

# **Brookings Transportation System Plan Final Technical Memorandum #2 Existing Conditions Inventory**

*Prepared for*

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## ACRONYMS

AASHTO	American Association of State Highway Transportation Officials
ADAAG	Americans with Disabilities Act Accessibility Guidelines
AMP	Access Management Plan
BMP	Bicycle Master Plan
CIP	Capital Improvement Program
EOA	Economic Opportunities Analysis
FHWA	Federal Highway Administration
NEPA	National Environmental Policy Act
ODFW	Oregon Department of Fish and Wildlife
ODOT	Oregon Department of Transportation
OHP	Oregon Highway Plan
OTC	Oregon Transportation Commission
OTIA	Oregon Transportation Investment Act
OTP	Oregon Transportation Plan
SOV	Single Occupancy Vehicle
STAs	Special Transportation Areas
STIP	State Transportation Improvement Program
SWACT	South West Area Commission on Transportation
TGM	Transportation and Growth Management
TSP	Transportation System Plan
UBAs	Urban Business Areas
UGB	Urban Growth Boundary
USFS	US Forest Service
v/c	volume-to-capacity



# **1. INTRODUCTION**

This technical memorandum has been prepared to support development of the Transportation System Plan (TSP) update for the City of Brookings.

The Brookings TSP will guide the future development of transportation facilities within the City. The Plan will be developed over the next year with input from the community and agency staff. Its primary objective is to meet the community's goal of developing and maintaining a pleasant, safe, and convenient transportation network that can be used by everyone traveling in Brookings.

## **1.1 PURPOSE AND ORGANIZATION OF THIS REPORT**

The purpose of this memorandum is to summarize the existing transportation system inventory including both facilities and services within the study area that are relevant to the development of the TSP. Included in this report is a discussion of existing streets, bicycle and pedestrian facilities, public transportation, and aviation. Also included is a summary of existing land uses, zoning and comprehensive plan mapping as well as an inventory of natural resources and environmental barriers.

This report is organized into four chapters, the first of which is this Introduction. Chapter 2 presents the existing demographics and land use. Chapter 3 summarizes the existing transportation system inventory. Chapter 4 provides an inventory of existing natural resources and environmental barriers in the study area.



## 2. EXISTING DEMOGRAPHICS AND LAND USE CONDITIONS

The study area consists of the entire Brookings Urban Growth Boundary (UGB) and includes both incorporated and unincorporated areas. Land development and the supportive transportation system in the Brookings urban area has been heavily influenced by the location of US 101, which traverses the city from north to south.

Development of the Brookings TSP included an inventory and assessment of the existing land use. Land use data was provided by the City and included existing land uses, zoning and comprehensive plan mapping with identification of potential vacant and underdeveloped land in UGB.

