan for the administration and enforcement of the National Mobile Home Construction and Safety Standards Act of 1974 (Public Law 93-383) and safety standards pursuant to ORS 446.003 to 446.200 and 446.225 to 446.280.

(2) The board shall consist of nine members, one member representing or engaged in each of the following:

(a) The selling, leasing and distributing of new mobile homes.

(b) The manufacturing, selling, leasing or distributing of recreational vehicles.

(c) The manufacturing or assembling of new mobile homes.

(d) The manufacturing, assembling or selling of mobile home accessory buildings or structures.

(e) Consumer organizations.

(f) Users of low and moderate income housing.

(g) Structural engineering.

(h) Local governments, who shall be selected from a list of not less than three nominees submitted by the League of Oregon Cities and Association of Oregon Counties.

(i) The deputies or assistants to the State Fire Marshal.

(3) The terms of the members first appointed to the board shall expire as follows: Three members, July 1, 1976; three members, July 1, 1977; and three members, July 1, 1978. Thereafter, appointments shall be made for a term of three years.

(4) Vacancies occurring in the membership of the board for any cause shall be filled by appointment for the balance of the unexpired term.

(5) No member shall serve more than two consecutive terms of office.

(6) The director may remove any member of the board for misconduct, incompetency, or neglect of duty.

(7) The board shall meet at least once each year.

(8) Five members shall constitute a quorum for the transaction of business.

(9) The board shall elect its own chairman, adopt rules for its procedures and meet on call of the chairman or majority of the members. The director shall provide administrative facilities and services for the board.

(10) Members of the board shall be entitled to compensation and expenses as provided by ORS 292.495. (1975 c.546 §2; 1981 c.371 §1)

TOURIST FACILITIES

446.310 Definitions for ORS 446.310 to 446.350. As used in ORS 446.310 to 446.350, unless the context requires otherwise:

(1) "Assistant director" means the Assistant Director for Health.

(2) "Division" means the Health Division of the Department of Human Resources.

MOBILE HOMES; TOURIST FACILITIES

446.323

(3) "Camping vehicle" means either a vacation trailer or a self-propelled vehicle or structure equipped with wheels for highway use and which is intended for human occupancy and is being used for vacation and recreational purposes, but not for residential purposes, and is equipped with plumbing, sink or toilet.

(4) "Health official" means a local public health administrator appointed pursuant to ORS 431.418.

(5) "Hostel" means any establishment having beds rented or kept for rent on a daily basis to travelers for a charge or fee paid or to be paid for rental or use of facilities and which are operated, managed or maintained under the sponsorship of a nonprofit organization which holds a valid exemption from federal income taxes under the Internal Revenue Code of 1954 as amended.

(6) "Organizational camp" includes any area designated by the person establishing, operating, managing or maintaining the same for recreational use by groups or organizations which include but are not limited to youth camps, scout camps, summer camps, day camps, nature camps, survival camps, athletic camps, camps which are operated and maintained under the guidance, supervision or auspices of religious, public and private educational systems and community service organizations.

(7) "Picnic park" means any recreation park which is for day use only and provides no recreation vehicle or overnight camping spaces.

(8) "Tourist facility" means any travelers' accommodation, hostel, picnic park, recreation park and organizational camp.

(9) "Recreation park" means any area designated by the person establishing, operating, managing or maintaining the same for picnicking or overnight camping by the general public or any segment of the public. "Recreation park" includes but is not limited to areas open to use free of charge or through payment of a tax or fee or by virtue of rental, lease, license, membership, association or common ownership and further includes, but is not limited to those areas divided into two or more lots, parcels, units or other interests for purposes of such use.

(10) "Regulating agency" means, with respect to a tourist facility, the Health Division of the Department of Human Resources.

(11) "Travelers' accommodation" includes any establishment, which is not a hostel, having rooms, apartments or sleeping facilities rented or kept for rent on a daily or weekly basis to travelers or transients for a charge or fee paid or to be paid for rental or use of facilities.

(12) "Department" means the Department of Commerce.

(13) "Construction" means work regulated by the state building code as defined in ORS 456.750. (1989 c.533 §2; 1973 c.360 §12; 1981 c.749 §2; 1983 c.707 §1; 1988 c.809 §1)

446.315 Policy. It is the public policy of this state to encourage construction of recreation parks by public agencies and private industry to satisfy the demand for outdoor recreation while establishing standards for recreationists and landowners so that these parks are maintained in a safe and sanitary condition. (1989 c.533 §1)

446.320 Tourist facility license required. (1) No person shall establish, operate, manage or maintain a tourist facility, without a license from the assistant director.

(2) Organizational camps operated under rental or leasehold agreements may be licensed either to the landlord or to the tenant provided that the license holder shall be responsible for compliance with ORS 446.310 to 446.350 and the rules adopted thereunder. (1989 c.533 §2; 1973 c.360 §14; 1979 c.596 §4; 1979 c.789 §2a; 1983 c.707 §9)

446.321 Fee for tourist facility license; rulemaking. (1) Every application for licensing of a tourist facility as defined in ORS 446.310 and required by ORS 446.320 shall pay to the division a fee established by division rule. The fee shall not exceed \$60, except that recreation parks shall pay an additional fee not to exceed \$2 for each space.

(2) Rules adopted pursuant to subsection (1) of this section shall be adopted in accordance with ORS 183.310 to 183.550. (1983 c.707 §12)

446.322 Issuance of license. Upon receipt of a completed application on a division form, required fee, and after representation by the applicant that the facility is in compliance with the provisions of ORS 446.310 to 446.350, and the rules adopted pursuant thereto, and the requirements of the Department of Commerce the assistant director shall issue a license, unless there is reason to believe noncompliance exists. (1983 c.707 §13; 1988 c.809 §1)

446.323 Failure to apply for or renew license; transferability of license; refunds. (1) Any person failing to apply for licensing within 30 days after engaging in the recreation park or travelers' accommodation business is delinquent and shall pay a penalty fee equal to the license fee plus the fee provided in ORS 446.321.

(2) Any person, initially licensed under ORS 446.310 to 446.350 for engaging in the recreation park or travelers' accommodation business who

446.324

PUBLIC HEALTH AND SAFETY

has failed to renew a license on or before the expiration date is delinquent. If delinquency extends 15 days past the expiration date, a penalty fee of 50 percent of the annual license fee shall be added. The penalty fee shall be increased by 50 percent of the license fee on the first day of each succeeding month of delinquency.

(3) Licenses issued under ORS 446.310 to 446.350 shall not be transferable and no refund representing any unused portion of any license shall be made. (1983 c.707 §14)

446.324 Denial, suspension or revocation of license; civil penalty; hearing. (1) If any applicant for licensing or any person to whom a license has been issued fails to comply with the provisions of ORS 446.310 to 446.350 or with the rules adopted pursuant thereto, the division may deny issuance of, suspend or revoke the license or assess a civil penalty.

(2) Hearings on the denial, suspension or revocation of a license or on assessing a civil penalty shall be conducted as a contested case in accordance with ORS 183.310 to 183.550. (1983 c.707 §15)

446.325 Exemptions from license requirement. (1) Public entities, timber companies and private utilities shall not establish or operate a recreation park without complying with the rules of the division and securing the approval of the Assistant Director for Health or designee but shall be exempt from the licensing requirement of ORS 446.320. The Assistant Director for Health or designee may delegate, to a health official having sufficient sanitarians, the authority to approve such recreation parks.

(2) ORS 446.310 to 446.350 do not apply to:

(a) Any structure designed for and occupied as a single family residence in which no more than two sleeping rooms are provided on a daily or weekly basis for the use of no more than a total of six travelers or transients at any one time for a charge or fee paid or to be paid for the rental or use of the facilities; or

(b) Any temporary camping sites used solely and incidentally in the course of backpacking, hiking, horseback packing, canoeing, rafting or other such expedition, unless such expedition is part of an organizational camp program. (1989 c.533 §4; 1983 c.707 §10)

446.330 Rules. In accordance with ORS 183.310 to 183.550, the division may adopt any rules necessary for the administration of ORS 446.310 to 446.350 and 446.390, including but not limited to rules, concerning the construction, operation and use of tourist facilities that are

necessary to protect the health and welfare of persons using these facilities. The rules shall pertain but not be restricted to water supply, final sewage disposal, surface drainage, maintenance, insect and rodent control, garbage disposal, designation and maintenance of camping space and the cleanliness of the premises. (1989 c.533 §5; 1973 c.360 §16; 1983 c.707 §16; 1983 c.809 §2)

446.335 Inspection of parks and camps; right of access; notice of reopening seasonal facility. (1) The assistant director or designee may inspect every tourist facility to determine whether it conforms with ORS 446.310 to 446.350 and the rules adopted pursuant thereto. A person operating such facility shall permit the assistant director or designee access to all of the facility at any reasonable time.

(2) The operator of a seasonal facility which customarily is closed for 120 days or more in any 12-month period shall notify the assistant director in writing of the intention to reopen at the beginning of a season. Notice shall be given at least 30 days prior to the reopening. (1989 c.533 §6; 1973 c.360 §17; 1983 c.707 §17)

446.337 (1981 c.749 §2b; 1983 c.707 §18; 1983 c.809 §4; ~~repealed 454.837~~)

446.340 Responsibility of owner or operator for sanitary conditions. (1) The owner or operator of a recreation park or organizational camp is responsible for the sanitary condition of the park grounds and buildings.

(2) If sanitary facilities are not provided in a recreation park or organizational camp for the safe disposal of sewage or other wastes from a camping vehicle, a notice shall be posted in a conspicuous place stating that camping vehicles are permitted overnight only if the vehicle's waste holding tanks are used.

(3) Notwithstanding ORS 446.330, the division shall not require an owner or operator of a recreation park or organizational camp to provide both toilets and dumping stations. (1989 c.533 §7; 1973 c.360 §18)

446.342 (1979 c.789 §4; ~~repealed by 1983 c.707 §29~~)

446.345 Prohibited acts. No person shall:

(1) Use kitchen or toilet facilities in a camping vehicle being operated on a highway or parked overnight at a place where sanitary facilities are not provided unless the person makes provision whereby sewage and other waste materials can be held in watertight and sanitary containers of a type approved by the division.

(2) Empty a container described in subsection (1) of this section except into a public

sewerage system, septic tank or cesspool of a type approved by the division. However, in isolated areas where space is not available in a recreation park or organizational camp and such facilities are not available, these containers may be emptied into the ground if all sewage and other waste materials are buried at least one foot below the surface of the ground.

(3) When using a recreation park or organizational camp, create an insanitary condition or deposit putrescible or nonputrescible waste any place other than in appropriate containers designated for such purposes. (1969 c.533 §2; 1973 c.560 §19)

446.347 Civil penalties; notice. (1) In addition to any other penalty provided by law, any person who violates any rule of the division relating to the construction, operation or maintenance of a tourist facility or part thereof may incur a civil penalty not to exceed \$1,000 per violation.

(2) No civil penalty prescribed under subsection (1) of this section shall be imposed until the person incurring the penalty has received five days' advance notice in writing from the division or unless the person incurring the penalty shall otherwise have received actual notice of the violation not less than five days prior to the violation for which a penalty is imposed. (1983 c.707 §22)

446.348 Determining amount of penalty; schedule; factors. (1) The Assistant Director for Health shall adopt by rule a schedule or schedules establishing the amount of civil penalty that may be imposed for a particular violation.

(2) The assistant director may impose the penalty without hearing but only after the notice required by subsection (2) of ORS 446.347 (2). In imposing a penalty pursuant to the schedule or schedules adopted pursuant to this section, the assistant director shall consider the following factors:

(a) The past history of the person incurring a penalty in taking all feasible steps or procedures necessary or appropriate to correct any violation.

(b) Any prior violations of statutes, rules, orders and permits pertaining to the water system.

(c) The economic and financial conditions of the person incurring the penalty.

(3) The penalty imposed under this section may be remitted or mitigated upon such terms and conditions as the division considers proper and consistent with the public health and safety. (1983 c.707 §23)

446.349 Notice of assessed penalty; payment date; hearing; effect of nonpayment. (1) Any civil penalty imposed under ORS 446.348 shall become due and payable when the person incurring the penalty receives a notice in writing from the assistant director. The notice shall be sent by registered or certified mail, shall conform to the requirements of ORS 183.415 and shall include a statement of the amount of the penalty.

(2) The person to whom the notice is addressed shall have 20 days from the date of mailing of the notice in which to make written application for a hearing before the division.

(3) All hearings shall be conducted pursuant to the provisions of ORS 183.310 to 183.550 applicable to a contested case.

(4) Unless the amount of the penalty is paid within 10 days after the order becomes final, the order shall constitute a judgment and may be filed in accordance with the provisions of ORS 18.320 to 18.370. Execution may be issued upon the order in the same manner as execution upon a judgment of a court of record.

(5) Failure to remit civil penalty within 10 days after the order becomes final is grounds for license revocation.

(6) All amounts recovered under this section shall be paid into the State Treasury and credited to the General Fund. (1983 c.707 §27)

446.350 Tourist Facility Account. The Tourist Facility Account is established in the General Fund of the State Treasury. All moneys received under ORS 446.310 to 446.350 by the assistant director shall be credited to the Tourist Facility Account. All moneys in the account are appropriated continuously to the division for the purpose of administering and enforcing ORS 446.310 to 446.350. (1969 c.533 §9; 1973 c.560 §20; 1983 c.707 §19)

446.375 (1981 c.190 §2; repealed by 1983 c.707 §29)

MISCELLANEOUS

446.425 Delegation to county to administer certain sanitation laws; fees. (1) The Assistant Director for Health shall delegate to any county board of commissioners which requests any of the authority, responsibilities and functions of the assistant director under ORS 446.310, 446.320, 446.330 to 446.340, 446.345, 446.350 and 446.990 if the assistant director determines that the county is able to carry out the rules of the Health Division relating to fee collection, inspections, enforcement and issuance and revocation of permits and licenses in compliance

Proposed

Draft 6/18/86 by the Recreation Park Committee

DIVISION XX

RECREATION PARKS AND ORGANIZATIONAL CAMPS

Scope

814-XX-010 These rules establish minimum safety standards for the design and construction of recreation parks and organizational camps as authorized in ORS 476.837.

Exception: These rules do not apply to parking lots offering access to beaches, rivers or trails.

Purpose

814-XX-015 These rules establish design and construction requirements for recreation parks and organizational camps for the purpose of protecting the life, health, safety and welfare of persons using these facilities.

Definitions

814-XX-020 As used in rules 814-XX-010 to 814-XX-131, unless the context requires otherwise, the following definitions apply:

(1) "Alteration" means any change, addition or modification in construction or occupancy, but does not include normal maintenance or replacement in kind.

(2) "Approved" means accepted in writing by the issuing authority.

(3) "Building" means any permanent park structure such as a washroom, an office building, a recreation building, a dwelling, a mobile home or a similar structure.

(4) "Campground" See Recreation Parks.

(5) "Camping Trailer" See Recreational Vehicle.

(6) "Combination Park" means a recreation park which includes facilities for two or more types of recreation park or a combination of recreation park, organization camp or mobile home park facilities.

(7) "Construction" means work regulated by the State Building Code as defined in ORS 456.750.

(8) "Department" means the Department of Commerce.

(9) "Director" means the Director of the Department of Commerce.

(10) "Division" means the Health Division of the Department of Human Resources.

(11) "Hostel" means any establishment which has beds rented or kept for rent on a daily or weekly basis to travelers for a charge or fee paid or to be paid for rent or use of facilities, and which is operated, managed or maintained under the sponsorship of a nonprofit organization holding a valid exemption from federal income taxes under the Internal Revenue Code of 1954 as amended.

(12) "Motor Home" See Recreational Vehicle.

(13) "Municipality" means a city, county, or other unit of local government otherwise authorized by law to enact a building code.

(14) "Organizational Camp" means any area designated by the person establishing, operating, managing or maintaining the same as being for recreational use by groups or organizations. Organizational camp includes, but is not limited to, youth camps, scout camps, summer camps, day camps, nature camps, survival camps, athletic camps or camps operated and maintained under the guidance, supervision or auspices of religious, public and private educational systems and community service organizations.

(15) "Picnic Park" See Recreation Park.

(16) "Recreation Park" means an area designated by the person establishing, operating, managing or maintaining the same as being for picnicking or overnight camping use by the general public or any segment of the public. Recreation park

includes, but is not limited to, areas open to use free of charge or through payment of a tax or fee or by virtue of rental, lease, license, membership, association or common ownership. Recreation park includes, but is not limited to, areas divided into two or more lots, parcels, units or other interests for purposes of such use. Recreation park includes, but is not limited to, a "campground", a "picnic park", or a "recreational vehicle park".

(a) "Campground" means a "recreation park which provides facilities and space for tents, tent vehicles, or camping vehicles.

(b) "Picnic Park" means a recreation park which is for day use only and provides no recreational vehicle or overnight camping spaces.

(c) "Recreational Vehicle Park" means a plot of land upon which two or more recreational vehicle sites are located, established or maintained for occupancy by recreational vehicles of the general public as temporary living quarters for recreational or vacation purposes.

(17) "Recreational Vehicle" means a unit, with or without motive power, which is designated for human occupancy, is used temporarily for recreational or emergency purposes, and has a floor area of less than 220 square feet, excluding built-in equipment such as wardrobes, closets, cabinets, kitchen units or fixtures and bath or toilet rooms.

Recreational vehicles include:

(a) "Camping Trailer" means a vehicle unit mounted on wheels and constructed with collapsible partial sides walls which fold when the unit is towed by another vehicle and unfold at the campsite to provide temporary living quarters for recreational, camping or travel use.

(b) "Motor Home" means a vehicular unit built on or permanently attached to a self-propelled motor vehicle chassis or on a chassis cab or van which is an integral part of the complete vehicle.

(c) "Travel Trailer" means a vehicular unit which has a roof, floor and sides and is mounted on wheels, but which is not of such size or weight as to require special highway movement permits when towed by a motorized vehicle.

(d) "Truck Camper" means a portable unit which has a roof, floor and sides and is designed to be loaded onto and unloaded of the bed of a truck or pick-up truck.

(18) "Stand" means that portion of a park space reserved for the location of a recreational vehicle or tent.

(19) "Travel Trailer" See Recreational Vehicle.

(20) "Truck Camper" See Recreational Vehicle.

Permit Required

814-XX-030 No person, firm or corporation shall establish, construct, enlarge, or alter any recreation park or organizational camp or cause the same to be done without first obtaining all required permits from the issuing authorities and paying the prescribed permit fees.

Coordinating Regulation

814-XX-033 (1) No approval of plans for construction, enlargement, or alteration of a recreation park or organizational camp will be given unless the applicant submits confirmation that the proposed plans have been reviewed by the responsible municipality or agency and found to comply with the following regulations:

(a) Land Use. Land use shall comply with the regulations of the unit of local government which has comprehensive planning authority over the proposed construction site.

(b) Flood Zoning. No building shall be located within an area designated as a 100-year flood plain by the Corp of Engineers, the Oregon Water Resources Department or any other approval agency unless the agency authorizing the location has verified that the floor elevation of the building is a minimum of one foot above the 100-year flood elevation.

(c) Water Supply. Water supply systems shall comply with Oregon State Health Division Administrative Rules for Public Water Systems.

(c) Sewage Disposal. Sewage treatment and disposal facilities, including, but not limited to, on-site facilities, wash-down facilities, gray water waste disposal systems, pit privies, and vault and chemical toilets, shall comply with Oregon Department of Environmental Quality Administrative rules governing such facilities.

(e) Solid Waste Disposal. Solid wastes disposal shall comply with the Oregon Health Division Administrative rules and disposed of in a manner which complies with the Oregon Department of Environmental Quality Administrative rules governing solid waste.

(f) Eating and Drinking Establishments. Eating and drinking establishments shall comply with Oregon State Health Division Administrative Rules governing such establishments.

(g) Ice Machines. Ice machines shall comply with Oregon State Health Division Administrative Rules governing such machines.

(h) State Building Code. Buildings and structures shall comply with the Oregon State Building Code, as defined in ORS 456.750(8), and Administrative Rules adopted pursuant thereto.

(i) Highway, Street and Driveway Permits. Access shall comply with the regulations of the city, county or state highway department having jurisdiction over access to the public roads.

