

REGULAR MEETING OF THE PLANNING COMMISSION
CITY OF BROOKINGS, OREGON
APRIL 5, 1966

The meeting was called to order at 8:00 P. M., by Chairman Harley Nissen.

Members present included Roy Brimm, Cal Gorte, Ed Oar, George Dreizius and Jack Holte. Not in attendance was Ed Thornton.

Reporters present were Dick Keusink and Marge Barrett.

The minutes of the previous meeting were read and approved.

Building Inspector Lee Fountain gave the building report for the month of March. There were nine permits issued for a total valuation of \$92,630.00 and a fee of \$227.50. Of this amount, \$90,000.00 was for the new bank building. No permits were issued for new residences.

A letter from the State of Oregon Highway Department was read and is attached hereto. Much discussion followed in regards to the dumping of car bodies, garbage, and crab shells within the City of Brookings. Chairman Harley Nissen suggested that the City request the assistance of the County Sanitarian and attempt to have the situation cleaned up before the Azalea Festival. A MOTION was made by Jack Holt that the problem of unsightly premises be brought to the attention of the City Council and that the Council utilize the necessary ordinances at their disposition to abate the nuisance. George Drizius seconded this motion and it met with unanimous approval.

City Draftsman Jerry Swanson pointed out the need for more specific information dealing with the construction of sidewalks, curbs and gutters. He pointed out the existing Ordinance #73 which deals with this is quite vague and not in great detail, and that he would like to expand upon this Ordinance. He also stated the need of updating the minimum street standards.

Building Inspector Lee Fountain discussed greenhouse construction with the Commission. Roy Brimm requested the Building Inspector to obtain information regarding greenhouse construction from other Cities.

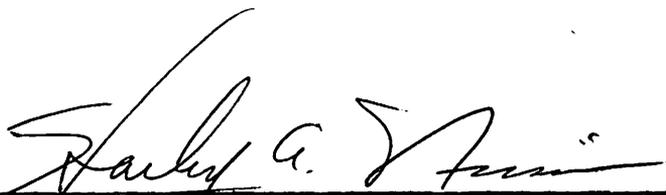
Plans for the Chetco Motor Co. building were submitted to the Planning Commission. The proposed structure is to be 60 ft. x 168 ft. The all metal building will be used for automobile display, service and repair. Estimated cost of the structure is to be approximately \$50,000.00 George Dreizius made a MOTION that the plans of the Chetco Motor Co. be accepted as submitted. Jack Holte seconded the motion, and it was passed unanimously.

It was pointed out that the Boy Scouts desired to plant trees along Elk Drive. Jack Holte made a MOTION that this matter be tabled until more information is available. George Dreizius seconded the motion, and it was unanimously passed.

Following a brief discussion, Building Inspector Lee Fountain was instructed to obtain information from other communities dealing with split-level homes.

Once again the Commission discussed the mobile home-pre-fabricated home question. It was pointed out that the burden of proof is on the manufactures, the buyer and the seller as to whether or not the structure complies with the Uniform Building Code, and not upon the Building Inspector. If the structure meets with the Uniform Building Code, the City is obligated to accept it. If the structure does not meet with the Uniform Building Code, the City is obligated to reject it.

A MOTION for adjournment was made by Roy§ Brimm, seconded by Cal Gorte, and passed unanimously. The meeting was then adjourned at 9:45 P. M.



Harley A. Nissen
Chairman

ATTEST:



Robert O. Dimmick, Jr.
Secretary

COMMISSIONERS
 GLENN L. JACKSON, CHAIRMAN
 MEDFORD
 KENNETH N. FRIDLEY, MEMBER
 WASC0
 DAVID B. SIMPSON, MEMBER
 PORTLAND
 FLOYD QUERY, SECRETARY
 SALEM



STATE OF OREGON
 STATE HIGHWAY DEPARTMENT
 SALEM 97310

FORREST COOPER
 STATE HIGHWAY ENGINEER
 R. L. PORTER
 DEPUTY STATE HWY. ENGR.
 G. E. ROHDE
 CHIEF COUNSEL

March 23, 1966

To: All Counties and Cities

The Highway Beautification Act of 1965 declares "that the establishment, use and maintenance of junkyards in areas adjacent to the Interstate System and the primary system should be controlled in order to protect the public investment in such highways, to promote the safety and recreational value of public travel, and to preserve natural beauty". The Act further provides that all Federal-aid highway funds apportioned to any state which has not made provisions to effectively control junkyards located within one thousand feet of the nearest edge of the right-of-way and visible from the main traveled way of the Interstate System and the primary system, shall be reduced annually by 10 percent of the amount which would otherwise be apportioned to that state, until such time as the state shall provide for effective control.

In view of the above, all county and city governments are urged to use all methods at their disposal in order to curtail the issuance of permits for the establishment or operation of any junkyard which would be in conflict with the Highway Beautification Act.

For clarification, the following terms are defined:

- (a) **Junkyard:** An establishment or place of business which is maintained, operated, or used for storing, keeping, buying, or selling junk, or for the maintenance or operation of an automobile graveyard; and shall include garbage dumps and sanitary fills.
- (b) **Effective control:** By January 1, 1968, such junkyards which are within one thousand feet of the nearest edge of right-of-way and visible from the main traveled way of the Interstate System and the primary system shall be screened by natural objects, plantings, fences, or other appropriate means so as not to be visible from the main traveled way of the system, or shall be removed from sight.

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- (c) Federal-aid highway funds: All Federal-aid highway funds apportioned to the state, including Interstate, Primary, Urban, and Secondary funds. Any amount which is withheld from the Federal-aid highway apportionment to any state will be reapportioned to the other states.

With respect to automobile wrecking yards, or automobile junk graveyards, we believe that the cities and counties could assist the State Highway Department in complying with the 1965 Beautification Act pursuant to the health, safety, and general welfare provisions of ORS 481.350(b).

If any questions should arise, please write to the Oregon State Highway Department, Salem, Oregon, attention Mr. F. B. Klaboe or H. S. Cox, or call collect to 364-2171, extension 1071 (Mr. Klaboe) or extension 1067 (Mr. Cox).

Very truly yours,

Forrest Cooper
State Highway Engineer

By



F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Vern Hill