### 2.1 EXISTING LAND USE AND POTENTIAL FUTURE DEVELOPABLE LAND

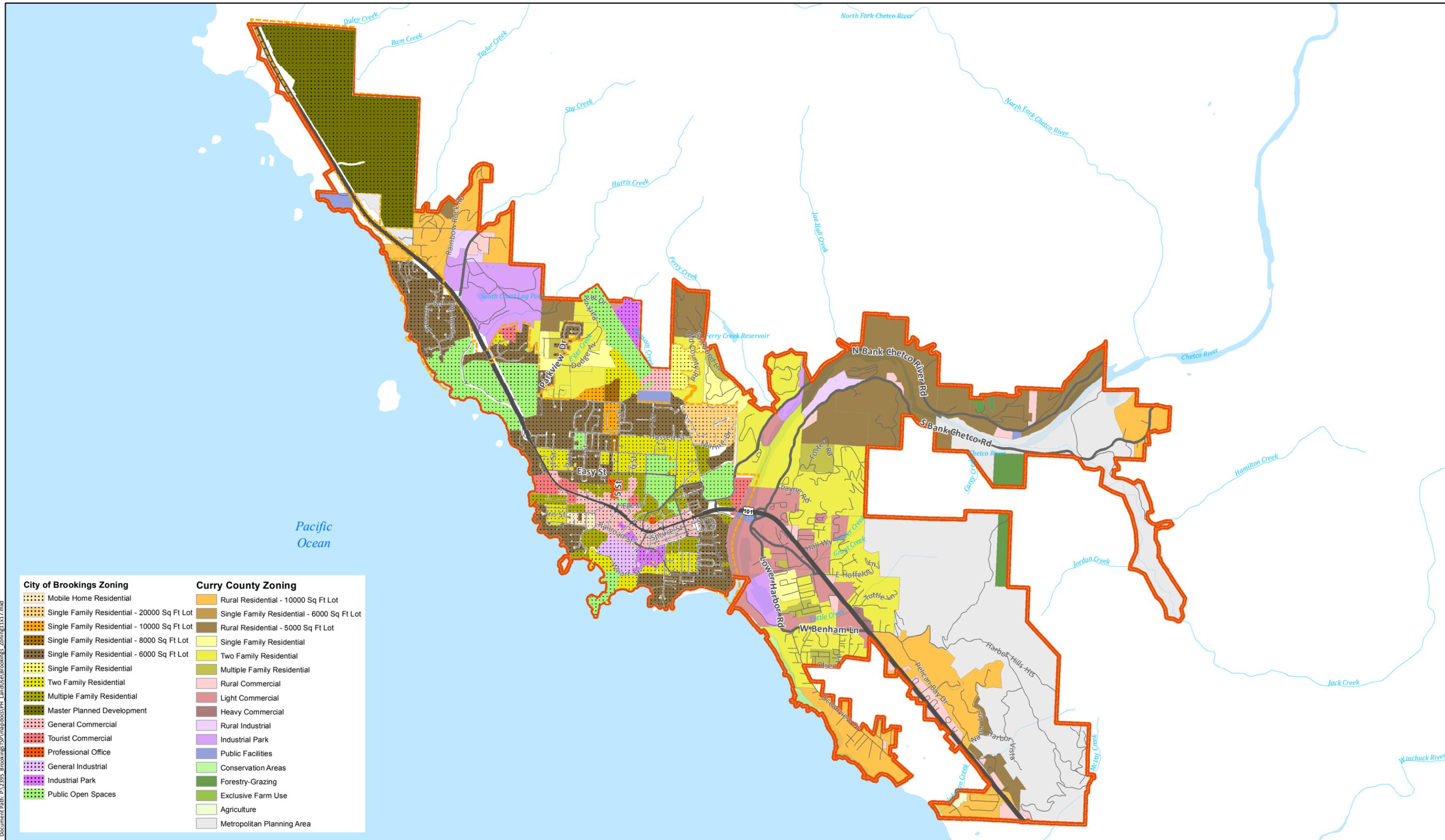
This chapter presents a discussion of existing land uses within the Brookings city limits and the Brookings UGB. The City of Brookings is approximately 2,257 acres in size and the area within the UGB but outside the city limits is approximately 5,055 acres. **Table 2-1** summarizes the amount of each type of land use in the City by acreage. **Figure 2-1** shows the zoning designations in the city and UGB.

**Table 2-1. Zoning Acreage – City of Brookings**

Zone	Description	Acres
<b>City Zoning</b>		
C-3	General Commercial	117.5
C-4	Tourist Commercial	50.5
I-P	Industrial Park	46.8
M-2	General Industrial	32.7
MPD	Master Planned Development	550.9
P/OS	Public Open Space	339.6
PO-1	Professional Office	9.4
R-1-10	Single Family Residential - 10000 Sq Ft Lot	26.2
R-1-12	Single Family Residential - 12000 Sq Ft Lot	31.8
R-1-6	Single Family Residential - 6000 Sq Ft Lot	629.2
R-1-8	Single Family Residential - 8000 Sq Ft Lot	15.4
R-2	Two Family Residential	207.2
R-3	Multiple Family Residential	121.7
R-MH	Mobile Home Residential	10.0
SR-20	Single Family Residential - 20000 Sq Ft Lot	67.9
<b>County Zoning</b>		
AFD	Agriculture	9.7
C-1	Light Commercial	350.3
C-2	Heavy Commercial	8.2
CITY	Unknown	15.0
CON	Conservation Areas	37.5
EFU	Exclusive Farm Use	0.1

**Table 2-1. Zoning Acreage – City of Brookings (continued)**

<b>Zone</b>	<b>Description</b>	<b>Acres</b>
FG	Forestry-Grazing	83.2
I	Industrial Park	275.2
MPA	Undefined	1,542.7
PF	Public Facilities	43.2
R-1	Single Family Residential	110.7
R-1-6	Single Family Residential - 6000 Sq Ft Lot	0.3
R-2	Two Family Residential	871.0
R-3	Multiple Family Residential	92.0
RC	Rural Commercial	108.4
RI	Rural Industrial	54.4
RR-10	Rural Residential - 10000 Sq Ft Lot 10 acres	660.7
RR-5	Rural Residential - 5000 Sq Ft Lot 5 acres	792.7