(j) Fire Protection. Fire protection facilities shall comply with the requirements of the appropriate jurisdiction's fire protection regulations.

(k) Liquefied Petroleum Gas (LPG). Liquefied petroleum gas installations shall comply with the regulations of the Oregon State Fire Marshal. Such installations require permits. The person making such an installation shall be licensed by the State Fire Marshal and the installation shall be inspected by a deputy fire marshal.

(l) Swimming Pools and Spas. Swimming pools and spas shall comply with the Oregon State Health Division Administrative Rules governing pools and spas.

(m) Hostels. Hostels shall be comply with the State Building Code and shall be licensed and maintained under Oregon State Health Division Administrative Rules.

(2) Recreation Park and Organizational Camp Operating License Required. The Oregon State Health Division requires an operating license for all recreation parks and organizational camps and shall issue such a license, unless it has reason to believe that noncompliance exists, upon its receipt of:

(a) A completed application on a form provided by the Health Division;

(b) The required fees; and

(c) Documents certifying that the facility is in compliance with:

(A) The provisions of ORS 446.310 to 446.330 and rules adopted pursuant thereto;

(B) The rules of the Department of Commerce; and

(C) The applicable regulation in OAR 814-XX-033.

Fees-Expiration-Validation

814-XX-040 (1) Site Development Fee. The site development fee shall be as set forth in section (3) of this rule and shall be paid to the issuing authority before construction begins. Construction valuation used in the fee table shall be determined

Special Rules for Overnight Campgrounds

814-XX-083 (1) Spacing. Each camping space shall be large enough to accommodate the designated class of recreational vehicle or tent and be located a minimum of 15 feet from any other recreational vehicle or tent, 10 feet from any building or building appurtenance or adjacent space, 10 feet from any boundary line abutting upon a public street or highway, and 5 feet from any property line. The stand area shall be designed to minimize the obstruction of any public or private roadway or walkway by vehicles or tents.

(a) **Single Unit Spaces.** Single unit spaces shall be designed to accommodate only one vehicle or tent.

(b) **Multunit Space.** Multunit spaces shall have a sign specifying the design number of vehicles or tents to be used in those spaces.

(2) **Faucets.** Camping spaces not provided with a sanitary sewer connection shall not be provided with an individual water supply outlet unless the faucets or hydrants have a self-closing valve and an unthreaded spigot.

(3) **Gray Water Waste Disposal System.** Recreation parks which supply water shall provide a sewage disposal system or a gray water waste disposal sump for each four spaces that meets the requirement of the Department of Environmental Quality.

Special Rules for Picnic Parks

814-XX-087 Vehicular Traffic. Facilities shall be provided to ensure that all vehicular traffic remains on roadways or in parking areas. Such facilities may include, but are not limited to, curbs, barricades or ditches.

Special Rules for Organizational Camps

814-XX-090 Sleeping Spaces. Permanently installed beds or bunks shall have:

(1) A minimum of 30 inches of lateral separation between beds and a minimum of 30 inch vertical separation between tiers of beds or between the top tier and the ceiling.

(2) Not less than 10 inches of space between the floor and the underside of the beds. In lieu of such space, a bed may have a continuous base which is attached to the floor.

Alternate, Materials and Interpretations; Appeals

814-XX-091 These rules are not intended to prevent the use of any alternate material, design, or method of construction for recreation parks or organizational camps which the rules do not specifically prescribe, provided that the Department has approved such alternate.

Existing Parks

814-XX-101 (1) Parks or camps existing when these rules are promulgated may have their existing use continued if the use was legal at that time of construction, provided that this continued use is not a threat to life, health, property, and general welfare of the public and is maintained in a safe and healthful condition, and further provided that the continued use is not in conflict with the statutes, rules, regulations or ordinances of any federal or state agency or any municipality.

(2) Any alteration to a recreation park or organizational camp shall comply with the requirements of these rules for new parks or camps and ORS Chapter 446.

Enforcement

814-XX-121 (1)(a) Permit Issuing Authority. As set forth in ORS 456.837, the permit issuing authority with respect to the construction of recreation parks and organizational camps is the Department of Commerce. A county board of commissioners

or a city governing body may request that the Department grant it the authority to conduct plan reviews and inspections of new recreation parks and organizational camps and alterations and other functions under ORS 456.800.

EXCEPTION: The Department shall retain jurisdiction over recreation parks and organizational camps constructed by the Oregon State Parks Division.

In making the request, a county board of commissioners or a city governing body must meet the following conditions:

(A) The municipality must have "A" level structural, mechanical, plumbing and electrical enforcement programs (that is, be a full service building inspection department) or otherwise demonstrate the capacity to coordinate permits and inspection approvals with other agencies.

(B) The municipality shall not, for the kind of permits provided for by OAR 814-XX-040(5) and (6) of these rules, enact or enforce any ordinance, rule or regulations fixing any permit fee that is higher than the maximum fee provided by OAR 814-XX-040(5) and (6) of these rules unless the municipality has the prior approval of the Director to do so. The Director shall approve any such fees if the Director finds, after notice and hearing, that the proposed fee or fees are reasonable and necessary to provide funds for the municipality to pay the expenses of carrying out effective enforcement of these rules that are their responsibility to enforce.

(C) The municipality shall agree to periodic evaluation of its program by the Department.

(D) The municipality shall provide to the Health Division a complete set of the records for each completed park or camp constructed in its jurisdiction.

(b) When the Department has determined that a municipality is able to carry out plan review, inspection or other functions, it may enter into an agreement for the enforcement of the Department's rules and functions for recreation parks and organization camps. The delegation shall continue until terminated, with 30 days' notice in writing, by either party. Changes in authority shall commence on July 1 of any year, following the municipality's notification to the Director by May 1 of that year. In accordance with ORS Chapter 183, the Department of Commerce may suspend or rescind a delegation if it determines that the municipality is not enforcing these rules or the terms of the agreement. When such a change in the authority occurs, the unexpended portion of the fees collected shall be surrendered to the assuming authority in order for it to complete the unfinished duties it assumes.

(2) **Plan Review and Inspection.** The issuing authority shall perform plan reviews and construction inspection to assure that the construction complies with the approved plans.

(3) **Correction Notice for Violations.** All deviations from the requirements of the statutes or these rules shall be specified in writing and a copy furnished to the permittee. An additional copy of this notice may be posted at the site of work or mailed or delivered to the permittee or the permittee's agent at the address shown on the permit. The issuing authority may provide information as to the meaning or application of the statutes or these rules, but shall not design or layout work for contractors, owners, or user. Refusal, failure or neglect to correct deviations from the minimum standards specified in the notice of violation within 10 days of receipt or posting of the notice of violation shall be considered a separate violation of the statutes or these rules.

(4) **Notification.** It shall be the duty of the person doing the work authorized by the permit to notify the issuing authority, orally or in writing, that such work is ready for inspection.

(5) **Stop Orders.** Whenever any work is being done contrary to the provisions of these rules, the issuing authority may order the work stopped by notice in writing served on any person engaged in causing such installation to be made, or by posting a copy thereof at the site of the installation, and thereafter no person shall proceed with the work until authorized to do so by the issuing authority.

(6) **Suspension or Revocation.** The issuing authority may, in writing, suspend or revoke a permit issued under provisions of these rules, whenever the permit is issued in error or on the basis of incorrect information supplied, or in violation of any rules, regulations or statute.

(7) **Right of Entry.** Whenever it may be necessary to make an inspection to enforce any provision of these rules, or whenever the issuing authority has reasonable cause to believe that there exists in any building or upon any premises any condition which makes that building or those premises unsafe under these rules, the issuing authority may enter that building or those premises at any reasonable time to inspect them or to perform any duty imposed upon the issuing authority by these rules. If that building or those premises be occupied, the issuing authority shall first present proper credentials and demand entry; and if that building or those premises be unoccupied, the issuing authority shall first make a reasonable effort to locate the owner or other persons having charge or control of the building or premises and demand entry. If such entry is refused, the issuing authority shall have recourse to every remedy provided by law to secure entry.

(8) **Liability.** The issuing authority or any employee charged with the enforcement of these rules, acting in good faith and without malice for the jurisdiction in the discharge of the issuing authority's duties, shall not thereby render themselves liable personally and the employee hereby is relieved from all personal liability for any damages that may accrue to person or property as a result of any act required or by reason of any act of omission in the discharge of the employee's duties. Any suit brought against the issuing authority or its employees, because of such act or omission performed by the issuing authority in the enforcement of these rules shall be defended by the legal department of the jurisdiction until final termination of the proceedings.

(9) **Party to Suit.** In any action, suit or proceeding arising out of a municipality's administration of its functions or responsibilities pursuant to the municipality's agreement with the Department to regulate recreation parks and organizational camps, and involving the validity of a rule promulgated by the Department, the Department shall be made a party to the action or proceedings.

(10) **Unconstitutionality.** If any section, subsection, sentence, clause or phrase of these rules is, for any reason, held to be unconstitutional, such decision shall not affect the validity of the remaining portions of these rules. The Department of Commerce hereby declares that it would have passed these rules, and each section, subsection, clause or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses and phrases which might subsequently be declared unconstitutional.

(11) **Appeals.** Any person aggrieved by the final decision of a municipal appeals board (or of the responsible officer of a municipality where no municipal appeals board exists) or of a subordinate officer of the Department as to the application of any provision of these rules, may appeal that decision to the Director within 30 days after the date of the decision. The appellant shall submit a fee of \$20, payable to the Director, with the appellant's request for appeal. The final decision of the municipal board or officer or the state officer shall be subject to review and final determination, as to the technical and scientific applicability of these rules, by the appropriate appeals board.

Penalties

§14-XX-131 Violations of any provisions of these rules, ORS 456.837, or the specialty codes, as defined in ORS 456.750(8), or of any regulations or final order issued

APPENDIX 9

Curry County Development Strategy

We will be most interested to learn if there are ways in which our strategy can compliment the economic interests of our neighbors. We welcome your comments and solicit your support. Please let us know how we can coordinate our efforts and promote our community and regional strengths and our mutual welfare. What is good for Southwest Oregon will certainly be good for each of us.

FEB 24 1987



Chmn.			
Comm.	Copy for		Note:
Comm.	each		

MAR 8 1987

SENATE-MAJORITY LEADER BILL BRADBURY

OREGON STATE SENATE

SALEM, OREGON

97310-1347

BROOKINGS

12 February 1987

Curry County Commission
County Courthouse
Gold Beach, OR 97444

Dear Commissioners,

I am writing to request your assistance in developing a regional economic development strategy for Curry County. Following meetings with Governor Neil Goldschmidt, Economic Development Director Roger Smith, Curry County Commission Chairman Rocky McVay, and Bob Van Leer of Gold Beach, it is clear that your help will be required in order to get the regional strategy development effort rolling in Curry County.

I would ask that you appoint a committee with at least one member from each town in Curry County (Brookings, Gold Beach, Port Orford), to hold meetings in each of those towns, in hopes of developing a consensus of Curry County residents on a regional economic strategy. In order to meet state timelines, the committee you appoint should report back to you with a preliminary strategy by April 15th.

Developing the strategy will require careful thought and hard work on the part of the committee members. The Governor has asked each region of the state to answer one question in developing their strategy. "If the Governor could do one thing for you, what would it be?" That is the basic question that the committee you appoint must answer for Curry County. It is Governor Goldschmidt's proverbial short list. I would ask the committee you appoint to continually ask themselves and the citizens they meet with, that question. "If the Governor could do one thing for you, what would it be?"

The regional effort should develop a strategy, not just a series of public works projects. One strategy the Governor has talked about for Curry County would be a focus on tourism development with special attention to the benefits that can be derived from fishery enhancement. If Curry County's strategy is tourism/fishery enhancement, a number of projects can flow from that general strategy. They might include improved transportation to and from Curry County, funding for numerous STEP projects in Curry County, and increased promotional efforts outside of Curry County to attract visitors to Curry County.

Handwritten signature: Neil Goldschmidt

Any strategy that is developed by Curry County will be judged by several criteria that are currently being developed by the Economic Development Department. These criteria include;

- The project should reflect a public/private partnership, with a significant commitment from the private sector to help make the strategy work.
- The strategy should be self-sustaining in the long run, with a good benefit-to-cost ratio to justify the state's investment.
- The strategies should be job-creating.
- The strategies should have enough "critical mass" to actually get something done to improve the economy of Curry County.
- The strategy techniques should be market-tested; either in Oregon or some other part of the country, so that we're all reasonably sure the approach will work.
- The strategy should be developed with full citizen participation that includes all the areas within the Curry County region.
- The strategy should be developed for Curry County with an eye toward what is being developed in Coos and Douglas Counties, and in the Jackson/Josephine/Klamath/Lake County region. Obviously, developing a strategy that ties in with one of the other regions would enhance the size and significance of the Curry County strategy.

Twenty-five million lottery dollars have been proposed as the funding source for these regional strategies around the state. The Curry County strategy should not be limited, however, by the amount of lottery funding available to Curry County. The strategy should identify the direction that Curry County wishes to go, and then ask the state Economic Development Department to identify the various possible sources of funding to achieve that goal, which could include the lottery funds, the transportation fund, the community development block grant funds and numerous other programs that are available for economic development.

I am very excited by the regional strategies that are currently being developed in Coos and Douglas Counties and in southern Oregon. I am sure that Curry County can get its share of the regional strategy pie and I would encourage you to move forward as quickly as possible on developing our regional strategy.

TO: Mayor and City Council
FROM: John Bischoff, Planning Director
THROUGH: Leroy Blodgett, City Manager
DATE: November 4, 2003



Issue: CZ-1-03—A request for a change of zone from R-2 (Two Family Residential) to R-3 (Multiple Family Residential) on a 2.60 acre parcel of land consisting of two tax lots and located on the north side of Highway 101 behind the Westward Motel.

Background: The applicant is requesting a zone change from the existing R-2 Zone to the R-3 Zone on the subject property. The adjoining property on the north is zoned R-1-6 (Single Family Residential, 6,000 sq. ft. minimum lot size); the adjoining property on the east is zone R-3 and the property on the west and south are zoned C-3 (General Commercial). The property is currently vacant and will require the construction of a new cul-de-sac street from the highway to the property. An easement exists for this new street and the easement has an agreement to allow the property to be dedicated for a public street. The new street will also provide access to the property adjoining the subject property on the west. At the Planning Commission meeting there was some opposition to this zone change and since the meeting the city has received a petition with approximately 36 signatures in opposition. The Planning Commission Staff Report and petition are attached.

Recommendation: The Planning Commission heard this case at its October 7, 2003 meeting and made a recommendation of approval for this zone change.

CITY OF BROOKINGS PLANNING COMMISSION
STAFF AGENDA REPORT

SUBJECT: Zone Change
FILE NO: CZ-1-03
HEARING DATE: October 7, 2003

REPORT DATE: September 12, 2003
ITEM NO: 8.1

GENERAL INFORMATION

APPLICANT: Jerry Norman.

REPRESENTATIVE: None.

REQUEST: A change of zone from R-2 (Two Family Residential) to R-3 (Multiple Family Residential) over two parcels of land.

TOTAL LAND AREA: 2.6 acres.

LOCATION: On the north side of Highway 101 (Chetco Ave.) and west of Chetco Ln. directly behind the Westward Motel. More specifically 1038 Chetco Ave.

ASSESSOR'S NUMBER: 41-13-6BD, Tax Lots 2300 and 2302.

ZONING / COMPREHENSIVE PLAN INFORMATION

EXISTING: R-2 (Two Family Residential).

PROPOSED: R-3 (Multiple Family Residential).

SURROUNDING: North—R-1-6 (Single Family Residential, 6,000 sq. ft. minimum lot size); West and South—C-3 (General Commercial); East—R-3 (Multiple Family Residential).

COMP. PLAN: Residential.

LAND USE INFORMATION

EXISTING: Vacant.

PROPOSED: Apartment buildings.

SURROUNDING: North—Single-family homes; West and South—Commercial uses, vacant lots; East—Residential uses, Chetco Senior Center.

PUBLIC NOTICE: Mailed to all property owners within 250 feet of the subject site and advertised in the local newspaper.

BACKGROUND INFORMATION

The subject property is a 2.6-acre, roughly rectangular shaped, parcel of land located behind the first tier of lots along the north side of Highway 101 an west of one tier of lots on the west side of Chetco Ln. The parcel consists of two tax lots that are accessed from the highway by an easement located adjacent to the west side of the EconoWash Laundromat and Westward Motel. The subject property has a westerly boundary of 315.30 feet, a northerly boundary of 325.00 feet and a easterly boundary of 415.18 feet. The southerly boundary extends northwesterly from the east boundary for a distance of 139.65 feet then turns north for 85.84 feet the west for 176.20 feet to the west boundary. Tax Lot 2302 shares a portion of the southerly boundary of, and is surrounded on three sides by Tax Lot 2300. See Exhibit 2. Topographically the subject property is essentially flat with a gentle downward slope from north to south.

The subject property is zoned R-2 and is now vacant. Tax Lot 2302 did have an old house on it that has since been removed. The adjoining lot on the west and the lots to the south along the highway are zoned C-3 (General Commercial) or C-4 (Tourist Commercial) and are either developed with commercial uses or are vacant. The adjoining property to the east above the first tier of lots along the highway is zoned R-3 (Multiple Family Residential) and is developed with apartments and the Chetco Senior Center. Beyond the senior center to Fifth St. the area is zoned PO-1 (Professional Office) and is developed accordingly. The area to the north of the subject site is zoned R-1-6 (Single Family Residential, 6,000 sq. ft. minimum lot size) and is developed with single family homes.

PROPOSED ZONE CHANGE

The applicant is requesting a zone change from the existing R-2 Zone to the R-3 Zone to allow the construction of apartments on the property. A cul-de-sac street will be placed within the existing easement to provide public access to the property. Tax Lot 2302 will be combined and canceled to create a single parcel. Because the zone change is from one residential use to another residential use, there is no need to change the Comprehensive Plan land use designation, thus this zone change is considered to be a "simple" zone change.

ANALYSIS

The Land Development Code does not contain specific criteria to be considered when deciding a change of zone. However, in the process of making such a decision the Commission must consider the different uses allowed as permitted in the requested new zone and the compatibility of those uses with, and the impact they may have on, existing uses in the surrounding area. The Commission must also consider how the requested change affects the goals and policies of the City's Comprehensive Plan. The requested zone change presents three areas that must be analyzed - compatibility with existing uses, traffic impact on existing streets and consistency with the goals and policies of the Comprehensive Plan. The following is staff's analysis.

Compatibility.

Multiple family residential development has traditionally been used as a buffer between lower density single-family uses and commercial uses. In that regard the proposed change of zone would work well in the subject location. The adjoining lot to the east is zoned R-3 and is

developed with apartments and the property to its east is also in the R-3 zone and is the site of the Chetco Senior Center. The property to the west of the subject site is zoned C-3 but is also accessed from the same easement as the subject property. Although zoned for commercial use this parcel does not have the exposure needed for most commercial uses and if the owner should desire to change the zone, the recommended zone should also be the R-3 Zone.

The R-3 zone is compatible with both the R-1-6 Zone to the north and the R-3 Zone to the east and is more compatible with the commercial uses to the west and south than the existing R-2 Zone which is also considered to be a low or medium density use.

Traffic Impacts.

The proposed zone change does have the potential to generate considerable more traffic than the existing R-2 Zone. The R-2 Zone will allow a duplex unit on each of the subject tax lots or a total of 4 dwelling units, which in turn would generate approximately 40 vehicular trips per day. Because they are existing lots, this development could be accessed via the existing easement. The R-3 Zone, after yard setbacks, parking requirements, building separation requirements and open space requirements, will allow 35 to 40 dwelling units, which will generate 320 vehicular trips per day. Development under the R-3 Zone will require the construction of a cul-de-sac street to provide access to the property and all of the traffic will enter Highway 101 from the new street. The ability of either the new street or the highway to handle this amount of traffic is not the issue. The issue is the operation of the intersection and the associated safety. The new cul-de-sac street is needed and will ultimately be constructed to provide public access to both the subject lot and the adjoining commercial lot to the west, which is currently vacant. The Oregon Department of Transportation (ODOT) has been notified of the proposed change but at the time of this report there has been no comment received. If the zone change is granted, at development of the property, the applicant must comply with all conditions applied by ODOT. When the ODOT staff was doing the access management study, the possibility of a new street in this location was discussed thus they are aware that the new street will happen.