City of Brookings Zoning	Curry County Zoning
Mobile Home Residential	Rural Residential - 10000 Sq Ft Lot
Single Family Residential - 20000 Sq Ft Lot	Single Family Residential - 6000 Sq Ft Lot
Single Family Residential - 10000 Sq Ft Lot	Rural Residential - 5000 Sq Ft Lot
Single Family Residential - 8000 Sq Ft Lot	Single Family Residential
Single Family Residential - 6000 Sq Ft Lot	Two Family Residential
Single Family Residential	Multiple Family Residential
Two Family Residential	Rural Commercial
Multiple Family Residential	Light Commercial
Master Planned Development	Heavy Commercial
General Commercial	Rural Industrial
Tourist Commercial	Industrial Park
Professional Office	Public Facilities
General Industrial	Conservation Areas
Industrial Park	Forestry-Grazing
Public Open Spaces	Exclusive Farm Use
	Agriculture
	Metropolitan Planning Area

Parametrix Source: City of Brookings, Oregon

City Limit	Urban Growth Boundary	Roadways	Functional Classification
(Dashed orange line)	(Solid orange line)	(Thick black line)	Principal Arterial
		(Medium black line)	Collector
		(Thin black line)	Local Road



**FIGURE 2-1**  
**CITY OF BROOKINGS**  
**ZONING DESIGNATIONS**  
 Transportation System Plan  
 Brookings, Oregon



### 2.1.1 Land Use within the City Limits

The land within the Brookings city limits is subject to Brookings land use ordinances and policies, including the Brookings Comprehensive Plan. The Brookings Comprehensive Plan uses 16 designations for all lands within the City. This includes:

- suburban residential (SR)
- single-family residential (R-1)
- two-family residential (R-2)
- multiple-family residential (R-3)
- mobile home residential (R-MH)
- professional office (PO-1)
- public open space (P/OS)
- neighborhood commercial (C-1)
- shopping center commercial (C-2)
- general commercial (C-3)
- tourist commercial (C-4)
- industrial park (I-P)
- general industrial (M-2)
- master plan development (MPD)
- marine activities (MA)
- airport approach overlay (AA)

Most of the land within commercial designation is adjacent to US 101 between Easy Street and Alder Street, as shown on **Figure 2-1**. There are small pockets of commercial land along the Chetco River on N Bank Chetco River Road, south of the Brookings County Airport, and on E Harris Heights Road to the east of US 101. Industrial land is located south of Railroad Street along Wharf Street in the southern portion of Brookings. Industrial land in Brookings is bordered by commercial land to the north and primarily multiple-family (R-3) and two-family (R-2) residential to the east and west. A small pocket of industrial park (I-P) land is located to the east of the Brookings County Airport. The majority of residential land in the City is single-family residential on 6,000 square foot lots. Two-family and multiple-family residential land border the primary commercial area along US 101. There is a large area of master planned development in the north portion of Brookings along US 101. This area is primarily the Lone Ranch master planned development.

### 2.1.2 Land Use in the Brookings UGB

In the UGB outside of the city limits, the majority of land uses are two family residential (R-2), rural residential (RR-10, RR-5), light commercial (C-1), and industrial (I). The light commercial land uses are primarily located along US 101. The majority of the rural residential land is located in the northeast and southwest area of the UGB. Two family residential land uses primarily border the light commercial areas.

Currently, there is no available information on special overlay areas.

### 2.1.3 Buildable lands

According to the 2009 Brookings Economic Opportunities Analysis, there were about 120 acres of buildable commercial and industrial land, and 291 buildable acres in master

planned designations in 2008. There were also 91 buildable commercial and industrial sites, five of which were larger than five acres. The 2011 Summary of Multi-Family, R-3 Zone, Land Inventory and Needs Analysis estimated that there is approximately 37 acres of R-3 zone undeveloped land in the City of Brookings and approximately 14 buildable R-3 zone acres in the UGB.