Comprehensive Plan.

As stated above the multi family residential zone is commonly used as a buffer between commercial and lower density residential uses and is more compatible with both the commercial zoning and the low density single family zoning than the exiting R-2 Zone. The proposed R-3 Zone is also consistent with the adjoining property on the east which is zoned R-3. Since the area subject to the zone change is already designated as Residential by the Comprehensive Plan, the proposed change of zone does not change the ratio of residentially zoned land to commercial/industrial/open space land as set fourth in Goal 14 of the Comprehensive Plan. The change is also consistent with the Goal 10, Housing, policy in that it would provide a variety of housing types and the policy that the city will not place undue restrictions on the development of land with in the city.

FINDINGS

1. The applicant is requesting a zone change from the existing R-2 (Two Family Residential) Zone to the R-3 (Multiple Family Residential) Zone on two vacant parcels of land totaling 2.60 acres.

2. The subject property is located between the commercially zoned lots on the north side of Highway 101 and the single family zoned area to the north. The adjoining property to the east is zoned R-3. The adjoining property in the west is zoned C-3 (General Commercial).
3. The subject property and the adjoining lot on the west are easement accessed at this time.
4. The existing R-2 Zone would allow a total of 4 dwelling units on the subject property, which, at 10 trips per unit, would generate approximately 40 vehicular trips per day.
5. The R-3 Zone would allow a density of 35 to 40 multi-family dwelling units over the entire property, which at 8 trips per unit would generate 320 vehicular trips per day.
6. Development of the property under the R-2 Zone could be accessed via the existing easement. Development under the R-3 Zone will require a new street to access the property.
7. The easement accessing the subject property has sufficient width to provide a standard curb-to-curb width of 30 feet within a 45-foot wide right-of-way with sidewalks on both sides.
8. Oregon Department of Transportation has been notified of the proposed zone change.

CONCLUSIONS

1. The proposed R-3 Zone will provide a buffer between the single-family uses to the north and the commercial uses to the south while also allowing more efficient use of the property than the existing R-2 Zone would allow. Development on the subject property with the new R-3 Zone will require the construction of a new street to access the subject property and the adjoining property on the west, both of which are currently accessed by the same easement.
2. The subject property can support approximately 40 apartment units, which will generate 320 vehicular trips per day. The new cul-de-sac street will have a curb face to curb face section of 30 feet with curb, gutter and sidewalk within a 45-foot wide right-of-way. The new street will accommodate the traffic generated by 40 apartment units and the Oregon Department of Transportation (ODOT) has been notified of the change of zone and the developer will be required to meet any conditions applied by ODOT regarding the intersection of the new street and the highway.
3. The multi family residential zone is commonly used as a buffer between commercial and lower density residential uses and is more compatible with both the commercial zoning and the low density single family zoning than the exiting R-2 Zone. The proposed R-3 Zone is also consistent with the adjoining property on the east which is zoned R-3. Since the area subject to the zone change is already designated as Residential by the Comprehensive Plan, the proposed change of zone does not change the ratio of residentially zoned land to commercial/industrial/open space land as set fourth in Goal 14 of the Comprehensive Plan. The change is also consistent with the Goal 10, Housing, policy in that it would provide a variety of housing types and the policy that the city will not place undue restrictions on the development of land with in the city. The R-3 Zone will also allow more efficient use of the subject property than the existing R-2 Zone.

RECOMMENDATION

Staff supports a recommendation of **APPROVAL** of Case File No. CZ-1-03, to the City Council based on he findings and conclusions stated in the staff report.

1038 Chetco Ave.
Map 41-13-06BD Tax lots 2300 & 2302
Plan Overview

August 21, 2003

The property is currently divided into two parcels and the zone is R2. The two parcels total 2.6 acres and are located approximately 200 feet north of Chetco Avenue. The access is between the current U-Haul business and a laundromat on the north side of Highway 101.

Under the current zoning, easements access, and lot configuration the maximum allowable residential accommodation is two duplexes. For the amount of land, 2.6 acres and the availability of city services this may not be the highest and best use of the property. The plan is to change the zone from R2 to R3 and combine the two parcels back into just one parcel. This would allow for a higher density of residential units such as duplexes or apartment buildings.

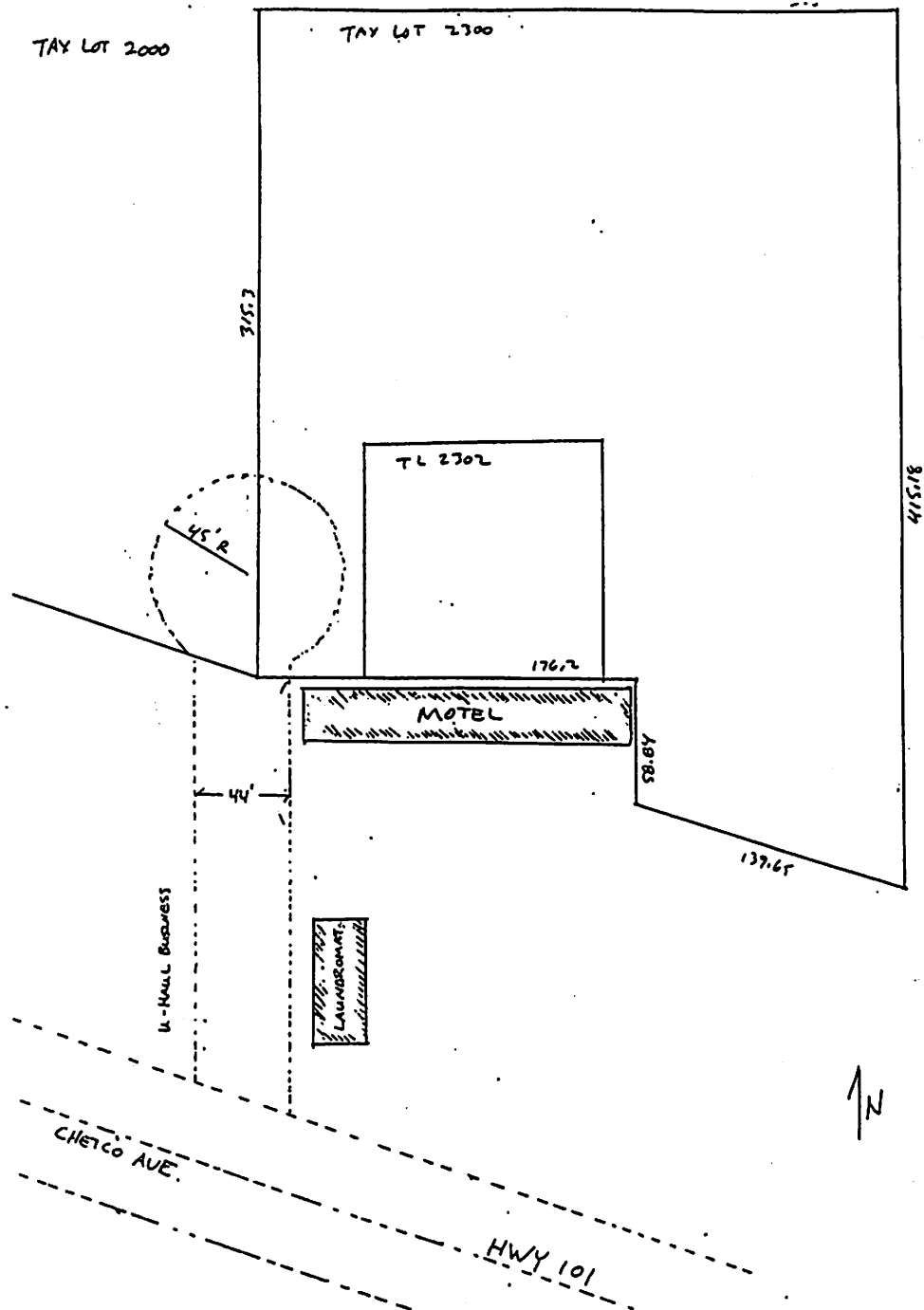
A new road would be created between the current U-Haul and laundromat businesses on Chetco Ave. There would be a cul-de-sac created with its center being located approximately 250 feet north of Chetco Ave. This road and cul-de-sac would serve not only the property in question but also a 2.3 acre parcel zoned C3 lying to the west (tax lot 2000).

The proposed change to R3 zone would provide for a diversity of housing not available under the R2 zone. Should the R3 zone be permitted the use would conform with the provisions of city code and the comprehensive plan. The change would be a fitting transition between the surrounding properties with zoning of C3 to the south and west, the R3 zoning to the east, and the R1 zoning to the north.



Zone: R-2 (Two-family Residential)





Applicant: Jerry Norman

Assessor's No: 41-13-06 BD Tax Lots 2300 and 2302

Size: 2.7 Acres

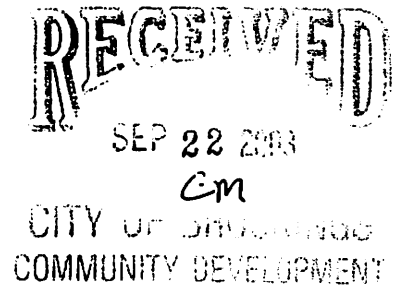
Location: 1038 Chetco Avenue

Zone: R-2 (Two-family Residential)



EXHIBIT A

Gary & Barbara Lowden
14626 Wollam Rd
Brookings, OR 97415
541-469-7045



City of Brookings Planning Commission
898 Elk Drive
Brookings, OR 97415

RE: File No. CZ-1-03 (Jerry Norman zone change from R-2 to R-3 at 1038 Chetco Ave)

In reference to an application for a zone change from R-2 to R-3 located at 1038 Chetco Ave., we would like to go on record as saying that approval of this application would be a positive event for the surrounding properties and the City of Brookings.

We would like to take this opportunity to remind you of our need for adequate access (approach) to the front and rear sides of our property, if and when a new road is constructed from Hwy 101 to 1028 Chetco Ave., in order to maintain access to parking for our laundromat located at 1036 Chetco Ave.

While we understand no final decision has been made regarding the details of the location and size of the proposed new road, our conversations with Mr. Leo Lytle would indicate that the current thought is to make the road (including sidewalks and gutters) 50 ft wide along the side of our laundromat and reducing the width to 44 ft as it passes the Westward Motel property. We would like to suggest that the proposed road be made 44 ft wide for the entire distance with the following rationale:

In order to make the road 50 ft wide along the laundromat, it is necessary to utilize a 6.28 ft strip of land that was given to the city many years ago by the laundromat for the purpose of building a road. That road was never built and the Westward Motel was subsequently built, obstructing the continuation of that 6.28 ft strip to the 1038 Chetco Ave property.

As you are probably aware, the Oregon Department of Transportation has indicated they would require us to vacate our current access from Hwy 101 if this road is constructed and use the new road to gain access to the laundromat parking areas. Our current access to Hwy 101 leaves a depth of 40 ft in front of our building for parking, just enough for our patrons to turn their cars around when leaving and be able to approach Hwy 101 in a forward facing direction. If the new road is made 50 ft wide along the laundromat, we would only have approx 30 ft in depth for parking which would not allow cars to turn around and patrons leaving the laundromat would be forced to back out blindly over the sidewalk onto the road with their view blocked by the building and just a few feet from the intersection with Hwy 101. Leaving the 6.28 ft strip unused would increase the depth of the parking area making it possible for most vehicles to turn around in the parking lot and exiting onto the new road in a forward facing direction. We believe this to be a much safer arrangement.

Because the proposed road is not a through street, the traffic demands would be less than that of a normal road. The safety advantage of a 44 ft road would seem to outweigh the need for a 50 ft road and hazardous parking access.

We have contacted the Oregon Dept of Transportation to explore the possibility of retaining our current Hwy 101 access and were told they would look into it.

Our laundromat has literally hundreds of local residents as regulars, many of whom we consider friends. We do not want any of them to be blindly backing onto this road. We know the City of Brookings shares our concern with the safety of their citizens.

Thank you for your consideration.

09/22/03
Gary Lowden
100

RECEIVED

October 3, 2003

Mr. John C. Bischoff
Planning Director
City of Brookings
898 Elk Drive
Brookings, OR 97415

OCT - 3 2003
CITY OF BROOKINGS



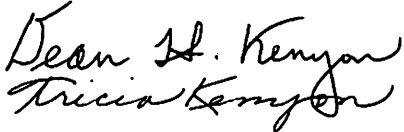
Dear Mr. Bischoff:

This letter is in response to Mr. Jerry Norman's application for a zone change from R-2 to R-3 for the property located at 1038 Chetco Avenue (File No. CZ-1-03) which is adjacent to our property at 555 Chetco Lane.

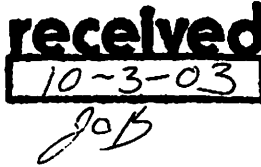
We have been informed that this property will accommodate as many as 40 apartment units if the zoning becomes R-3. This is unacceptable to us and we ask that the zoning remain R-2. This is more consistent with the single-family dwellings adjacent to the property on the north and east.

Thank you for your consideration.

Yours sincerely,



Prof. and Mrs. Dean H. Kenyon
P.O. Box 1966
Brookings, OR 97415



October 3, 2003

Mr. John C. Bischoff
Planning Director
City of Brookings
898 Elk Drive
Brookings, OR 97415

Dear Mr. Bischoff:

Regarding the request for re-zoning on application #C2-1-03 from R-2 to R-3, we the Weavers are opposed to changing the zoning to R-3. As you are aware, the homes bordering this property have all elected to be single-family residences keeping the area naturalized for wildlife and trees. This would not only jeopardize this, but affect in a negative way our property values. It is also my understanding that ingress and egress to and from this property is not adequate for the additional traffic including the entry onto 101.

There are numerous other reasons why this zoning should be denied. If you have any other questions, please don't hesitate to call. I am unable to come to the meeting due to health problems.

Sincerely,

A handwritten signature in cursive script that reads "Celia Weaver".

Celia Weaver
Lots 1900, 1902, 1907, 2202
580 Chetco Lane
Brookings, OR 97415

Phone: 541-469-3683

File # C2-1-03

TO: Brookings City Council & Brookings City Planning Director
 RE: Rezoning of 1038 Chetco Avenue from R2 to R3
 DATE: November 1, 2003

CONCERNS OF HOMEOWNERS ADJACENT TO THE PROPERTY:

1. Adjacent properties on three sides (single-family residences) will be affected by the proposed rezoning.
2. The required access road would be inadequate for traffic flow to Hwy. 101.
3. Laundromat parking would also interfere with the flow of traffic to and from Hwy. 101. A similar problem already exists with the Senior Center and Subway traffic exiting onto Hwy. 101 making the intersection of Chetco Lane and 101 dangerous and already in need of a traffic light.
4. Removal of a grove of approximately ¹⁰⁰⁺ mature fir trees 50-60 feet tall would increase road noise and wind exposure as well as eliminate a wildlife refuge.
5. The proposed apartment building on this site would greatly increase the likelihood of people (especially kids and teens) using shortcuts through our properties to Hwy. 101 and Easy Street, disrupting our privacy and increasing the chances of vandalism and theft.
6. Who would pay for the required fencing, road development, sewer development, and a possible traffic light?
7. There is another good reason for the zoning to remain R2 in this area, that is, this is a single-family oriented area, and we would like it to remain so.

THEREFORE, WE THE UNDERSIGNED STRONGLY URGE THE COUNCIL NOT TO APPROVE THE REQUESTED ZONING CHANGE.

[Signature] 684 Richard St.
 Patricia Allen 684 Richard St.
 Susan D Binstow 682 Richard St.
[Signature] 664 RICHARD
 Gillie Hardison 927 Easy St
 Ellen Hardison
[Signature] 1101 EASY ST
 Maryanne Carbon 607 Easy St

TO: Brookings City Council & Brookings City Planning Director
 RE: Rezoning of 1038 Chetco Avenue from R2 to R3
 DATE: November 1, 2003

CONCERNS OF HOMEOWNERS ADJACENT TO THE PROPERTY:

1. Adjacent properties on three sides (single-family residences) will be affected by the proposed rezoning.
2. The required access road would be inadequate for traffic flow to Hwy. 101.
3. Laundromat parking would also interfere with the flow of traffic to and from Hwy. 101. A similar problem already exists with the Senior Center and Subway traffic exiting onto Hwy. 101 making the intersection of Chetco Lane and 101 dangerous and already in need of a traffic light.
4. Removal of a grove of approximately ¹²⁰⁺ mature fir trees 50-60 feet tall would increase road noise and wind exposure as well as eliminate a wildlife refuge.
5. The proposed apartment building on this site would greatly increase the liklihood of people (especially kids and teens) using shortcuts through our properties to Hwy. 101 and Easy Street, disrupting our privacy and increasing the chances of vandalism and theft.
6. Who would pay for the required fencing, road development, sewer development, and a possible traffic light?
7. There is another good reason for the zoning to remain R2 in this area, that is, this is a single-family oriented area, and we would like it to remain so.

THEREFORE, WE THE UNDERSIGNED STRONGLY URGE THE COUNCIL NOT TO APPROVE THE REQUESTED ZONING CHANGE.

[Handwritten signatures and names:]
 609 Easy Manor Dr
 Debra Knapp 612 Easy Manor Dr
 Jack R Knapp 612 Easy Manor Dr
 Sue C. Row 617 Easy Manor Dr.
 Alvin B Ross 617 Easy Manor Dr.
 Sharon Waire 616 Easy Dr.
 Steve Wale 616 Easy Dr
 Patricia A Wear 580 Chetco Lane
 Dr. Callum Wear 580 Chetco Lane

TO: Brookings City Council
 RE: Rezoning of 1038 Chetco Avenue from R2 to R3
 DATE: November 1, 2003

CONCERNS OF HOMEOWNERS ADJACENT TO THE PROPERTY:

1. Adjacent properties on three sides (single-family residences) will be affected by the proposed rezoning.
2. The required access road would be inadequate for traffic flow to Hwy. 101.
3. Laundromat parking would also interfere with the flow of traffic to and from Hwy. 101. A similar problem already exists with the Senior Center and Subway traffic exiting onto Hwy. 101 making the intersection of Chetco Lane and 101 dangerous and already in need of a traffic light.
4. Removal of a grove of approximately ¹²⁰ mature fir trees 50-60 feet tall would increase road noise and wind exposure as well as eliminate a wildlife refuge.
5. The proposed apartment building on this site would greatly increase the likelihood of people (especially kids and teens) using shortcuts through our properties to Hwy. 101 and Easy Street, disrupting our privacy and increasing the chances of vandalism and theft.
6. Who would pay for the required fencing, road development, sewer development, and a possible traffic light?
7. There is another good reason for the zoning to remain R2 in this area, that is, this is a single-family oriented area, and we would like it to remain so.

THEREFORE, WE THE UNDERSIGNED STRONGLY URGE THE COUNCIL NOT TO APPROVE THE REQUESTED ZONING CHANGE.

Andra E. MacLeave 560 Chetco Lane
Dorothy Carlson 607 Easy Manilla
Prof. and Mrs. Dean H. Kenyon 555 Chetco Lane
Debbie Jones 1005 1/2 Easy St. Brookings
Stephen Scott 1009 EASY ST. Brookings
Norman Hansen 1005 EASY ST. Brookings
William E. Silt 1011 Easy St. Brookings
Yanessa Kuy 605 Easy Dr
James Kuy " " "

(CONT'D) 165

TO: Brookings City Council & Brookings City Planning Director
 RE: Rezoning of 1038 Chetco Avenue from R2 to R3
 DATE: November 1, 2003

CONCERNS OF HOMEOWNERS ADJACENT TO THE PROPERTY:

1. Adjacent properties on three sides (single-family residences) will be affected by the proposed rezoning.
2. The required access road would be inadequate for traffic flow to Hwy. 101.
3. Laundromat parking would also interfere with the flow of traffic to and from Hwy. 101. A similar problem already exists with the Senior Center and Subway traffic exiting onto Hwy. 101 making the intersection of Chetco Lane and 101 dangerous and already in need of a traffic light.
4. Removal of a grove of approximately ¹⁰⁰ mature fir trees 50-60 feet tall would increase road noise and wind exposure as well as eliminate a wildlife refuge.
5. The proposed apartment building on this site would greatly increase the likelihood of people (especially kids and teens) using shortcuts through our properties to Hwy. 101 and Easy Street, disrupting our privacy and increasing the chances of vandalism and theft.
6. Who would pay for the required fencing, road development, sewer development, and a possible traffic light?
7. There is another good reason for the zoning to remain R2 in this area, that is, this is a single-family oriented area, and we would like it to remain so.

THEREFORE, WE THE UNDERSIGNED STRONGLY URGE THE COUNCIL NOT TO APPROVE THE REQUESTED ZONING CHANGE.

Eni Oriana Wadp 621 Easy Manor Dr.

Scott Silvers 621 Easy Manor Dr.

Janis Wadley 621 Easy Manor Dr.

Laurel Murphy 96465 Powell Rd.

Michael Spina 525 Chetco Lane #5

Cheryl Wilson 575 Chetco Lane #4

Steve Neith 535 Apt 2 Chetco Lane

TO: Brookings City Council & Brookings City Planning Director
 RE: Rezoning of 1038 Chetco Avenue from R2 to R3
 DATE: November 1, 2003

CONCERNS OF HOMEOWNERS ADJACENT TO THE PROPERTY:

1. Adjacent properties on three sides (single-family residences) will be affected by the proposed rezoning.
2. The required access road would be inadequate for traffic flow to Hwy. 101.
3. Laundromat parking would also interfere with the flow of traffic to and from Hwy. 101. A similar problem already exists with the Senior Center and Subway traffic exiting onto Hwy. 101 making the intersection of Chetco Lane and 101 dangerous and already in need of a traffic light.
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5. The proposed apartment building on this site would greatly increase the likelihood of people (especially kids and teens) using shortcuts through our properties to Hwy. 101 and Easy Street, disrupting our privacy and increasing the chances of vandalism and theft.
6. Who would pay for the required fencing, road development, sewer development, and a possible traffic light?
7. There is another good reason for the zoning to remain R2 in this area, that is, this is a single-family oriented area, and we would like it to remain so.

THEREFORE, WE THE UNDERSIGNED STRONGLY URGE THE COUNCIL NOT TO APPROVE THE REQUESTED ZONING CHANGE.

Mary Alto Harbor 535 Alton
 Jeremy Alto 535 Chetco Ln

TO: Mayor and City Council
FROM: John Bischoff, Planning Director
THROUGH: Leroy Blodgett, City Manager
DATE: November 4, 2003



Issue: CPZ-3-03—A request for a Comprehensive Plan change and a zone change from the existing R-3 (Multiple Family Residential) to P/OS (Public Open Space).

Background: The subject property a 0.54-acre parcel of land located in the southwest corner of Rail road Ave. and Oxford St. The property is currently zoned R-3 (Multiple Family Residential) and the request is for the P/OS (Public Open Space) Zone to allow the existing commercial buildings to be used by the County Sheriff's Department. The existing buildings were formally a mortuary complex. A copy of the Planning Commission Staff Report and the applicant's findings are attached.

Recommendation: At its October 7, 2003 meeting the Planning Commission heard this request and recommend that the Council approve the change of zone.

CITY OF BROOKINGS PLANNING COMMISSION
STAFF AGENDA REPORT

SUBJECT: Comprehensive Plan/Zone Change
FILE NO: CPZ-3-03
HEARING DATE: October 7, 2003

REPORT DATE: August 5, 2003
ITEM NO: 8.3

GENERAL INFORMATION

APPLICANT: Curry County.

REPRESENTATIVE: Grant Young, Curry County Planning Director.

REQUEST: A Comprehensive Plan change from Residential to Open Space and a zone change from R-3 (Multiple Family Residential) to P/OS (Public Open Space) on a 0.54 acre parcel of land locate in the southwest corner of Railroad St. and Oxford St. More specifically 517 Railroad Ave.

TOTAL LAND AREA: 0.54 acres (23,522± sq. ft.).

LOCATION: Southwest corner of Railroad Ave. and Oxford St.

ASSESSOR'S NUMBER: 41-13-5CC, Tax Lot 1800.

ZONING / COMPREHENSIVE PLAN INFORMATION

EXISTING: R-3 (Multiple Family Residential).

PROPOSED: P/OS (Public Open Space).

SURROUNDING: East, South and West—R-3; North—C-3 (General Commercial).

COMP. PLAN: Residential.

LAND USE INFORMATION

EXISTING: Vacant buildings, which were formally a mortuary.

PROPOSED: County offices.

SURROUNDING: East, South and West—Residential uses; North—Commercial uses.

PUBLIC NOTICE: Mailed to all property owners within 250 feet of the subject site and advertised in the local newspaper.

BACKGROUND INFORMATION

The subject property is a 0.54-acre or 23,522± sq. ft. parcel of land located in the southwest corner of Railroad St. and Oxford St. The lot is rectangular shaped except that Oxford and Railroad meet at an angle and the east and west boundaries are parallel to Oxford St. causing the north boundary to be at an angle (See Exhibit 2). The property has 126.34 of frontage on Railroad St. and 224.56 feet of frontage on Oxford St. The southerly boundary is 112.5 feet and the westerly boundary is 178.20 feet. The property contains a 3,000 sq. ft. building that was formerly a mortuary located on the northerly one-half of the lot and a 1,500 sq. ft. building that was used for storage and at one time housed a crematory, located in the southwest corner of the lot. There are two driveway access points one on each side of the main building from Railroad St. and a third driveway to the storage building from Oxford St. (See Exhibit 2).

Topographically the subject property is flat and since Oxford St. has a slight downward grade from Railroad St., the south end of the property is slightly higher than the Oxford street grade. A decorative wall along the Oxford St. frontage supports and masks this bank.

The subject property is zoned R-3 (Multiple Family Residential) as is the area to the west, south and east, which is developed accordingly. The area to the north is zoned C-3 (General Commercial) and is developed with commercial and some residential uses.

Railroad St. is a paved travel way within a right-of-way that is 75 feet wide with no other improvements in the area of the subject property. Oxford St. is a paved travel way within a 50-foot right-of-way with curb, gutter and sidewalk along both sides.

PROPOSED ZONE CHANGE

The county is requesting a Comprehensive Plan change from the existing Residential designation to the Open Space designation and a zone change from the existing R-3 (Multiple Family Residential) to the P/OS (Public Open Space) Zone. The county desires to use the property for county offices and although as a conditional use government offices are allowed in the R-3 Zone the uses allowed in an approved conditional use are rather specific in nature. Any change in those uses would require either a minor change or completely new conditional use hearing. Government offices are a permitted use in the P/OS Zone and thus changes can be made without a hearing process. The C-3 (General Commercial) Zone also allows public buildings as a permitted use but also allows a variety of other uses that would be permitted if the county should, in the future, decide to sell the property for private use but may not be compatible with the residential uses on three sides of the property.

ANALYSIS

The Land Development Code does not contain specific criteria to be considered when deciding a change of zone. However, in the process of making such a decision the Commission must consider the different uses allowed as permitted in the requested new zone and the compatibility of those uses with, and the impact they may have on, existing uses in the surrounding area. The Commission must also consider how the requested change affects the goals and policies of the City's Comprehensive Plan. The requested zone change presents three areas that must be analyzed - compatibility with existing uses, traffic impact on existing streets and consistency with the goals and policies of the Comprehensive Plan. The following is staff's analysis.

Compatibility.

As explained in the applicant's findings, which are attached, the existing use on the property was a non-residential use allowed with a conditional use permit approved in the 1980s. Although non-residential, the mortuary and crematorium were generally quiet uses except for traffic generation during times of funerals. As a residential use the property could accommodate an apartment building of up to 13 dwellings, which is consistent with the existing residential uses on the east, west and south. The existing R-3 Zone would allow for the desired use with an approved conditional use permit, but as mentioned above, conditional uses are specific in nature and would require a public hearing for all but very minor changes to the use on the property. The county is seeking the flexibility allowed as a permitted use in the P/OS Zone.

Uses allowed in the P/OS Zone are limited to those provided or operated by a public entity and thus are greatly limited. The subject parcel is not large enough to accommodate the more intensive uses allowed in the P/OS Zone such as public schools, community centers and golf courses. The county is anticipating placing county offices, including a sheriff's office and an assemble area for the sheriff's search and rescue team, whose assembly area and equipment storage will be in the existing garage/storage building. The county is expecting to have a maximum of 17 employees at the site. The 3,000 sq. ft. building that will be used for office purposes will, pursuant to Section 92, Off-Street Parking and Loading Regulations, of the Land Development Code, will, if all of the employees were on the same shift, require 17 parking spaces, which will fit on the south side of the main building with one space in the front.

The proposed P/OS Zone will allow the county to use the property as a sheriff's station and staging area for search and rescue efforts as well as other offices, without a generating a significant impact on the surrounding neighborhood. The P/OS Zone limits the uses that can be placed on the property at this time. If the county should sell the property in the future it is likely that the zone would be changed again.

Traffic Impacts.

The proposed use as a sheriff's station and other offices, will generate an incremental increase in traffic over the previous mortuary use but less traffic than a 13 unit apartment building that would be allowed as a permitted use in the existing R-3 Zone. Railroad St. serves both industrial and commercial uses with some residential uses. The primary ingress and egress to the subject property will be from Railroad St. via the driveway on the westerly side of the property, however, there is a driveway into the property from Oxford St. The street currently is a paved travel way within a 75-foot right-of-way, and can accommodate the additional traffic generated by the proposed county offices. If Railroad is used as a leg of a highway couplet, it will be fully improved with curb, gutter and sidewalk with three travel lanes, creating considerable more traffic. At this time due to the uncertainty of the couplet project, staff is recommending that the county be required to record a Deferred Improvement Agreement (DIA) in lieu of street improvements. If an alternative other than a Railroad St. couplet is chosen to mitigate projected traffic impacts, the DIA will be called in.

Comprehensive Plan.

The three zones that are suitable for the desired use in the subject location are the existing R-3 Zone that allows professional offices as a conditional use, the C-3 Zone that allows public offices as a permitted use and the P/OS Zone that allows governmental offices as a permitted use. The drawback of keeping the existing R-3 Zone is that a conditional use when approved, is very specific in nature and if a change in that use even for public or government offices, would

require another hearing process. The disadvantage of the C-3 Zone is that this zone would constitute an encroachment into the residential area and there are a number of high intensity uses that are permitted uses that would not be particularly compatible with the residential uses on three sides. Uses permitted in the P/OS Zone are limited in variety and to uses operated by a public entity. The uses proposed by the county should not create any greater impact on the surrounding residential uses than the former mortuary and crematorium uses that were on the property.

The proposed P/OS Zone will allow the county to have a sheriff's office that is independent of city hall and provide a permanent staging area for the sheriff's search and rescue team. This will free up needed space at city hall.

The loss of 0.54 acres of residential land will not cause the amount residential land within the Urban Growth Boundary to fall below the required amount. The boundary contains slightly more residential land than required by projected population growth. As pointed out in the applicant's findings state law and Comprehensive Plan policy requires provision of land for public facilities. The proposed zone is consistent with the goals and policies of the Comprehensive Plan.

FINDINGS

The applicant has submitted findings that are attached to and made a part of this report.

CONCLUSIONS

The applicant's findings shown that the proposed change of zone meets the requirements of and is consistent with the goals and policies of the city's Comprehensive Plan.

RECOMMENDATION

Staff supports a recommendation of **APPROVAL** of Case File No. CPZ-3-03, to the City Council based on he findings and conclusions stated in the staff report.

"EXHIBIT 1"

**Curry County Department of Public Services-Planning Division
FINDINGS DOCUMENT**

**for
Comprehensive Plan Amendment/Zone Change Request
for
41, 13, 05CC; Tax Lot 1800**

REPORT DATE: August 20, 2003

REPORT PREPARED BY: Grant Young, Planning Director

I. GENERAL INFORMATION AND FACTS

Applicant:	Curry County/Grant Young Department of Public Services P.O. Box 746 Gold Beach, Oregon 97444
Property Owners:	Curry County P.O. Box 746 Gold Beach, Oregon 97444
Land Use Review:	Amendment of the City of Brookings Comprehensive Plan Map to allow a Zone Change of a .54-acre parcel currently within the Multiple Family Residential (R-3) District to Public Open Space (P/OS) District
Property Description:	Tax Lot 1800 in Section 05CC, Township 41 South, Range 13 West W.M., City of Brookings, Curry County, Oregon
Location:	Southwest of and adjacent to the intersection of Railroad and Oxford Streets within the City of Brookings, Oregon
Existing Development:	One single-story structure approximately 3000 square feet in area; One "pole-barn" type structure approximately 1500 square feet in area; Two access points onto Railroad Street;

	<p>One access point onto Oxford Street; Approximately 4000 square feet of paved driveways; Approximately 7400 square feet of gravel-surfaced parking area; Approximately 5400 square feet of landscaped area</p>
Proposed Development:	<p>Utilize existing single-story structure for Curry County Governmental offices including Curry County Sheriff; Utilize existing "Pole-barn" as storage and place of assembly for Curry County Search and Rescue Organization</p>
Zone:	Multiple Family Residential (R-3) District
Applicable Overlay Zone(s):	None
Current Land Use:	Vacant Mortuary/Crematorium
Tax Status:	Assessed at Market Value
Size of Tract:	Existing Parcel – .54 acres in size

II. APPLICABLE STATE; COMPREHENSIVE PLAN; ORDINANCE PROVISIONS

The City of Brookings Land Development Code (LDC), Sections 28 and 40 contain the uses allowed outright and conditionally in the Multiple Family Residential (R-3) and Public Open Space (PO/S) Districts respectively; Section 4, requires a "development permit" for an amendment and contains the requirements for applications thereto. Section 144 of the LDC contains application, procedural and rigor requirements for amendments to the Code, Comprehensive Plan Map and Text.

The proposal for a change of Zoning District must comply with applicable provisions of the City of Brookings Land Development Code, and the City of Brookings Comprehensive Plan. Generally, unless otherwise noted, if a request is found to be consistent with the Code it is considered consistent with the Comprehensive Plan.

III. NATURE OF REQUEST

The subject parcel is the site of the vacant Litty Funeral Home operation; is .54 acres in size and is located to the immediate southwest of the intersection of Railroad and Oxford Streets. Curry County acquired the property through property tax foreclosure in September of 2002. Curry

County desires to utilize the existing single-story funeral home as branch offices for various departments of the Curry County government, including the Sheriff, and the existing "pole barn" structure as storage and place of assembly for Search and Rescue. The desired use is not allowed by the Multiple-Family Residential (R-3) District, therefore, a zone change of the parcel is necessary in order for the citizens of the County to avoid the cost of acquisition of other property with existing appropriate zoning that would allow the desired use. Both the C-3 and POS Districts allow offices as outright uses; however, the POS District specifically allows *Government* offices, and the C-3 District does not make that distinction. In addition, the other uses allowed outright in the C-3 District may be more intrusive and less likely to be compatible with adjacent residential uses than the POS District; therefore, the County is seeking the minimum change necessary to allow the desired use, and to ensure compatibility with adjacent uses. This request specifically seeks approval for a change in Zone from R-3 to POS for the purpose of allowing Curry County to provide necessary services to South Curry County Residents, under provisions for a zone change.

IV. ANALYSIS

A. City of Brookings Land Development Code Requirements and Standards

1. **Section 4.020 Development Permit Required.** *Except as exempted by Section 4.070, no person shall engage in or cause the development of land for which a development permit has not been issued. Development permits shall be in a form prescribed by the city. Development permits are required for all uses, activities and developments, except those otherwise exempt, subject to the following processes and as required elsewhere in this code:*

C. *The following administrative and/or discretionary approval processes.*

8. *Amendments*

Findings: Curry County seeks amendment of the City of Brookings Comprehensive Plan Map to allow a Zone Change of a .54-acre parcel currently within the Multiple Family Residential (R-3) District to Public Open Space (P/OS) District as noted in Section I above.

Conclusion: A development permit is required for the requested amendment.

2. **Section 4.090 Application materials.** *A complete application for a development permit shall consist of items required by this code, in addition to the following:*
 - A. *A completed application, on a form provided by the city.*
 - B. *Legal description, assessor's parcel map number and tax lot number for all properties included in the application.*

- C. Evidence that the property included in the application is owned by the applicant, or that the applicant is the duly authorized agent of the owner.*
- D. Additional information, including maps, plans, sketches and calculations as required by other sections of this code.*
- E. Where applicable, a statement of intent, explaining the nature and proposed use of the development, pertinent background information and other information that may have a bearing in determining the action to be taken.*
- F. As many duplicates of the above information as may be requested by the City Manager or his designee to facilitate expeditious review of the application.*
- G. Submission of application fees as established by the City.*

Findings: A copy of item A is attached to this report as Exhibit A; item B is Exhibit B. Exhibit C is a copy of the Curry County Assessor's information listing the owner of record, and the applicant is the Curry County Planning Director, authorized to act on behalf of the owner in this matter. Exhibit D includes a copy of the Curry County Assessor's Map for the subject parcel, a map showing all parcels and zoning within 250', and a plot plan. Item A is covered by the entirety of this report. The City Planner has not requested multiple copies of the application materials. A receipt for the fee paid is either attached, or the matter will be addressed at the hearing.

Conclusion: A through F of the above requirements are provided; information to satisfy requirement G will be provided at the hearing.

3. **Section 144 AMENDMENTS**

144.030 Application. *The property owner or his authorized agent may make application for an Amendment by filing an application, on a Land Use Application form, with the City Manager or his designee . . . Such application shall be accompanied by the following information:*

- A. Name and address of the applicant.*
- B. Title report and/or other documentation to provide evidence that the applicant is the owner of record, a purchaser under a recorded land sale contract, or the holder of an option to purchase property which is the subject of the application.*
- C. Address, legal description and Curry County Assessor's tax lot map number of the subject property.*
- D. A map (Curry County Assessor's plat) showing the subject property, and surrounding properties and a listing of current property owners within 250 feet of*

the subject property.

- E.** *Statement and supporting evidence indicating the precise manner in which the proposed amendment is in conformance with the comprehensive plan for the city of Brookings and each of the applicable provisions of this code together with any other data pertinent to the findings prerequisite to the granting of an amendment to this code, zoning map or comprehensive plan map and/or text as listed in subsection D of Section 144.050.*

Findings: Items A through D are provided as indicated in the immediately preceding section of this report. Item E will be based on that, and other, information provided with this application.

Section 144.050 (D) requires that the City Council of Brookings must make and adopt findings as part of an ordinance for approving an amendment such as the subject request. The findings must be factual and must be supported by substantial evidence in the record of the action. The council must find that the request complies with and conforms to comprehensive plan goals, policies and the generalized land use map, and reverts to the Statewide Planning Goals should there be no clear or specific direction in the comprehensive plan. The burden of proof is on the applicant, in this case Curry County, to provide the evidence for the Council's findings.

The Brookings Comprehensive Plan is acknowledged by the State of Oregon as consistent with Statewide Planning Goals as indicated by the policies set forth in the Comprehensive Plan; the Land Development Code is local land use law implementing the Comprehensive Plan Policies. Because the Plan and Code are acknowledged in this manner, and no exception to any Statewide Planning Goals is sought, or necessary, for approval of this request, the Statewide Planning Goals do not need to be specifically addressed. The Code implements the Plan, and if the requirements in the Code are met, the Statewide Planning Goals are addressed thereby. Therefore, if the requirements of the Code are satisfied, the request may be approved. In this case, the requirements for application materials, and this requirement that the request be shown consistent with the plan policies are the sole requirements, other than procedural direction, in the code for approval of an amendment.

The amendment sought is a change in zone of a .54 acre parcel from multi-family residential to Public Open Space for the purpose of allowing Curry County to continue to provide branch offices in the southern portion of Curry County, including the Curry County Sheriff and Search and Rescue. Curry County does not anticipate placing more than 17 employees in the existing structure, as space is limited for actual working area and parking area. State Law and comp plan policies require provision of public services, and the space necessary for that provision. No reasonable argument can be made that public services, including police protection, are not necessary. Therefore, the uses planned for the parcel, which are allowed outright in the zone requested, are consistent with policies in the comprehensive plan that require provision of those services and the necessary space for that provision.