## 2.2 EXISTING POPULATION AND EMPLOYMENT

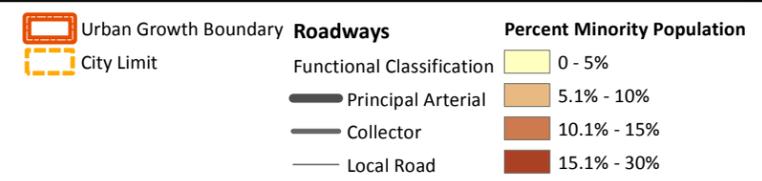
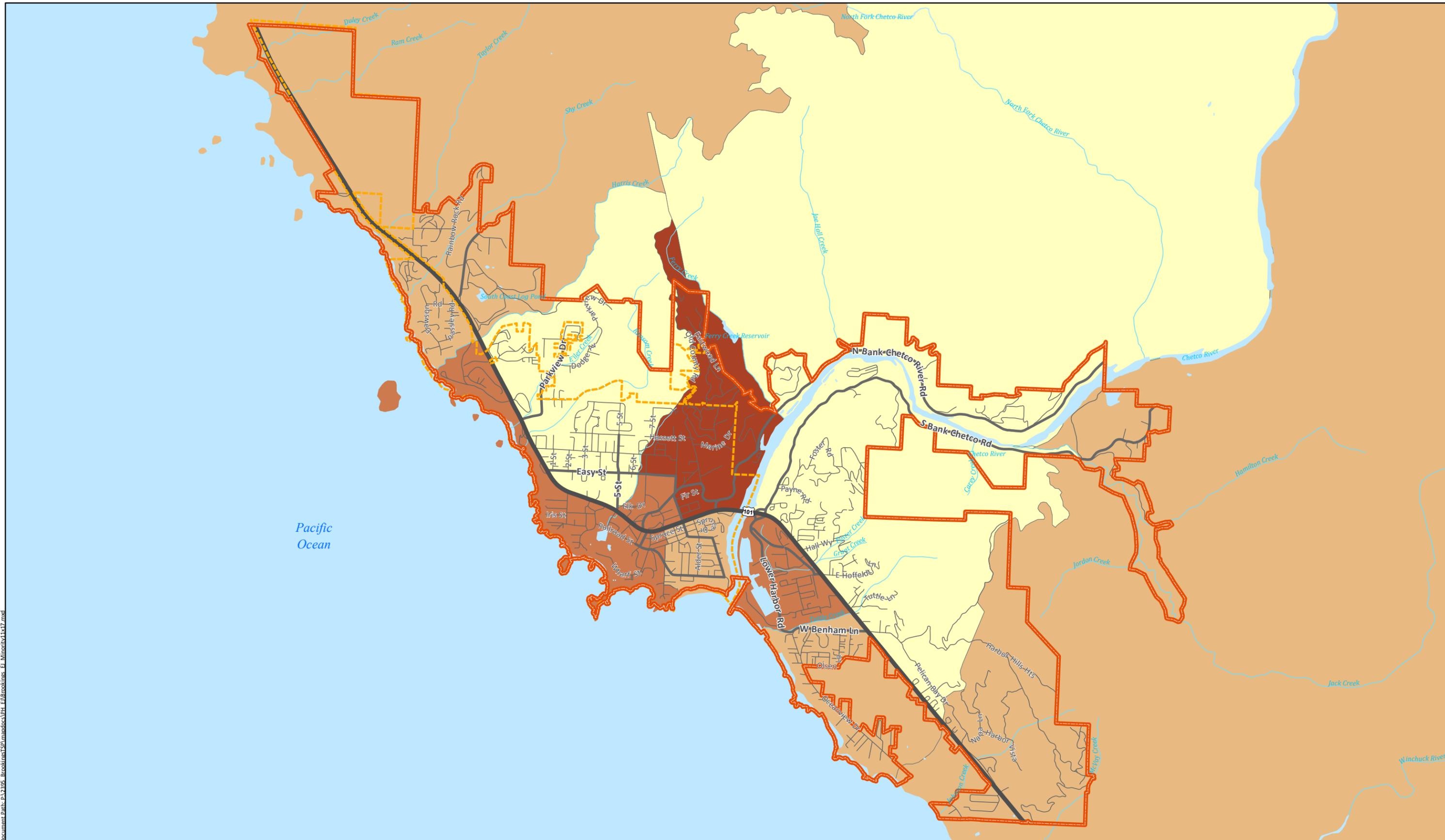
The population in Brookings grew by 16 percent from 5,447 people in 2000 to 6,336 people in 2010 (US Census Bureau). The median age in Brookings is 46.9 years. The US Census Bureau 2007 Survey of Business Owners concluded that there were 700 businesses in Brookings in 2007. Approximately 2,843 civilians 16 years or older are employed, which is approximately 45 percent of the total population (2008-2012 ACS). Sales and office occupations employ the majority of the working population, followed by service occupations. Approximately 78 percent of workers 16 years and older commute by single occupancy vehicle (SOV), approximately 9 percent of workers commute by carpool, approximately 8 percent walked to work and 4 percent worked at home (2008-2012 ACS). Only 0.1 percent of workers used public transportation. Most of the employed population, approximately 63 percent, work within Brookings.

### 2.2.1 Title VI and Environmental Justice Populations

Approximately 8 percent of the Brookings' population are minorities and approximately 7 percent of the population is Hispanic or Latino. Environmental justice populations reside throughout Brookings. The area with the highest concentration of minority populations, between 15.1 and 30 percent minorities, is located in the northeast part of the City in an area bounded by the Chetco River in the south and Old County Road in the north between Ferry Creek and Oak Street, as shown on **Figure 2-2**. This area also has the highest concentration of Hispanic or Latino residents, with between 10.1 to 15 percent Hispanics or Latinos, as shown on **Figure 2-3**.