Comp Plan policies do require that an adequate amount of land be provided for residential purposes; however, the City of Brookings Comprehensive Plan indicates that there is a more than

adequate amount of residential land currently. This request applies to only .54 acres, and is basically an insignificant change; there will still be adequate residential land available if this request is approved. Therefore, the request is not inconsistent with provision of adequate land for residential use.

The subject parcel is located on a corner lot at the intersection of Railroad and Oxford Streets; access is provided at two points onto Railroad and at one point onto Oxford; access is more than adequate. The existing facilities on the parcel and the use therein was a funeral home including crematorium – not exactly a residential use per se, but allowed as a conditional use in the existing R-3 Zone. The Brookings Zoning Map indicates that the property is surrounded on three sides – west, south and east – by residential zoning, and on the north across Railroad Street by land designated for Commercial Use.

Section 28 of the LDC (R-3 Zone) allows as outright uses multiple-family dwellings and apartment buildings as residential uses, and as conditional uses such other non-residential but people and traffic intense levels of use such as churches, parking lots, hospitals, nursing and convalescent homes and schools.

Section 40 (P/OS Zone) allows as outright, uses very similar in nature to conditional uses allowed by the R-3 Zone. Parks, tennis courts, swimming pools and other similar recreational uses, community centers, schools, museums, and libraries are allowed as outright. Conditional uses allowed by the P/OS Zone are limited to Utilities and services including storage and warehousing yards (such as a local telephone or electric company property) and dwellings for night watchmen, park hosts, or caretakers, which would have to be associated with a specific outright use.

Commercially zoned land contains uses similar to or greater in intensity than the R-3 and P/OS Zones.

In both the R-3 and P/OS Zones, impact to surrounding residential or commercial property would be very similar; these zones are not associated with nor provided for, quiet, single-family residential use, rather, for far more dense and active urban-type uses. Traffic, noise, and impact from “busy-ness” is expected with both zones. The subject property is of a size and configuration such that the existing R-3 Zone will allow a 10 to 13 unit apartment complex as an outright use currently; this would generate a maximum of 104 trips per day with associated impact to the surrounding neighborhood. The property is not large enough to establish many of the uses allowed outright in the requested P/OS Zone that have the potential of generating more than 104 trips, and the use requested as office space is not expected to generate the 104 trips shown above – 17 employees at three trips per day per employee is 51 trips per day. No new buildings or expansion of area is requested; only a change in zone to allow provision of services as an outright use. Traffic generation and potential impact from the requested use is not expected to change from what could potentially be generated by the existing use and zone.

Because there will be no significant increase in trip generation, and access and transportation facilities are adequate, plan policies applicable to these factors are satisfied, including the

Transportation System Plan. No new services or public facilities are needed for the change in use; therefore, the request is not inconsistent with the Public Facilities element of the comp plan.

Conclusion: The application materials required for this request for amendment have been provided.

As the City of Brookings Comprehensive Plan is an acknowledged plan, and no exception to Statewide Planning Goals is required for approval of this request, Statewide Planning Goals do not need to be addressed; if the request is consistent with comp plan policies, it will be consistent with Statewide Planning Goals.

Policies in the Brookings Comprehensive Plan regarding Public Facilities, Residential Land, and Transportation Facilities do not indicate that the requested rezone is inconsistent with them, and the uses allowed by the P/OS Zone are not significantly different as regards impact to adjacent residential or commercial lands than the existing R-3 Zone. Therefore, this request is compatible with comp plan policies and the general zoning map of the City of Brookings.

The material required for the application, and the evidence for the Council to base findings on, are provided.

V. EXHIBITS (Attached and included as part of this report).

Exhibit "A"	Application Form
Exhibit "B"	Assessor's Information for Subject Parcel
Exhibit "C"	Assessor's Information for Subject Parcel
Exhibit "D"	Maps and Plot Plan

cc: Curry County Counsel
Office File



Applicant: Curry County

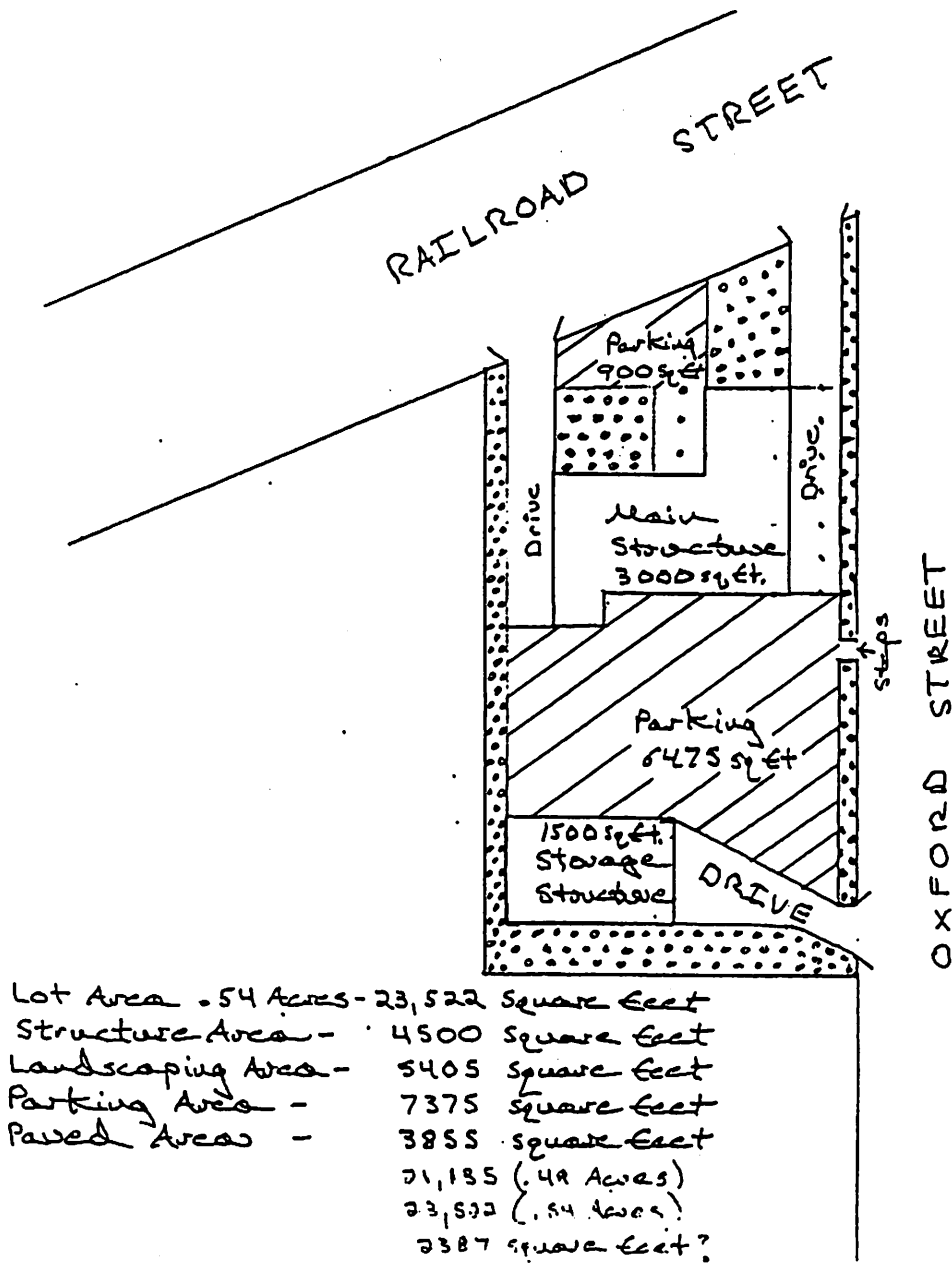
Assessor's No: 41-13-05 CC Tax Lots 1800

Size: .54 acre

Location: 517 Railroad Street

Zone: R-3 (Multi-family Residential)





Applicant: Curry County

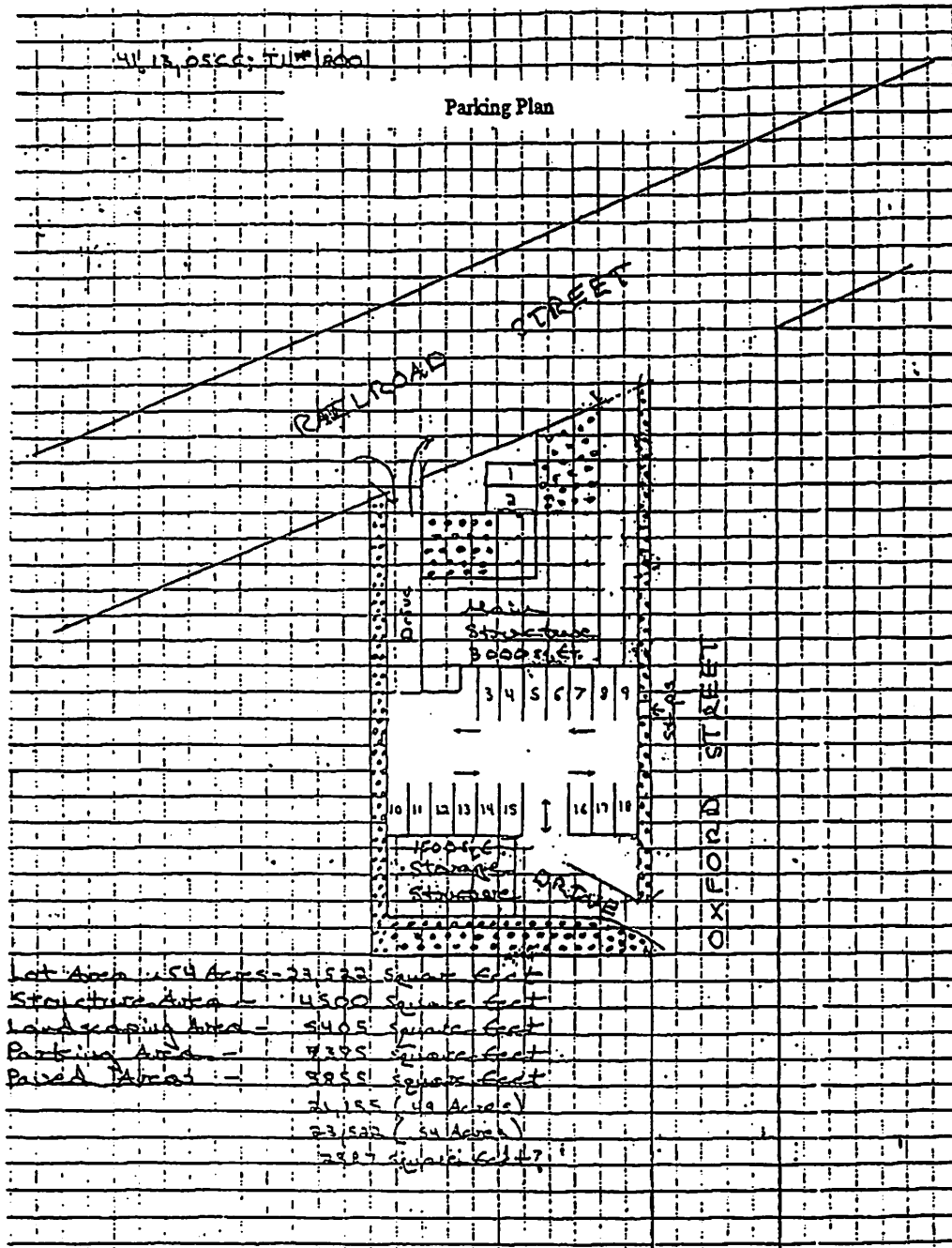
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Zone: R-3 (Multi-family Residential)





Applicant: Curry County

Assessor's No: 41-13-05 CC Tax Lots 1800

Size: .54 acre

Location: 517 Railroad Street

Zone: R-3 (Multi-family Residential)



**CITY OF BROOKINGS
COMMON COUNCIL MEETING MINUTES
City Hall Council Chambers
898 Elk Drive, Brookings, OR 97415
October 27, 2003
7:00 p.m.**

I. Call to Order

Mayor Bob Hagbom called the meeting to order at 7:04 p.m.

II. Pledge of Allegiance

Led by Paul Hughes

III. Roll Call

Council Present: Mayor Bob Hagbom, Council President Rick Dentino, Councilors Larry Curry, and Craig Mickelson, a quorum present.

Council Absent: Frances Johns Kern

Staff Present:

City Manager Leroy Blodgett, Community Development Director Leo Lightle, Fire Chief William Sharp, Finance Director Paul Hughes, and Administrative Secretary Linda Barker

Media Present: Curry Coastal Pilot Reporter David Courtland

Other: Approximately six other citizens

IV. Ceremonies/Appointments/Announcements

A. Appointments

1. Planning Commission position No. 3

Councilor Dentino said he would like to see William Dundom appointed to the vacancy left when Russ Fritz moved from the area. Mayor Hagbom recommended Dundom after asking the Council for their comments.

Councilor Dentino moved, a second followed, and the Council voted unanimously to appoint William Dundom to Planning Commission Position No. 3 with a term expiring April 1, 2004.

B. Announcements

1. Introduction of new Public Works Equipment Operator/Utility Worker-Tim Rettke

Community Development Director Lightle introduced Tim Rettke who is a graduate of Brookings-Harbor High School, saying he is a capable street and utility worker and equipment operator.

Rettke said he knows and has previously worked with many of the employees in Public Works. He is familiar with the town and finds the work enjoyable.

V. Oral Requests and Communications from the Audience

A. Committee and Liaison reports

1. *Chamber of Commerce*-None
2. *Council Liaisons*

Councilor Mickelson attended the Planning Commission meeting on October 7 and an ODOT meeting on the 21st.

Councilor Dentino attended an update meeting between Borax officials and various agencies where a preliminary master plan site draft was reviewed. He also attended a South Coast Telecommunications Task Force meeting in Coos Bay, followed by a two-day rural communications conference in Bend to see how networking might benefit Pelican Bay Telecommunications. The Pelican Bay board recently contracted with PRN Data Services, Inc. (a local company) to build out the first phase of providing high speed broadband service throughout the Brookings-Harbor area.

Dentino also assisted in the opening of the 2003-2004 Brookings-Harbor Leadership Class and met with ODOT's Product Development Team regarding the Highway 101 rebuild. He will attend a session on Domestic Violence October 28, presented by Oasis House and is a regular participant in the SMART program at Kalmiopsis School each Tuesday morning.

B. Unscheduled

Rex Atwell, 17169 Parkview Drive, addressed the Council about problems caused in his neighborhood by annexation and development of areas surrounding him. He presented the Council with pictures showing unfilled trenches and damaged mailboxes. These problems have been ongoing since development work began. City Manager Blodgett thanked Atwell for bringing this to the City's attention. He said this is a county road but since the work is being done to bring city utilities to the newly annexed areas the City has a responsibility to deal with it.

VI. Staff Reports

A. Finance Department

1. *Pool Summary for Year 2003—Jeanne Nelson, Pool Supervisor*

In her report to the Council Nelson said it was a very good season for the swimming pool. The local schools did not participate in swimming lessons this year causing those totals to be down. Considering this loss of participation the overall season totals were higher than the previous year.

2. *Request for approval to issue RFP for System Development Charge review*

Finance Director Hughes addressed the Council with a request for approval to issue a RFP for System Development Charge review. Monies for the SDC review are included in the current year budget. The last time a SDC review was done was in 1991. The City has changed substantially since 1991 prompting the need for a new study. The proposed deadline for the RFP would be November 30 with awarding of the contract being done by the Council in December.

Councilor Dentino moved, a second followed, and the Council voted unanimously to approve the issuance of a RFP for System Development Charge review.

B. *Fire Department*

1. *Award of Bid for breathing apparatus*

Fire Chief Sharp said it was with a lot of pleasure that he stood before the Council. His request completed a project started several months ago. After previously requesting and receiving a \$91,000 grant from the federal government Sharp gained approval from the Council to go out to bid for breathing apparatus for the Fire Department. Three bids were received with only two qualifying. The lowest was provided by Cascade Fire Equipment of Medford in the amount of \$90,419.

Council Dentino moved, a second followed, and the Council voted unanimously to award the bid for the purchase of Fire Department SCBA apparatus to Cascade Fire Equipment for \$90,419.

C. *City Manager*

1. *Other*

City Manager Blodgett updated the Council on a meeting between City officials and Asante Healthcare on the possibility of a hospital in the area. There seemed to be high level of interest from Asante's staff. Today he met with the CEO of Sutter Coast who showed some interest in discussing the idea with his Board of Directors.

Blodgett also said the City had made a request to turn jurisdiction of Harris Beach State Park over to the City. As Harris Beach is within the city limits the City looked at the opportunity to make it more of a city park. With the state's plan to move the Welcome Center to the state line that area could be a possible site for a hospital. In November Mayor Hagbom and Blodgett will travel to Salem to meet with State Parks officials.

VII. Consent Calendar

- A. *Approval of Council Meeting Minutes*
 - 1. *Minutes of October 13, 2003, Regular Council meeting*
- B. *Liquor License application to add Oregon wines and microbrew beer sales to existing license—Brookings Liquor Store*

End Consent Calendar

Councilor Dentino moved, a second followed, and the Council voted unanimously to approve the Consent Calendar as posted.

VIII. Final Orders

- A. *Final Orders*
 - 1. *Planning Commission File No. APP-3-03; Peter Castelline, appellant*

Councilor Mickelson moved, a second followed, and the Council voted unanimously to approve the Final Order and Findings of Fact for APP-3-03.

Councilor Dentino noted a misspelling in the appellant's name. The Planning Director will be directed to change the Final Order to read Castellini.

IX. Remarks from Mayor and Councilors

- A. *Council-none*
- B. *Mayor-none*

XIII. Adjournment

With no further business before it the Council adjourned at 7:42 p.m.

Respectfully submitted:

Bob Hagbom
Mayor

ATTEST by City Recorder this ____ day of _____, 2003.

Paul Hughes
Finance Director/City Recorder

PARKS AND RECREATION COMMISSION MEETING MINUTES
City of Brookings
898 Elk Drive, Brookings, Oregon
August 28, 2003

Call To Order

Chair Boynton called the meeting to order. Chair Boynton introduced and welcome Dave Gordon as a new Commissioner, and asked him to lead the pledge of allegiance.

Roll Call

Commissioners Present: Pat Sherman, Nina Canfield, Dori Blodgett, Bill Boynton, Daryn Farmer, Dave Gordon, and Tony Parrish.

Staff Present: City Manager Blodgett, Councilor Frances John, Dave Lentz, Parks Foreman-Public Works, and Community Development Secretary, Cathie Mahon.

Minutes

A motion was made; it was seconded and carried, to approve the minutes for July 26, 2003.

Public Appearances

Joseph Strada, a resident of *Pacific Court* apartment complex, appeared before the Commission to discuss his views on the proposed dog park at Stout Park. He stated his viewpoint is to leave the park as *status quo*, not to add more noise and more dog deposits, that are already left on the ground. He explained noise and odor from a dog park would impact several apartment complexes; *Pacific Court*, and *Jerstad Manor*, adjoining the park. He concluded with the suggestion the city consider adopting "scoop laws", an ordinance that would fine dog owners who do not have scoops in their possession to clean up after their dogs. He added the existing city leash laws should be enforced.

Discussion ensued. Commissioner Parrish responded suggesting a section of the park be dedicated a dog park and be limited for training dogs, then if there are any complaints, to discontinue it. Commissioner Canfield stated she thought *Easy Manor Park* should still be considered. Commissioner Farmer expressed his viewpoint that a dog park should not be in any neighborhood. City Manager Blodgett entered the discussion stating he had spoken to officials from the *Oregon State Parks Department* concerning the use of a section at *McVay Park* for a dog park. They were supportive of the idea, if the dog owners maintained the area for training dogs. Commissioner Sherman stated dedicating any city park as a dog park would be a mistake, adding in her opinion *McVay Park* would be perfect. She further suggested the dog owners charge a use fee to offset costs for items like fencing. Dave Lentz, Parks Foreman, said he agreed with the commissioner's comments. Commissioner Dori Blodgett stated the parks are "people parks". Chair Boynton concluded the discussion that parks are for people to enjoy and should stay "people parks".

Chair Boynton thanked Mr. Estrada for appearing before the commission. He also referenced letters from several neighbors, 17 residents from *Jerstad Manor* who signed a petition, and a *Pelican Bay Arts Center* representative, all stating they were not in favor of a dog park at *Stout Park*.