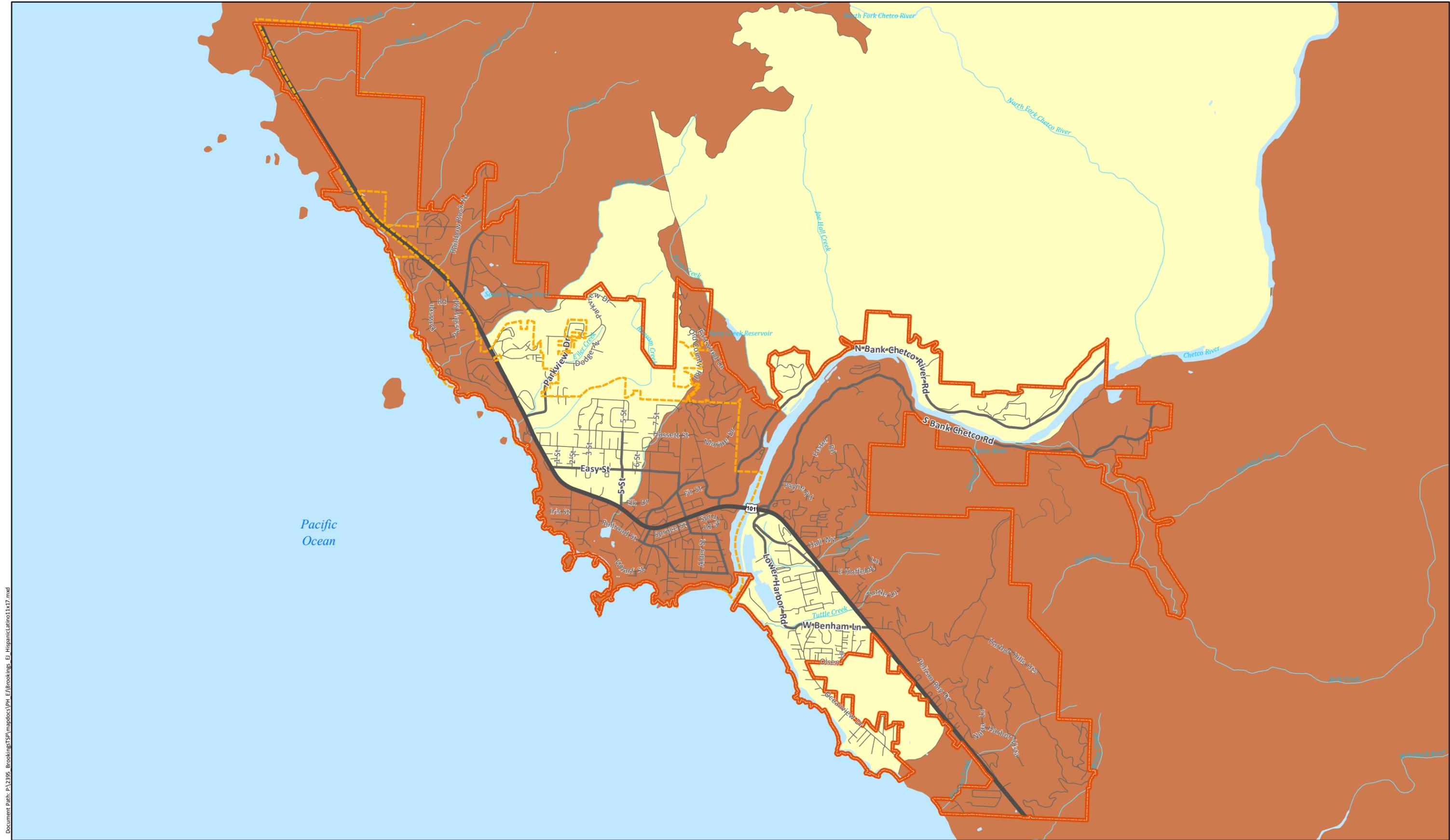
There are 1,533 persons age 65 and older living in Brookings. This is approximately 24 percent of the population. There are several areas within the City with concentrations of 30.1 to 45 percent of persons age 65 or older, as shown on **Figure 2-4**. Concentrations of this population are located along the coast between W Harris Heights Road to Tanbark Road in Brookings. Another concentrated area of persons 65 and older live on the east side of Chetco River along US 101.

Approximately 8 percent of the population is at or below the poverty level in Brookings. There is a concentration of between 15.1 and 30 percent of the population at or below the poverty level in the area on either side of US 101 south of the Chetco River, as shown on **Figure 2-5**. There is also concentrated low income populations along the Chetco River as it heads northeast in the northeast part of the UGB.