The commissioners asked City Manager Blodgett to send the *Tailwaggers* a letter explaining the Commission's decision, and to reiterate the suggestion of using *McVay Park* for their use.

COMMITTEE REPORTS

Stout Park: Commissioner Parrish gave an update of the park clean-up; it was weeded, and a lot of dead debris removed. He stated he is still interested in getting some high school students involved to assist in maintaining the park. Commissioner Sherman explained she contacted both the high school and middle school. The middle school principal expressed more enthusiasm than the high school and thought getting the students involved was a good idea. She stated with the number one problem being trash it would be nice to establish a group of students working as Litter Patrol. Commissioner Parrish concluded, another project is to have an open house at the park.

Chetco Park: Commissioner Sherman reported the trails are open and in good shape. Commissioner Farmer explained he had a person interested in constructing a solid wooden fence blocking off the treatment plant and building steps down to the beach area, in exchange for a small piece of property. City Manager requested he contact him to iron out the details.

Kidtown: Commissioner Dori Blodgett reported the park needs work in the future. She added the City Picnic was fun and had a great time.

Bud Cross Park and Softball Fields: Commissioner Farmer reported not a whole lot is going on. There are patches of dead grass which will green-up when the rainy season comes. Currently soccer teams are using the fields.

Kudos were noted by several commissioners for the work done at Bud Cross Park by Marty Wiggins. Mr. Wiggins was recognized at the City Volunteer Picnic as "Volunteer of the Year". He volunteered his time in the upkeep of the fields at Bud Cross; he painted the restrooms, maintained the fields by watering them, and cleaning up after games.

Parks Master Plan: City Manager Blodgett discussed the new city website where surveys will be periodically available for citizen input. Chair Boynton mentioned the current survey is asking the question: would you be willing to add \$1.00 per \$1,000 to the tax rolls for the purpose of a new swimming pool?

Azalea Park Foundation: Commissioner Canfield reported they are pleased with the new tool shed but are leery about vandalism, and asked about lighting with the hope of deterring vandals. City Manager Blodgett responded, the poles have been installed but final lighting is not completed. Parks Maintenance Foreman Lentz said Coos-Curry Electric had installed the lights, they were defective, returned to the manufacturer, and new ones are expected soon.

STAFF ANOUNCEMENTS/CONCERNS/FOLLOW-UP

City Manager Blodgett:

Financial Report: City Manager Blodgett briefly discussed the financial statements. Commissioner Parrish asked for an explanation on the *Stout Park* fund. City Manager Blodgett explained the fund is set-up to have a constant \$15,000 reserve; over and above that amount can be spent for the park maintenance like spraying for weeds, fertilizer, plants, and fixing the sprinklers.

Commissioner Canfield asked about plans to repair the restrooms at *Azalea Park* using the *Longstreet* funds. City Manager Blodgett replied plans are still in the works.

City Picnic:

City Manager reported the Volunteer and Employee Annual Picnic was well attended. He added as previously mentioned, Marty Wiggins was awarded the *Volunteer of the Year* and John Cowan of Public Works was *Employee of the Year*.

City Manager Blodgett encouraged everyone to check out the new city website. It has information regarding city events, ordinances and development codes can be searched for, which can be downloaded and printed out; and participation in a current survey. He added a good response was received to the first survey regarding the new trash cans on Chetco Avenue. Also on the website is the current newsletter (*City Happenings*).

City Manager Blodgett informed the Commission about the first annual *Wild Rivers Salmon Festival* scheduled over Labor Day. He explained it was a consorted effort with the Port of Brookings-Harbor, the Chamber of Commerce, and the City. Prizes will be awarded for the largest fish \$1,000, \$750 for the second largest, and \$250 for the third. A barbeque will be held at the end of the Festival.

Other:

Commissioner Parrish announced an open house at *Stout Park* on Saturday, September 20, from 1:00 to 3:00 p.m.

Commissioner Dori Blodgett discussed the holiday festival, *Kris Kringle Festival*, which is an effort to prompt business owners to decorate. The idea originated from Elmo Williams who thought the city should be decorated for the holidays. The scheduled dates are December 12, 13, and 14th. It is anticipated the Senior Center, shopping centers, and businesses will participate. The *Christmas Story* will be read at the library, and *The Nutcracker* will be performed in Harbor.

Commissioner Dori Blodgett referenced the Summer Recreation Report by Pam Calloway as being a successful program for children. She added the summer reading program at the library was well attended.

Commissioner Sherman discussed trash clean-up days; future dates will be announced.

Councilor Frances reported she went to an open house of the new school buildings, and encouraged the commissioners to visit them.

City Manager Blodgett discussed the increase in building. He stated in prior years we had between 26 and 28 new single-family houses under construction. Brookings has experienced an enormous increase in building activity in the last two years. There were numerous subdivisions; 6 last year and 9 so far this year, for a total of 142 new lots.

Dave Lentz, Parks Maintenance Foreman, reported a new sign was installed at the Skate Park. He explained the old sign was posted near the restrooms; the new one is right next to the skating entrance with a Plexiglas cover over each sign face to prevent damage. He added he witnessed 10 skaters reading it.

With no further business to come before the Commission, the meeting was adjourned at 8:15 p.m.

Respectfully submitted,

Cathie Mahon

Cathie Mahon,
Recording Secretary

Approved by the Parks and Recreation Commission

OCTOBER 23, 2003 (date)

**MINUTES
BROOKINGS PLANNING COMMISSION
REGULAR MEETING
October 7, 2003**

Chair Randy Gorman called the regular meeting of the Brookings Planning Commission to order at 7:02 p.m. in the Council Chambers at Brookings City Hall on the above date with the following Commission members and staff in attendance.

Commissioners Present:

Jim Collis	Bob Gilmore
Ted Freeman	Randy Gorman
Bruce Nishioka	Bill Smith

Staff Present:

John Bischoff, Planning Director
Cathie Mahon, Community Development Secretary

Other:

David Courtland, Curry Coastal Pilot reporter
And approximately 50 citizens in the audience

CHAIRPERSON ANNOUNCEMENTS

Chair Gorman announced with nine items on the agenda, the Commission would try to hear them but it may be determined if they cannot finish by 11:00 p.m., to continue the following evening, Wednesday, October 8, 2003.

MINUTES

By a 6-0 vote, the Planning Commission (motion: Commissioner Smith) approved the minutes as amended from the September 2, 2003 meeting.

THE PLANNING COMMISSION TOOK THE FOLLOWING ACTION ON FINAL ORDERS

None.

THE PLANNING COMMISSION TOOK THE FOLLOWING ACTION ON WRITTEN REQUESTS AND COMMUNICATIONS

None.

THE PLANNING COMMISSION TOOK THE FOLLOWING ACTION IN THE PUBLIC HEARINGS

1. By a 6-0 vote (motion: Commissioner Smith) the Planning Commission will send a favorable recommendation to City Council, File No. CZ-1-03, a request for a zone change from R-2 (Two-family Residential) to R-3 (Multi-family Residential), located on 2.6 acres at 1038 Chetco Avenue; Assessor's Map 41-13-06 BD, Tax Lots 2300 and 2302; Jerry Norman, applicant.

Commission Freeman disclosed he has supplied (building) materials to the applicant but felt there would be no conflict of interest.

Four Commissioners (Collis, Freeman, Gorman, and Nishioka) declared ex parte due to a site visit. There was no challenge from the audience as to the jurisdiction of the Commission to hear this request.

The action was taken following questions and comments regarding the request from the following:

Jerry Norman	P. O. Box 1025	Brookings, OR
Skip Watwood	P. O. Box 1077	Brookings, OR

Entered into the record were 3 letters:

Gary & Barbara Lowden	1036 Chetco Avenue	Brookings, OR
Celia Weaver	580 Chetco Lane	Brookings, OR
Tricia and Dean Kenyon	P. O. Box 1966	Brookings, OR

The applicant waived their right to seven (7) days in which to submit written argument.

2. By a 4-1 vote (motion: Commissioner Gilmore; Commissioners Collis, Gilmore, Gorman and Nishioka voted in the affirmative; Commissioner Smith voted against) the Planning Commission will send City Council a favorable recommendation for File No. **CPZ-2-03**, an application for a Comprehensive Plan Change and zone change involving a portion of four tax lots consisting of a zone change from R-1-6 (Single-family Residential, 6,000 square foot minimum lot size) to R-3 (Multi-family Residential) on Tax Lots 301, 400, and 401; a zone change on a portion of Tax Lot 301 from C-4 (Tourist Commercial) to R-3 (Multi-family Residential); a Comprehensive Plan change from residential to Commercial and a zone change from R-1-6 to C-4 on a portion of Tax Lot 200; located at 96707 East Harris Heights Avenue; Assessor's Map 40-14-36 A; Edward Hewitt, applicant.

Commissioner Freeman declared bias and left the bench.

Three Commissioners (Commissioners Collis, Gorman, and Nishioka) declared ex parte due to a site visit. There was no challenge from the audience as to the jurisdiction of the Commission to hear the request.

This action was taken following questions and comments regarding the request from the following:

Edwood Gossett	P. O. Box 4610	Brookings, OR
Larry Anderson	P. O. Box 1746	Brookings, OR
Bruce Barnett	1722 Arch Lane	Brookings, OR
Bill Nokes	P. O. Box 6998	Brookings, OR
Judith Hanson	1510 Seacrest Lane	Brookings, OR
Marty Grodin	1728 Arch Lane	Brookings, OR
Harold Ollenberger	1374 Glenwood Drive	Brookings, OR
Judith Capland	P. O. Box 4187	Brookings, OR

Entered into the record were letters in opposition by residents objecting to the proposed use:

Bruce Barrett	1722 Arch Lane	Brookings, OR
Patricia Helmuth	1734 Arch Lane	Brookings, OR
Wyn Dioletto	1404 View Court	Brookings, OR
Douglas Vogt	1717 Arch Lane	Brookings, OR
Ronald & Dorothy Fagundes	1730 Arch Lane	Brookings, OR
Dave Vetterlein	1719 Arch Lane	Brookings, OR
Rebecca Steffen	P. O. Box 130	Volcano, CA
Francia White	1516 Seacrest Lane	Brookings, OR
Donna Rivera	1368 Glenwood Drive	Brookings, OR
Bob & Carolyn Brown	1387 Glenwood Drive	Brookings, OR
Jerry Seare	1370 Glenwood Drive	Brookings, OR
Joan M. Ingram	1369 Glenwood Drive	Brookings, OR
Thomas J. Patrick	1371 Glenwood Drive	Brookings, OR
Shirley Swieringa	322 Spruce Street	Brookings, OR
S.M. Henry	1512 Seacrest Lane	Brookings, OR
Paul Stretars	P. O. Box 189548	Sacramento, CA
E. Martin Grodin	1728 Arch Lane	Brookings, OR
Dan & Jessica Gustafson	1705 Arch Lane	Brookings, OR
Ms. Carolyn Self	1405 Glenwood Lane	Brookings, OR
Joseph Oxendine,	Pres. of Harris Beach Homeowners Assoc.	P. O. Box 7954
Don & Donna Johnson	1515 Seacrest Lane	Brookings, OR
Bill Nokes	P. O. Box 6998	Brookings, OR
Judith Hanson	1510 Seacrest Lane	Brookings, OR
Harold Ollenberger	1374 Glenwood Drive	Brookings, OR
Judith Capland	P. O. Box 4187	Brookings, OR

Commissioner Freeman returned to the bench at 9:50 p.m. The Planning Commission recessed at 9:50 p.m. The meeting reconvened at 10:00 p.m. with the same six members present.

3. By a 6-0 vote (motion: Commissioner Freeman) the Planning Commission will send City Council a favorable recommendation for File No. **CPZ-3-03**, a request for a zone change from R-3 (Multi-family Residential) to P/OS (Public Open Space), and a comprehensive plan amendment change from Residential to Open Space; located at 517 Railroad Street; Assessor's Map 41-13-05 CC, Tax Lot 1800; Curry County, applicant; Grant Young, representative.

Four commissioners (Collis, Freeman, Gorman, and Nishioka) declared ex parte contact due to a site visit. There was no challenge from the audience as to the jurisdiction of the Commission to hear this request.

The action was taken following questions or comments regarding the requests from the following:

Grant Young, Planning Director P. O. Box 746 Gold Beach, OR

The applicants waived their right to seven (7) additional days in which to submit written argument.

4. By a 6-0 vote (motion: Commissioner Gilmore) the Planning Commission approved File No. CUP-11-3, a request for a conditional use permit to operate a dog grooming and inside kennel business, located at 2 Ross Road; Assessor's Map 41-13-06 DA, Tax Lot 13000; C-3 (General Commercial) zone; Manuel Lopez, applicant.

The motion was amended to exclude the following condition:

5. *The applicant shall sign and record a Deferred Improvement Agreement for street improvements along the Elk Drive frontage*

Two commissioners (Commissioners Gorman and Freeman) declare ex parte contact due to a site visit. There was no challenge from the audience as to the jurisdiction of the Commission to hear the request.

The action was taken following questions or comments regarding the request from the following:

Manuel Lopez, applicant	P. O. Box 6051	Brookings, OR
Katherine Korb	924 Weaver Lane	Brookings, OR

The applicants waived their right to seven (7) additional days in which to submit written argument.

5. By a 6-0 vote (Motion: Commissioner Gilmore) the Planning Commission approved the Final ORDER and Findings of Fact for File No. CUP-11-03.
6. By a 5-0 vote (Motion: Commissioner Smith) the Planning Commission approved File No. VAR-5-03, a request for a variance to encroach 2.6 feet into the required 10 foot side yard setback; located at 846 Chetco Point Terrace; Assessor's Map 41-13-07 A, Tax Lot 422; R-2 (Multi-family Residential) zone; Daryn Farmer, applicant.

Commissioner Nishioka recused himself due to a possible conflict of interest.

Two Commissioners (Commissioner Gilmore and Gorman) declared ex parte due to a site visit. There was no challenge from the audience as to the jurisdiction of the Commission to hear the request.

The action was taken following questions and comments regarding the request from the following:

Daryn Farmer	P. O. Box 969	Brookings, OR
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A letter was submitted as part of the record in favor of the variance from the property owner east of the subject property, 844 Chetco Point Terrace:

Mr. Ronald L. Walker	P. O. Box 8100	Brookings, OR
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The applicant waived their right to seven (7) additional days in which to submit written argument.

7. By a 5-0 vote (Motion: Commissioner Collis) the Planning Commission approved the Final ORDER and Findings of Fact for File No. VAR-5-03.

8. By a 5-0-1 vote (Motion: Commissioner Freeman; Commissioners Collis, Freeman, Gilmore, Gorman, and Nishioka voted in the affirmative; Commissioner Smith abstained due to absence from the special meeting that discussed this item) the Planning Commission will send to City Council a recommendation to approve File No. **LDC-5-03**, an amendment to Section 132, Interpretations and Exceptions, Sub-Section 020.E of the Land Development Code, to allow Recreational Vehicles, boats, trailers, pick-up campers, to be stored in the front and street side yard with certain restrictions.

The motion was made on the following wording:

E. *Boats, trailers, pick-up camper, motor home, and similar recreation equipment may be stored, but not occupied, on a lot in an "R" district.*

1. *Parking or storage shall be at least five (5) feet from the front property line and at least three (3) feet from a street and interior side or rear lot line, except however, no storage shall be allowed within 20 feet from the corner along both property lines at a street intersection.*

2. *All areas used for storage of such vehicle/equipment shall be paved.*

The action was taken following questions and comments regarding the request from the following:

John White

P. O. Box 3078

Harbor, OR

Robert Sheehan

905 Hassett

Brookings, OR

9. It was unanimously decided to continue File No. **LDC-6-03**, an amendment to requirements related to street side and rear yard setbacks, until the next public hearing, November 4, 2003.

THE PLANNING COMMISSION TOOK THE FOLLOWING ACTION ON COUNTY REFERRALS

1. By a 4-2 vote (motion: Commissioner Freeman; Commissioners Collis, Freeman, Gilmore, Gorman voted in the affirmative; Commissioners Nishioka and Smith voted to deny the request) the Planning Commission will send a favorable recommendation to Curry County; File No. **CR-AD-0338**, a request for a variance from setback requirements and size limitation for a "guest house", located at 15857 Oceanview Drive; Assessor's Map 41-13-09 CB, Tax Lot 5200; R-3 (Multiple-family Residential) county zone; Mary O. Jones, applicant.
2. By 6-0 vote (motion: Commissioner Gorman) the Planning Commission will send a favorable recommendation for a conditional use to place a manufactured home to serve as office space for auto sales, and a storage facility for vehicles and boats; located on 1.9 acres off Shopping Center Avenue; Assessor's Map 41-13-05 DA, Tax Lots 900 and 1000; John and Mary Whitaker, applicants.

UNSCHEDULED PUBLIC APPEARANCES

None.

PROPOSITIONS AND COMMISSIONERS COMMENTS:

Chair Gorman asked the commissioners to start thinking of suggestions to be included in the annual report for City Council, due January, 2004.

REPORT OF THE PLANNING DIRECTOR

None.

ADJOURNMENT

With no further business before the Planning Commission, the meeting adjourned at 12:08 a.m.

Respectfully submitted,

BROOKINGS PLANNING COMMISSION



Randy J. Gorman, Chair

**CITY OF BROOKINGS
BUDGET COMMITTEE MEETING
City Hall Council Chambers
898 Elk Drive, Brookings, OR 97415
October 27, 2003
6:30 P.M.**

I. Call to Order

Chair Stan Baron called the meeting to order at 6:33 p.m.

II. Pledge of Allegiance

Led by Baron

III. Roll Call

Committee members present: Stanley Baron, Larry Curry, Rick Dentino (arriving at 6:39 p.m.), Bob Hagbom, John Johnson, Sally Laasch, Craig Mickelson (arriving at 6:40 p.m.), and Harold Thiesen

Committee members absent: Virginia Byrtus and Frances Johns Kern

Staff Present:

City Manager Leroy Blodgett, Finance Director Paul Hughes, and Administrative Secretary Linda Barker

Media Present: Curry Coastal Pilot Reporter David Courtland

IV. Report by Finance Director Paul Hughes

Saying this meeting was informational only, Finance Director Hughes presented the Budget Committee with the first quarter 2003-2004 fiscal year highlights (attached and made a part of these minutes). Hughes said this quarterly finance review has not been done in the past. He continued that at the first City Council meeting in December Rob Wall of Wall and Wall CPA will give his review of the last fiscal year. Two other Budget Committee meetings will be held to review the second and third quarters of the current fiscal year.

V. Questions and Remarks from Committee Members

Baron asked if any projections been done on future tax revenues with all the building activity that is going on. Hughes said these new buildings would not go onto the tax rolls until 2004-2005.

Johnson asked if building permit fees include System Development Charges (SDC). Hughes said they do not; SDCs are held in separate funds for each division.

VI. Questions and Remarks from Audience
None

VII. Adjournment
The meeting adjourned at 6:54 p.m.

Respectfully submitted:

A handwritten signature in cursive script, appearing to read "Linda Barker", is written over a horizontal line.

Linda Barker, Admin. Secretary
Recording Secretary to Budget Committee

CITY OF BROOKINGS

898 Elk Drive
Brookings, Oregon 97415
Phone (541) 469-2163
Fax (541) 469-3650
cityhall@brookingsor.org

The Home of Winter Flowers



TO: CITY OF BROOKINGS BUDGET COMMITTEE

FROM: PAUL HUGHES, FINANCE DIRECTOR

SUBJECT: 1ST QUARTER FISCAL YEAR 2003/2004 FINANCIAL REVIEW

1ST QUARTER FINANCIAL HIGHLIGHTS

- New sewer rates were implemented July 1, 2003. These rates are expected to generate 50% more revenue in the Waste Water Fund.
- Refinance of the 1993 Series Bond Issuance. The refinance of these bonds is to close on October 23, 2003 and will save the City approximately \$500,000 over the next 11 years.
- The Fire Department was awarded a federal grant of approximately \$100,000 for the purchase of breathing apparatus and hand held radios.
- The Police Department is receiving a new phone system for 911 from the State of Oregon. We had budgeted to purchase this system ourselves. This creates a savings of approximately \$10,000 - \$15,000.
- The City received a \$270,000 donation from the estate of Freda Longstreet. These funds were not budgeted and what they will be used for is not yet known.
- The City's rate for PERS retirement is budgeted at 15.38% of salaries. The PERS Board issued new rates after the beginning of the year with the City's being 9.39% of salaries. We have been told the rates are expected to shoot back up for next year, so the savings we generate this year should be rolled over for next year.