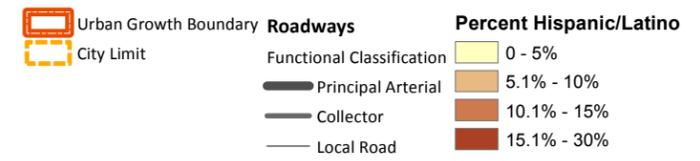
**FIGURE 2-2**  
**CITY OF BROOKINGS**  
**MINORITY POPULATIONS**  
 Transportation System Plan  
 Brookings, Oregon





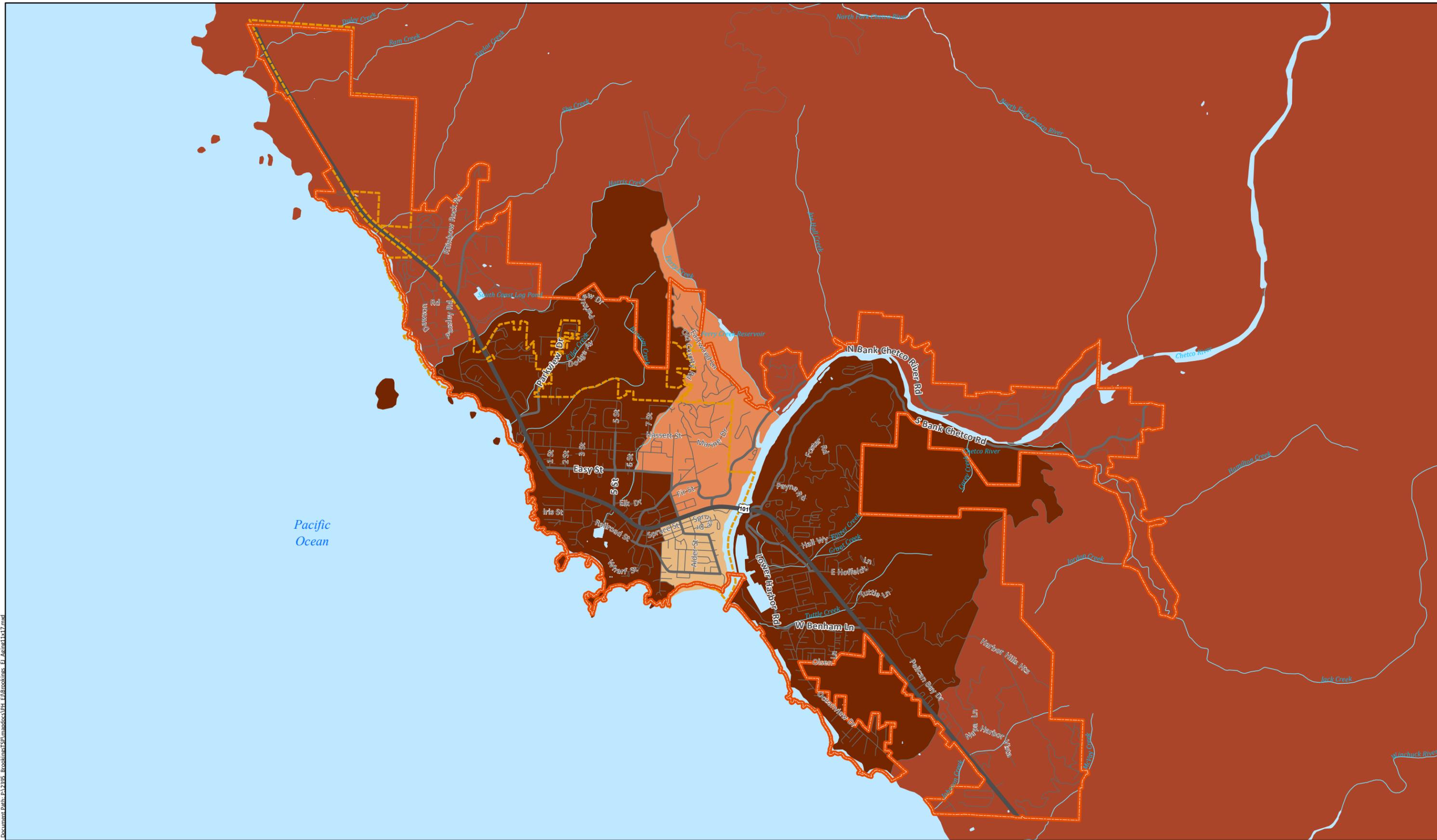
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Parametrix Source: City of Brookings, US Census



**FIGURE 2-3**  
**CITY OF BROOKINGS**  
**HISPANIC OR LATINO POPULATIONS**  
 Transportation System Plan  
 Brookings, Oregon





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Parametrix Source: City of Brookings, US Census