**CITY OF BROOKINGS
FISCAL YEAR 2003/04 QUARTERLY REPORT
QUARTER ENDING SEPTEMBER 30, 2003**

Percent of Year Completed 25%

FUND	Expenses thru September 30 2003	Fiscal Year 2003/04 Budget	Percent of Budget Used
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GENERAL FUND

JUDICIAL DEPARTMENT

Personal Services	-	3,255.00	0.0
Materials & Services	1,369.34	6,405.00	21.4
Total	1,369.34	9,660.00	14.2

LEGISLATIVE DEPARTMENT

Personal Services	43,625.93	239,195.00	18.2
Materials & Services	21,417.81	102,100.00	21.0
Total	65,043.74	341,295.00	19.1

POLICE DEPARTMENT

Personal Services	243,095.01	1,169,400.00	20.8
Materials & Services	49,624.50	157,350.00	31.5 Includes annual Insurance payment and Handgun purchases which were paid in July.
Capital Outlay	3,204.01	40,000.00	8.0
Total	295,923.52	1,366,750.00	21.7

FIRE DEPARTMENT

Personal Services	17,314.58	84,810.00	20.4
Materials & Services	22,458.60	80,400.00	27.9 Includes annual Insurance payment which is paid in July.
Capital Outlay	-	30,200.00	0.0
Total	39,773.18	195,410.00	20.4

COMMUNITY DEVELOPMENT DEPARTMENT

Personal Services	59,425.24	286,870.00	20.7
Materials & Services	11,832.63	49,250.00	24.0
Total	71,257.87	336,120.00	21.2

PARKS AND RECREATION DEPARTMENT

Personal Services	26,637.95	83,670.00	31.8 Includes salaries for Summer Recreation Program employees July-Sept.
Materials & Services	13,200.69	47,150.00	28.0 Includes supplies for Summer Recreation Program.
Capital Outlay	41,089.76	2,300.00	1785.6 Expenses for Snack Shack & Tool Shed. These projects were expected to be completed last year.
Total	80,908.40	133,120.00	60.8

FINANCE DEPARTMENT

Personal Services	38,905.88	182,225.00	21.4
Materials & Services	7,716.38	24,200.00	31.9 Includes annual Insurance payment which is paid in July.
Total	46,622.26	206,425.00	22.6

**CITY OF BROOKINGS
FISCAL YEAR 2003/04 QUARTERLY REPORT
QUARTER ENDING SEPTEMBER 30, 2003**

Percent of Year Completed 25%

FUND	Expenses thru September 30 2003	Fiscal Year 2003/04 Budget	Percent of Budget Used
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SWIMMING POOL DEPARTMENT

Personal Services	21,977.62	45,710.00	48.1	This departments expenses are allways high in the summer when the pool is open, and almost nonexistent in the winter months.
Materials & Services	12,759.77	29,615.00	43.1	
Total	34,737.39	75,325.00	46.1	

NON-DEPARTMENTAL DEPARTMENT

Materials & Services	31,677.33	138,150.00	22.9
Capital Outlay	-	15,000.00	0.0
Total	31,677.33	153,150.00	20.7

TOTALS

Personal Services	450,982.21	2,095,135.00	21.5
Materials & Services	172,057.05	634,620.00	27.1
Capital Outlay	44,273.77	87,500.00	50.6
TOTAL GENERAL FUND	667,313.03	2,817,255.00	23.7

STREET FUND

Personal Services	23,408.82	132,460.00	17.7
Materials & Services	26,487.24	125,250.00	21.1
Capital Outlay	-	30,000.00	0.0
TOTAL FUND	49,896.06	287,710.00	17.3

WATER FUND

Personal Services	57,685.33	296,200.00	19.5	
Materials & Services	78,020.03	253,200.00	30.8	Includes annual Insurance payment which is paid in July. Also, operating supplies for the quarter have been unusually high. Will have to keep an eye on this area during second quarter.
TOTAL FUND	135,705.36	549,400.00	24.7	

WASTE WATER FUND

Personal Services	73,558.77	382,590.00	19.2	
Materials & Services	117,860.03	434,100.00	27.2	Includes annual Insurance payment which is paid in July. Also, paid Roto Rooter for the semi-annual biosolid hauling service.
Capital Outlay	-	292,000.00	0.0	
TOTAL FUND	191,418.80	1,108,690.00	17.3	

911 FUND

Materials & Services	5,706.48	36,600.00	15.6
Capital Outlay	6,716.88	55,000.00	12.2
TOTAL FUND	12,423.36	91,600.00	13.6

CITY OF BROOKINGS
FISCAL YEAR 2003/04 QUARTERLY REPORT
QUARTER ENDING SEPTEMBER 30, 2003

Percent of Year Completed 25%

FUND	Expenses thru September 30 2003	Fiscal Year 2003/04 Budget	Percent of Budget Used
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AZALEA PARK FUND

Materials & Services	2,559.10	16,075.00	15.9
Capital Outlay	5,000.00	63,000.00	7.9
TOTAL FUND	7,559.10	79,075.00	9.8

Per	Date	Check No	Vendor No	Payee	Check GL Acct	Amount
10/03	10/02/2003	47416	342	Applied Industrial Technology	10-00-2005	64.72
10/03	10/02/2003	47417	496	APSCO	10-00-2005	2,295.93
10/03	10/02/2003	47418	146	Bay West Supply, Inc	10-00-2005	158.28
10/03	10/02/2003	47419	138	Becco, Inc	10-00-2005	57.90
10/03	10/02/2003	47420	2434	Ben Arndt	10-00-2005	52.00
10/03	10/02/2003	47421	148	B-H Chamber of Commerce	10-00-2005	4,033.65
10/03	10/02/2003	47422	313	Brookings Vol Firefighters	10-00-2005	2,083.33
10/03	10/02/2003	47423	182	Coos-Curry Electric	10-00-2005	13,991.68
10/03	10/02/2003	47424	2479	Dave Freeman	10-00-2005	16.34
10/03	10/02/2003	47425	2486	David Rasmussen	10-00-2005	26.76
10/03	10/02/2003	47426	284	Day-Wireless Systems	10-00-2005	37.50
10/03	10/02/2003	47427	2253	Dee Ingwersen	10-00-2005	41.00
10/03	10/02/2003	47428	2477	Don Martin	10-00-2005	37.41
10/03	10/02/2003	47429	316	Donald & Roberta Chandler	10-00-2005	548.00
10/03	10/02/2003	47430	2491	Ed Wait	10-00-2005	113.04
10/03	10/02/2003	47431	288	Equipump	10-00-2005	1,441.23
10/03	10/02/2003	47432	153	Ferrellgas	10-00-2005	864.89
10/03	10/02/2003	47433	298	Freeman Rock, Inc	10-00-2005	643.24
10/03	10/02/2003	47434	297	G. Neil Companies	10-00-2005	179.95
10/03	10/02/2003	47435	119	Gall's Inc	10-00-2005	460.50
10/03	10/02/2003	47436	605	Gene Allen	10-00-2005	3.64
10/03	10/02/2003	47437	2436	Hermann Bloemsma III	10-00-2005	53.44
10/03	10/02/2003	47438	1082	Hilary Thompson	10-00-2005	20.96
10/03	10/02/2003	47439	2487	Hilde Bohlin	10-00-2005	54.59
10/03	10/02/2003	47440	2490	Jade M. Taylor	10-00-2005	7.29
10/03	10/02/2003	47441	2474	Major Crimes Training Conf	10-00-2005	175.00
10/03	10/02/2003	47442	2122	Mastercard	10-00-2005	46.14
10/03	10/02/2003	47443	155	Mory's	10-00-2005	76.95
10/03	10/02/2003	47444	2481	Mr. & Mrs. Guilemao P. Adame	10-00-2005	10.29
10/03	10/02/2003	47445	1063	Nat'l Hose Testing Specialties	10-00-2005	2,096.25
10/03	10/02/2003	47446	334	North Coast Electric	10-00-2005	203.97
10/03	10/02/2003	47447	2283	NW Technical Internet Service	10-00-2005	21.95
10/03	10/02/2003	47448	322	Postmaster	10-00-2005	586.00
10/03	10/02/2003	47449	2485	PPPM/Mallouf	10-00-2005	60.99
10/03	10/02/2003	47450	2419	PPPM/Simon	10-00-2005	27.97
10/03	10/02/2003	47451		Information Only Check	10-00-2005	.00 V
10/03	10/02/2003	47452	1193	PRN Data Services, Inc	10-00-2005	2,650.00
10/03	10/02/2003	47453	199	Richard Harper	10-00-2005	300.00
10/03	10/02/2003	47454	2478	Richard Sine	10-00-2005	2.55
10/03	10/02/2003	47455	1218	Rick Dentino	10-00-2005	79.00
10/03	10/02/2003	47456	1807	Sheldon Lent	10-00-2005	56.80
10/03	10/02/2003	47457	2488	Shortal Electronics	10-00-2005	25.34
10/03	10/02/2003	47458	2489	Steve Poponi	10-00-2005	4.50
10/03	10/02/2003	47459	2254	Sunny Wheatley	10-00-2005	123.00
10/03	10/02/2003	47460	2482	The Prime House	10-00-2005	150.00
10/03	10/02/2003	47461	273	Traffic Safety Supply Co, Inc	10-00-2005	203.75
10/03	10/02/2003	47462	2483	VOID - Undersheriff Greg Olson	10-00-2005	.00
10/03	10/02/2003	47463		Information Only Check	10-00-2005	.00 V
10/03	10/02/2003	47464	136	United Pipe & Supply Co Inc	10-00-2005	1,624.88
10/03	10/02/2003	47465	1273	USDA-Rural Development	10-00-2005	14.32
10/03	10/02/2003	47466	2319	West Coast Fencing	10-00-2005	2,229.00
10/03	10/02/2003	47467	269	WW Grainger	10-00-2005	548.64
10/03	10/02/2003	47468	253	Xerox Corporation	10-00-2005	70.73
10/03	10/07/2003	47469	910	OR Department of Justice	10-00-2005	115.38
10/03	10/07/2003	47470	1132	OR Department of Justice	10-00-2005	391.62
10/03	10/07/2003	47471	1742	OR Department of Justice	10-00-2005	307.93
10/03	10/07/2003	47472	144	OR Teamster Employers Trust	10-00-2005	9,693.12

M = Manual Check, V = Void Check

Per	Date	Check No	Vendor No	Payee	Check GL Acct	Amount
10/03	10/07/2003	47473	189	OR Teamster Employers Trust	10-00-2005	18,174.60
10/03	10/07/2003	47474	2366	Oregon Department of Justice	10-00-2005	203.08
10/03	10/07/2003	47475	205	PERS Retirement	10-00-2005	10,330.63
10/03	10/07/2003	47476	213	Teamsters Local Union 223	10-00-2005	742.00
10/03	10/07/2003	47477	1881	AFLAC	10-00-2005	376.74
10/03	10/10/2003	47478	167	American Sigma	10-00-2005	93.10
10/03	10/10/2003	47479	2472	Armor Holdings Forensics, Inc.	10-00-2005	89.35
10/03	10/10/2003	47480	833	Azalea Lanes	10-00-2005	32.00
10/03	10/10/2003	47481	110	Brookings Auto Parts	10-00-2005	690.16
10/03	10/10/2003	47482	1169	Brookings Electronic Service	10-00-2005	821.10
10/03	10/10/2003	47483	417	Cabela's	10-00-2005	661.55
10/03	10/10/2003	47484	989	California Contractors Supply	10-00-2005	74.70
10/03	10/10/2003	47485	370	CCIS	10-00-2005	10,751.65
10/03	10/10/2003	47486	178	Chetco Pharmacy & Gift	10-00-2005	15.14
10/03	10/10/2003	47487	151	Curry Coastal Pilot	10-00-2005	606.40
10/03	10/10/2003	47488	173	Curry Equipment Company	10-00-2005	7.50
10/03	10/10/2003	47489	2058	Curry General Hospital	10-00-2005	50.00
10/03	10/10/2003	47490	195	Curry Transfer & Recycling	10-00-2005	601.52
10/03	10/10/2003	47491	2024	Dakota Ammo, Inc	10-00-2005	176.95
10/03	10/10/2003	47492		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47493		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47494		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47495		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47496		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47497		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47498		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47499		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47500		Information Only Check	10-00-2005	.00 V
10/03	10/10/2003	47501		Information Only Check	10-00-2005	.00 V
10/03	10/10/2003	47502		Information Only Check	10-00-2005	.00 V
10/03	10/10/2003	47503		Information Only Check	10-00-2005	.00 V
10/03	10/10/2003	47504		Information Only Check	10-00-2005	.00 V
10/03	10/10/2003	47505		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47506		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47507		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47508		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47509		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47510		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47511		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47512		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47513		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47514		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47515		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47516		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47517		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47518		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47519		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47520		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47521		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47522		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47523		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47524		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47525		Void Check	10-00-2005	.00 V
10/03	10/10/2003	47526	259	Da-Tone Rock Products	10-00-2005	410.44
10/03	10/10/2003	47527	185	Del Cur Supply	10-00-2005	138.01
10/03	10/10/2003	47528	484	DMV	10-00-2005	26.00
10/03	10/10/2003	47529	2362	Eagle Crest	10-00-2005	226.68

M = Manual Check, V = Void Check

Per	Date	Check No	Vendor No	Payee	Check GL Acct	Amount
10/03	10/10/2003	47530	153	Ferrellgas	10-00-2005	125.88
10/03	10/10/2003	47531	113	Fred Meyer Stores-Customer Chg	10-00-2005	106.80
10/03	10/10/2003	47532	2497	Herb Looney	10-00-2005	14.02
10/03	10/10/2003	47533	2496	James Sullivan	10-00-2005	2.95
10/03	10/10/2003	47534		Information Only Check	10-00-2005	.00 V
10/03	10/10/2003	47535		Information Only Check	10-00-2005	.00 V
10/03	10/10/2003	47536		Information Only Check	10-00-2005	.00 V
10/03	10/10/2003	47537		Information Only Check	10-00-2005	.00 V
10/03	10/10/2003	47538		Information Only Check	10-00-2005	.00 V
10/03	10/10/2003	47539	162	Kerr Hardware	10-00-2005	663.72
10/03	10/10/2003	47540	328	Les Schwab Tire Company	10-00-2005	267.74
10/03	10/10/2003	47541	2492	Mascott Equipment	10-00-2005	42.16
10/03	10/10/2003	47542	2494	McElreavy	10-00-2005	29.93
10/03	10/10/2003	47543	2051	National Waterworks, Inc	10-00-2005	245.30
10/03	10/10/2003	47544	177	Oregon Medical Laboratories	10-00-2005	75.00
10/03	10/10/2003	47545	2498	Paul & Janie Wettengel	10-00-2005	26.41
10/03	10/10/2003	47546	2495	Peter & Cheryl Bernett	10-00-2005	33.05
10/03	10/10/2003	47547	293	Petty Cash	10-00-2005	290.37
10/03	10/10/2003	47548	1029	Purchase Power	10-00-2005	1,054.00
10/03	10/10/2003	47549	187	Quality Fast Lube & Oil	10-00-2005	28.00
10/03	10/10/2003	47550	180	Ray's Food Place	10-00-2005	87.58
10/03	10/10/2003	47551	1692	Roediger	10-00-2005	109.21
10/03	10/10/2003	47552	2443	Sirennet	10-00-2005	383.50
10/03	10/10/2003	47553	748	Sun Badge Company	10-00-2005	144.00
10/03	10/10/2003	47554	2493	Terry Sargis	10-00-2005	3.74
10/03	10/10/2003	47555	179	Trew, Cyphers & Meynink	10-00-2005	2,504.00
10/03	10/10/2003	47556	161	United Communications Inc	10-00-2005	435.57
10/03	10/10/2003	47557	991	Verizon Northwest	10-00-2005	1,513.53
10/03	10/10/2003	47558	108	VWR Scientific	10-00-2005	175.81
10/03	10/10/2003	47559	2399	White Cap	10-00-2005	72.97
10/03	10/17/2003	47560	390	APCO International	10-00-2005	105.00
10/03	10/17/2003	47561	993	ATCO International	10-00-2005	135.00
10/03	10/17/2003	47562	138	Becco, Inc	10-00-2005	98.00
10/03	10/17/2003	47563	148	B-H Chamber of Commerce	10-00-2005	2,189.69
10/03	10/17/2003	47564	1373	Cascade Fire Equipment	10-00-2005	152.72
10/03	10/17/2003	47565	528	Caselle, Inc	10-00-2005	1,687.00
10/03	10/17/2003	47566	193	Central Equipment Co, Inc	10-00-2005	162.07
10/03	10/17/2003	47567	2215	Chetco Medical Center	10-00-2005	200.00
10/03	10/17/2003	47568	183	Colvin Oil Company	10-00-2005	1,905.38
10/03	10/17/2003	47569	182	Coos-Curry Electric	10-00-2005	4,277.73
10/03	10/17/2003	47570	1801	Cop Shop Etc	10-00-2005	218.00
10/03	10/17/2003	47571	1357	Curry County Clerk	10-00-2005	31.00
10/03	10/17/2003	47572		Information Only Check	10-00-2005	.00 V
10/03	10/17/2003	47573	166	Dan's Auto & Marine Electric	10-00-2005	180.96
10/03	10/17/2003	47574	2499	Days Inn City Center	10-00-2005	54.63
10/03	10/17/2003	47575	284	Day-Wireless Systems	10-00-2005	60.65
10/03	10/17/2003	47576	317	DCBS - Fiscal Services	10-00-2005	2,098.82
10/03	10/17/2003	47577	2511	Debra Knapp	10-00-2005	19.24
10/03	10/17/2003	47578	185	Del Cur Supply	10-00-2005	108.14
10/03	10/17/2003	47579	607	Dept of Consumer/Business Serv	10-00-2005	165.00
10/03	10/17/2003	47580	2506	Donnie & Michelle Evans	10-00-2005	22.30
10/03	10/17/2003	47581	2330	Doris M Minas	10-00-2005	11.87
10/03	10/17/2003	47582	2256	Dunn Electronics	10-00-2005	93.39
10/03	10/17/2003	47583	2173	Equapac	10-00-2005	3,657.41
10/03	10/17/2003	47584	2429	Eugene Hilton Hotel	10-00-2005	2,852.54
10/03	10/17/2003	47585	499	Fastenal Company	10-00-2005	25.84
10/03	10/17/2003	47586	967	Firehouse Magazine	10-00-2005	30.00