<ul style="list-style-type: none"> <li><span style="border: 1px solid orange; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Urban Growth Boundary</li> <li><span style="border: 1px dashed orange; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> City Limit</li> </ul>	<p><b>Roadways</b></p> <p>Functional Classification</p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Principal Arterial</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Collector</li> <li><span style="border-bottom: 1px dashed black; width: 20px; display: inline-block; margin-right: 5px;"></span> Local Road</li> </ul>	<p><b>Percent 65 and Older</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffffcc; margin-right: 5px;"></span> 0 - 5%</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #f0e68c; margin-right: 5px;"></span> 5.1% - 10%</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #e69d00; margin-right: 5px;"></span> 10.1% - 15%</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #c44e52; margin-right: 5px;"></span> 15.1% - 30%</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; margin-right: 5px;"></span> 30.1% - 43%</li> </ul>
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**FIGURE 2-4**  
**CITY OF BROOKINGS**  
**POPULATION OVER 65 YEARS OF AGE**  
 Transportation System Plan  
 Brookings, Oregon





Parametrix Source: City of Brookings, US Census



<ul style="list-style-type: none"> <li><span style="border: 1px solid orange; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Urban Growth Boundary</li> <li><span style="border: 1px dashed orange; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> City Limit</li> </ul>	<p><b>Roadways</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Functional Classification</li> <li><span style="border-bottom: 2px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Principal Arterial</li> <li><span style="border-bottom: 2px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Collector</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Local Road</li> </ul>	<p><b>Percent of Population in Poverty</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffffcc; margin-right: 5px;"></span> 2.7% - 5%</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #f4b084; margin-right: 5px;"></span> 5.1% - 10%</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #c85135; margin-right: 5px;"></span> 10.1% - 15%</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; margin-right: 5px;"></span> 15.1% - 25.3%</li> </ul>
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**FIGURE 2-5**  
**CITY OF BROOKINGS**  
**LOW INCOME POPULATIONS**  
 Transportation System Plan  
 Brookings, Oregon



### 3. EXISTING TRANSPORTATION SYSTEM INVENTORY

The study area consists of the entire Brookings UGB, including both incorporated and unincorporated areas.

Historically, land development and the supporting transportation system in the Brookings urban area was heavily influenced by the location of the US 101 highway, which traverses the city from north to south. US 101 provides regional connectivity for Brookings, linking it to other nearby communities and the remainder of the State.

Transportation system characteristics that were identified and reviewed in this report focused on an inventory of the existing transportation system including functional classification, jurisdictional responsibility, freight routes, right-of-way width, roadway features, intersection geometry, and bridge conditions on major study area streets. Inventories were also made of other travel modes included the pedestrian and bicycle facilities, public transportation, rail, air, pipeline and water transportation systems. The identification and evaluation of existing transportation services and features provides the basic framework for understanding current system deficiencies which will be discussed in Technical Memorandum #5. This assessment will also provide a starting point for the assessment of future, long-term transportation facility needs that will be discussed in Technical Memorandum #6.

#### 3.1 STREET AND HIGHWAY SYSTEM

This section describes the physical characteristics of the street and state highway system in the Brookings urban area. The inventory includes functional classification and jurisdiction, number of travel lanes, presence of on-street parking, bicycle and/or pedestrian facilities, posted speeds, intersection geometrics, and traffic control at key locations.

##### 3.1.1 Functional Classification of Roads and Highways

Functional classification provides a systematic basis for determining future right-of-way and improvement needs, and can also be used to provide general guidance as appropriate or desired for vehicular street design characteristics. The functional classification of a street is typically based on the relative priority of traffic mobility and access functions that are served by the street. At one end of the spectrum of mobility and access are freeways, which emphasize moving high volumes of traffic, allowing only highly controlled access points. At the other end of the spectrum are residential cul-de-sac streets, which provide access only to parcels with direct frontage and allow no through traffic. Between the ends of this spectrum are state highways, arterials, collectors and local streets, each with a decreasing emphasis on mobility and more emphasis on land access.

**Figure 3-1** shows a map of the existing Brookings street network and the roadway functional classification system for public streets located within the UGB. This classification system includes three categories of streets: Principal Arterial, Collector, and Local. The City's Comprehensive Plan, Transportation Element defines these classifications as follows:

Principal Arterial: *“Intracommunity roadways connecting community centers with major facilities. In general, arterials service both through traffic and trips of moderate length. Access is partially controlled with infrequent access to abutting properties”.*

Brookings has the following designated principal arterial streets:

- US 101 through the entire UGB (segment between Alder Street and Pacific Avenue classified as State Highway)

Collector: “Streets connecting residential neighborhoods with smaller community centers and facilities as well as access to the arterial system. Property access is generally a higher priority for collectors; through-traffic movements are served as a lower priority”.