M = Manual Check, V = Void Check

Per	Date	Check No	Vendor No	Payee	Check GL Acct	Amount
10/03	10/17/2003	47587	198	Grants Pass Water Lab	10-00-2005	133.00
10/03	10/17/2003	47588	131	HGE, Inc	10-00-2005	1,170.32
10/03	10/17/2003	47589	2501	Imagistics Tax Dept 17-119	10-00-2005	75.00
10/03	10/17/2003	47590	799	Jim Hargrove	10-00-2005	45.00
10/03	10/17/2003	47591	1414	Kaman Industrial Technologies	10-00-2005	236.67
10/03	10/17/2003	47592	2502	Kendall Ford	10-00-2005	63.60
10/03	10/17/2003	47593	262	Kim Hunnicutt Court Reporting	10-00-2005	34.00
10/03	10/17/2003	47594	386	Lab Safety Supply Inc	10-00-2005	628.77
10/03	10/17/2003	47595	2396	M&M Repair And Welding	10-00-2005	67.50
10/03	10/17/2003	47596	2512	Mark Saunders	10-00-2005	38.22
10/03	10/17/2003	47597	2508	Melvin Hagert	10-00-2005	39.71
10/03	10/17/2003	47598	283	Muffler & More	10-00-2005	50.00
10/03	10/17/2003	47599	340	National Fire Protection Assn	10-00-2005	135.00
10/03	10/17/2003	47600		Information Only Check	10-00-2005	.00 V
10/03	10/17/2003	47601	2051	National Waterworks, Inc	10-00-2005	1,903.71
10/03	10/17/2003	47602	334	North Coast Electric	10-00-2005	3,541.89
10/03	10/17/2003	47603	2513	Old Town Inn	10-00-2005	52.43
10/03	10/17/2003	47604	279	One Call Concepts, Inc	10-00-2005	40.50
10/03	10/17/2003	47605	2166	Paul Hughes	10-00-2005	95.00
10/03	10/17/2003	47606	2509	Premier Properties	10-00-2005	27.51
10/03	10/17/2003	47607	187	Quality Fast Lube & Oil	10-00-2005	29.50
10/03	10/17/2003	47608	199	Richard Harper	10-00-2005	214.56
10/03	10/17/2003	47609	2510	Richard M Heyman	10-00-2005	23.20
10/03	10/17/2003	47610	1218	Rick Dentlino	10-00-2005	241.20
10/03	10/17/2003	47611	169	Roto Rooter	10-00-2005	72.10
10/03	10/17/2003	47612	2500	Shelton Properties Inc	10-00-2005	120.00
10/03	10/17/2003	47613	2507	Sherri K Burkitt	10-00-2005	22.78
10/03	10/17/2003	47614	2504	Southcoast Dutch Bros	10-00-2005	60.00
10/03	10/17/2003	47615	2514	Stephen Misner	10-00-2005	19.57
10/03	10/17/2003	47616	142	Tidewater Contractors Inc	10-00-2005	109.39
10/03	10/17/2003	47617	136	United Pipe & Supply Co Inc	10-00-2005	1,262.66
10/03	10/17/2003	47618	991	Verizon Northwest	10-00-2005	18.99
10/03	10/17/2003	47619		Information Only Check	10-00-2005	.00 V
10/03	10/17/2003	47620	157	Viking Office Products	10-00-2005	1,360.04
10/03	10/17/2003	47621	861	Village Express Mail Center	10-00-2005	12.65
10/03	10/17/2003	47622	1253	Western Bumer Co	10-00-2005	109.97
10/03	10/17/2003	47623	253	Xerox Corporation	10-00-2005	154.95
10/03	10/21/2003	47624	145	EBS Trust	10-00-2005	59.00
10/03	10/21/2003	47625	910	OR Department of Justice	10-00-2005	115.38
10/03	10/21/2003	47626	1132	OR Department of Justice	10-00-2005	391.62
10/03	10/21/2003	47627	2366	Oregon Department of Justice	10-00-2005	203.08
10/03	10/21/2003	47628	205	PERS Retirement	10-00-2005	9,820.36
10/03	10/21/2003	47629	214	Regence Life & Health Ins	10-00-2005	249.10
10/03	10/23/2003	47630	668	Ace Industrial Supply	10-00-2005	148.70
10/03	10/23/2003	47631	1843	Action Industrial Systems	10-00-2005	167.00
10/03	10/23/2003	47632	2516	Almo & Mary Cordone	10-00-2005	41.38
10/03	10/23/2003	47633	167	American Sigma	10-00-2005	102.50
10/03	10/23/2003	47634	2505	Aramark	10-00-2005	55.98
10/03	10/23/2003	47635	174	Barbara Palicki	10-00-2005	167.89
10/03	10/23/2003	47636	2517	Benjamin Scoggins	10-00-2005	16.54
10/03	10/23/2003	47637	325	Business Systems Group	10-00-2005	92.20
10/03	10/23/2003	47638	2114	Cadwalader, Steve	10-00-2005	45.00
10/03	10/23/2003	47639	822	Coast Auto Center	10-00-2005	528.82
10/03	10/23/2003	47640	182	Coos-Curry Electric	10-00-2005	1,857.33
10/03	10/23/2003	47641	885	Country Farm Center	10-00-2005	2,900.00
10/03	10/23/2003	47642	888	CRS	10-00-2005	925.00
10/03	10/23/2003	47643	151	Curry Coastal Pilot	10-00-2005	71.10

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Per	Date	Check No	Vendor No	Payee	Check GL Acct	Amount
10/03	10/23/2003	47644	185	Del Cur Supply	10-00-2005	15.00
10/03	10/23/2003	47645	2117	Edge Wireless	10-00-2005	60.65
10/03	10/23/2003	47646	261	Engineered Control Products	10-00-2005	59.00
10/03	10/23/2003	47647	105	First Impressions	10-00-2005	700.98
10/03	10/23/2003	47648	2525	Georgia/Perry Poole	10-00-2005	10.09
10/03	10/23/2003	47649	139	Harbor Logging Supply	10-00-2005	13.40
10/03	10/23/2003	47650	2518	Heike Domel	10-00-2005	29.27
10/03	10/23/2003	47651	186	Hennick's Hardware	10-00-2005	31.57
10/03	10/23/2003	47652	2371	Imperial Scott Specialties	10-00-2005	884.46
10/03	10/23/2003	47653	126	John Bischoff	10-00-2005	44.00
10/03	10/23/2003	47654	121	Lane County RIS	10-00-2005	880.00
10/03	10/23/2003	47655	2093	Marilyn Wood	10-00-2005	35.00
10/03	10/23/2003	47656		Information Only Check	10-00-2005	.00 V
10/03	10/23/2003	47657	2122	Mastercard	10-00-2005	678.01
10/03	10/23/2003	47658	2521	Money Saver Motel	10-00-2005	52.43
10/03	10/23/2003	47659	155	Mory's	10-00-2005	45.29
10/03	10/23/2003	47660	2515	Moyra Miller	10-00-2005	55.26
10/03	10/23/2003	47661	1491	Mt Hood Chemical	10-00-2005	477.90
10/03	10/23/2003	47662	424	Munnell & Sherrill	10-00-2005	114.57
10/03	10/23/2003	47663	433	NCL of Wisconsin	10-00-2005	246.31
10/03	10/23/2003	47664	2025	Numberg Scientific	10-00-2005	109.37
10/03	10/23/2003	47665	2519	PACPIZZA LLC	10-00-2005	75.77
10/03	10/23/2003	47666	252	Paramount Pest Control	10-00-2005	35.00
10/03	10/23/2003	47667	2520	Pat Goodale	10-00-2005	7.68
10/03	10/23/2003	47668	744	Phyllis Speir	10-00-2005	9.38
10/03	10/23/2003	47669	227	Pract & Prof Property Mgmt	10-00-2005	32.34
10/03	10/23/2003	47670	2509	Premier Properties	10-00-2005	40.30
10/03	10/23/2003	47671	1193	PRN Data Services, Inc	10-00-2005	7,237.99
10/03	10/23/2003	47672	1300	Richard Wilson	10-00-2005	45.00
10/03	10/23/2003	47673	2367	SPX Valves & Control	10-00-2005	1,445.32
10/03	10/23/2003	47674	170	Umpqua Research Co	10-00-2005	355.50
10/03	10/23/2003	47675	1483	Wall & Wall, P.C., CPA's	10-00-2005	10,000.00
10/03	10/23/2003	47676	670	Western Equipment Distributors	10-00-2005	150.03
10/03	10/30/2003	47677	167	American Sigma	10-00-2005	322.10
10/03	10/30/2003	47678	2447	Barnstead International	10-00-2005	116.23
10/03	10/30/2003	47679	2338	Brookings Masonry & Tile	10-00-2005	1,907.00
10/03	10/30/2003	47680	417	Cabela's	10-00-2005	1,073.78
10/03	10/30/2003	47681	193	Central Equipment Co, Inc	10-00-2005	41.68
10/03	10/30/2003	47682	820	CMI Business Systems	10-00-2005	202.14
10/03	10/30/2003	47683	1745	Coastal Paper & Supply, Inc	10-00-2005	331.40
10/03	10/30/2003	47684	183	Colvin Oil Company	10-00-2005	1,499.48
10/03	10/30/2003	47685	803	Commercial Landscape Supply	10-00-2005	296.14
10/03	10/30/2003	47686	182	Coos-Curry Electric	10-00-2005	11,168.85
10/03	10/30/2003	47687	166	Dan's Auto & Marine Electric	10-00-2005	7.18
10/03	10/30/2003	47688	2529	David & Sandra Phillips	10-00-2005	7.26
10/03	10/30/2003	47689	284	Day-Wireless Systems	10-00-2005	886.50
10/03	10/30/2003	47690	2526	DET 578 MCL	10-00-2005	300.00
10/03	10/30/2003	47691	1039	Direct Safety Company	10-00-2005	282.90
10/03	10/30/2003	47692	2528	Ervin C Dear	10-00-2005	4.50
10/03	10/30/2003	47693	2429	Eugene Hilton Hotel	10-00-2005	203.67
10/03	10/30/2003	47694	152	FedEx	10-00-2005	17.50
10/03	10/30/2003	47695	153	Ferrellgas	10-00-2005	203.61
10/03	10/30/2003	47696	343	FNW Queen Pump	10-00-2005	1,594.23
10/03	10/30/2003	47697	2522	Hart's Auto Supply	10-00-2005	95.46
10/03	10/30/2003	47698	1082	Hilary Thompson	10-00-2005	23.00
10/03	10/30/2003	47699	2416	ITT Flygt Corp	10-00-2005	1,148.70
10/03	10/30/2003	47700	2531	Jack Gann	10-00-2005	13.54

M = Manual Check, V = Void Check

Per	Date	Check No	Vendor No	Payee	Check GL Acct	Amount
10/03	10/30/2003	47701	2527	Kathryn Rucker	10-00-2005	7.29
10/03	10/30/2003	47702	1397	L N Curtis	10-00-2005	18.80
10/03	10/30/2003	47703	328	Les Schwab Tire Company	10-00-2005	52.00
10/03	10/30/2003	47704	299	Lorings Sporting Goods	10-00-2005	263.99
10/03	10/30/2003	47705	1890	Marvin Parker	10-00-2005	260.64
10/03	10/30/2003	47706	155	Mory's	10-00-2005	16.76
10/03	10/30/2003	47707	424	Munnel & Sherrill	10-00-2005	214.86
10/03	10/30/2003	47708	2051	National Waterworks, Inc	10-00-2005	502.98
10/03	10/30/2003	47709	1968	ODOT DMV Services	10-00-2005	13.25
10/03	10/30/2003	47710	2075	Oregon Division of State Lands	10-00-2005	119.41
10/03	10/30/2003	47711	1116	Paco Pumps	10-00-2005	765.00
10/03	10/30/2003	47712	1193	PRN Data Services, Inc	10-00-2005	4,752.50
10/03	10/30/2003	47713	169	Roto Rooter	10-00-2005	7,795.34
10/03	10/30/2003	47714	2532	Roxanne Fugate	10-00-2005	13.68
10/03	10/30/2003	47715	2523	Seals Unlimited Inc	10-00-2005	66.11
10/03	10/30/2003	47716	2415	Technical Systems Inc	10-00-2005	2,272.50
10/03	10/30/2003	47717	821	Toshiba America Info Systems	10-00-2005	310.00
10/03	10/30/2003	47718	136	United Pipe & Supply Co Inc	10-00-2005	913.06
10/03	10/30/2003	47719	1523	United Rentals	10-00-2005	193.04
10/03	10/30/2003	47720	991	Verizon Northwest	10-00-2005	154.24
10/03	10/30/2003	47721	157	Viking Office Products	10-00-2005	141.47
10/03	10/30/2003	47722	861	Village Express Mail Center	10-00-2005	26.82
Totals:						<u>218,225.09</u>

Dated: _____

Mayor: _____

City Council: _____

City Recorder: _____

CITY OF BROOKINGS



STAFF REPORT

Date: November 3, 2003

To: Mayor Hagbom & City Councilors

From: Leroy Blodgett, City Manager

Subject: APP-4-03

REPORT

On October 13, 2003 City Council held a public hearing to hear testimony regarding an appeal of the planning commission. The appeal was concerning encroachment of a berm located on Wharf Street which was constructed as a condition of the Cove subdivision. The purpose of the berm was to be a visual and odor barrier between the City's sewer plant and the development. After close of the hearing and discussion of the Council, John Trew, City Attorney advised you that your options for decision were limited to approval or denial of the appeal. At that point City Council directed staff to prepare findings of fact and final orders for denial of the appeal.

After review of the City Development Code John Trew wrote a letter to the City Council advising that there was another option that Council was not made aware. That option is to modify the Planning Commission's decision. The final decision is made with approval of the final orders.

As directed by City Council, staff has prepared findings of fact and final orders for denial of the appeal. City Councils options now are:

1. approve the findings and final orders denying the appeal
2. direct staff to prepare findings and final orders to approve the appeal
3. direct staff to prepare findings and a final order to reverse the decision of the Planning Commission which denied an application for a minor change to the conditions of approval and granting the application for a minor change with the following requirement:

Any encroachment or modification to the "berm" shall first be designed by a certified engineer and include an opinion of an expert in air flow that concludes that the encroachment or modification shall not degrade existing odor control or visual impact of the WWTP. Engineered design of any proposed encroachment or modification to the "berm" shall be reviewed by the City Engineer and a recommendation made to the Site Plan Committee for consideration.

JOHN B. TREW
CAROL POLI CYPHERS
JOHN MEYNINK

TREW, CYPHERS & MEYNINK

ATTORNEYS AT LAW
222 E. 2nd Street
P.O. Box 158
Coquille, Oregon 97423-0158

(541) 396-3171
FAX (541) 396-5723
e-mail: trewcyphers@harborside.com

ESTABLISHED BY
A. J. SHERWOOD
IN 1886
HARRY A. SLACK, SR.
(1900-1988)
HARRY A. SLACK, JR.
(RETIRED 1991)

October 23, 2003

Brookings City Council
City of Brookings
898 Elk Drive
Brookings, OR 97415

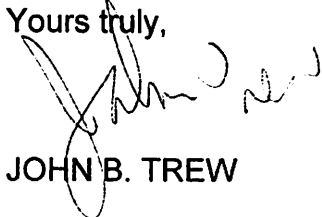
Re: ***In the Matter of Appeal 4-03, Planning Commission File
No. SUB-6-02/MC-1-03, Chetco Point Terrace, Noah Bruce, Applicant***

Dear Council Members:

During your deliberations of Noah Bruce's. appeal, I advised that you were limited to a vote to grant or deny the appeal. That advice was wrong. The Brookings Development Code Section 156.030 Appeal Procedure allows you to reverse or modify the order of the planning commission. You may also consider granting the applicant's appeal with conditions.

The decision of October 22, 2003 is not a final decision until reduced to writing and signed by the decision maker. Therefore, the council may decide to reconsider its vote of October 22, 2003 in order to discuss the options precluded by my earlier advice.

Yours truly,


JOHN B. TREW

JBT:cmc

c: John Babin
Gary Georgeff

CC to Council 10/24/03
Planner
C. M.

**BEFORE THE PLANNING COMMISSION
CITY OF BROOKINGS, COUNTY OF CURRY
STATE OF OREGON**

In the matter of File No. APP-4-03/SUB-6-02/MC-1;)	Final ORDER
appeal of Planning Commission denial for a minor)	And Findings of
change of the conditions of approval; Bruce Brothers,)	Fact
LLC, applicant.)	

ORDER denying an application for a minor change to the conditions of approval for a subdivision to allow encroachment into a earthen berm located along the westerly boundary of the subject property ; Assessor's Map 41-13-7A, Tax Lot 409; zoned R-2 (Two Family Residential).

WHEREAS:

1. The Planning Commission duly accepted the application filed in accordance with Section 176.060, of the Land Development Code which authorizes the Planning Commission to approve, approve with conditions or deny a request for a subdivision, based upon evidence that the proposal meets the following criteria:

- A. Conformance with the comprehensive plan, and applicable development standards of this code, and state and federal laws.
- B. Development of any remainder of property under the same ownership, if any, can be accomplished in accordance with this code.
- C. Adjoining property under separate ownership can either be developed or be provided access that will allow its development in accordance with this code.
- D. Conditions necessary to satisfy the intent of the land development code and comprehensive plan can be satisfied prior to final approval.
- E. The proposed street plan affords the most economic, safe, efficient and least environmentally damaging circulation of traffic possible under existing circumstances.
- F. The proposed name of the subdivision shall be approved by the commission, provided the name does not use a word which is the same as, similar to or pronounced the same as a word in the name of any other subdivision in Curry County, except for the words "town", "city", "place", "court", "addition", or similar words unless the land platted is contiguous to and platted by the same applicant that platted the subdivision bearing that name, or unless the applicant files and records the consent of the party who platted the subdivision bearing that name and the block numbers continue those of the plat of the same name last filed.
- G. The proposed name of a street in the subdivision shall be approved by the commission provided it is not the same as, similar to or pronounced the same as the name of an existing street in the same zip code area, unless the street is approved as a continuation of an existing street. A street name or number shall conform to the established pattern for the area.

H. Streets that are proposed to be held for private use shall be distinguished from the public streets on the subdivision plat, and reservations and restrictions relating to the private streets are established.

2. The Brookings Planning Commission duly considered the above described application on the agenda of its regularly scheduled public hearing on September 2, 2003; and

3. Recommendations were presented by the Planning Director in the form of a written Staff Agenda Report dated August 19, 2003, and by oral presentation, and evidence and testimony was presented by the applicant and the public at the public hearing; and,

4. At the conclusion of said public hearing, after consideration and discussion of testimony and evidence presented in the public hearing, the Planning Commission, upon a motion duly seconded, accepted the Staff Agenda Report and denied the request for the subject minor change and directed staff to prepare a Final ORDER and Findings of Fact to that affect.

WHEREAS, the applicant appealed the Planning Commission's denial of the minor change, pursuant to Section 156, Appeal to the City Council, and

1. The Brookings City Council duly considered the above described application on the agenda of a public hearing on October 13, 2003, and

2. Presentations were made by the Planning Director in the form of a written Staff Agenda Reports dated August 19, 2003 and by oral presentation, and evidence and testimony were presented by the appellant, the applicant and the public at the public hearing; and,

3. The Council continued the meeting to October 22, 2003 to allow verbal testimony from the applicant's engineer.

4. At the conclusion of said public hearing, after consideration and discussion of testimony and evidence presented in the public hearing, the City Council, upon a motion duly seconded, considered the Staff Agenda Report and upheld the Planning Commission decision and denied the minor change, and directed staff to prepare a Final ORDER and Findings of Fact to that effect.

THEREFORE, LET IT BE HEREBY ORDERED that the application for a subdivision on the subject parcel is denied. This denial is supported by the following findings and conclusions:

FINDINGS

1. The conditions of approval for the Chetco Point Subdivision contained a condition that the Homeowners Association By Laws contain a clause that development would not encroach into or onto the exiting berm at the west end of the subject property.
2. During construction of houses on the property, both ends of the berm were cut into to provide additional space for construction of houses on two lots.
3. The applicant is requesting an amendment to the conditions of approval for the subject subdivision to allow the berm that exists between the subject property and the city's wastewater treatment plant to be altered at both ends to allow the construction of houses in those locations.

4. The berm in question was constructed as a condition of approval of the "The Cove" Subdivision, which was a separate approval from the subject subdivision.
5. At the time of approval of the "The Cove" Subdivision the property where the berm is located was a part of that subdivision but the phases over that area were never recorded and the property was subsequently sold.
6. The purpose of the berm was to provide a visual and odor barrier between the "The Cove" Subdivision and the city's wastewater treatment plan.
7. Testimony from the owners at the City Council hearing, stated that the berm was apparently working because they have had no odors from the city's wastewater treatment plant.

CONCLUSIONS

1. Design and construction of the berm was required to be a process of input from weather experts and engineers to ensure the best possible means to prevent odor from the treatment plant from intruding into the area of the "The Cove" development. Testimony has demonstrated that the existing berm is apparently achieving this requirement.
2. The subsequent encroachment into each end of the berm was accomplished contrary to the conditions of approval for the Chetco Point Subdivision and without engineering or weather data to indicate if the integrity of the original purpose had been compromised.
3. At both the Planning Commission hearing and the City Council hearing, the applicant provided statement provided by the engineer who participated in the engineering of the original berm and at the City Council hearing said engineer testified that the existing and proposed cuts would not change the integrity of the berm. No testimony from a weather expert was provided.
4. Without review and approval of engineering and weather data by the City Engineer, it cannot be verified that the existing and proposed encroachment into the berm will not destroy the integrity of the original purpose of the berm.

Dated this 10th of **NOVEMBER**, 2003

Bob Hagbom, Mayor

ATTEST:

John C. Bischoff, Planning Director