Brookings has the following collector streets:

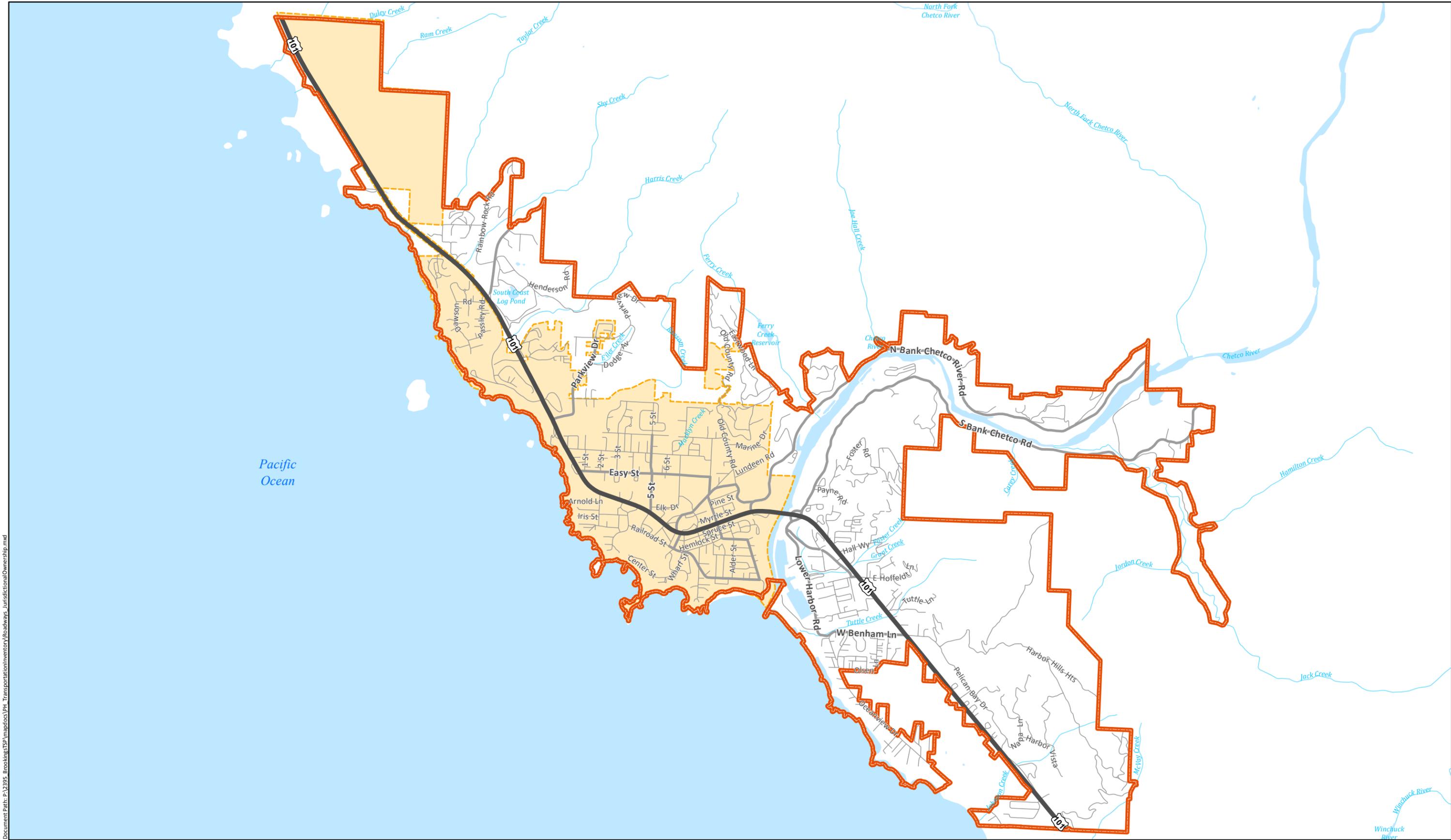
- West Benham Lane
- Lower Harbor Road
- Memory Lane
- Del Norte Lane
- Shopping Center Avenue
- Hillside Drive
- Pacific Avenue
- South Bank Chetco Road
- Railroad Street
- Center Street
- Fifth Street
- North Bank Chetco River Road
- Oak Street
- Carpenterville Road
- Old County Road
- Azalea Park Road
- Pioneer Road
- Easy Street
- Parkview Drive
- West Hoffeldt Lane
- Hillside Drive

Local Access Streets: “Streets within the residential neighborhoods connecting the housing with the arterial system. Property access is the main priority; through traffic movement is not encouraged”.

All other streets not listed above in Brookings are local access streets.

### 3.1.2 Jurisdictional Responsibility

**Table 3-1** and **Figure 3-2** summarizes the existing jurisdictional ownership for county and state roadways within the Brookings UGB. All other streets are under local jurisdiction.

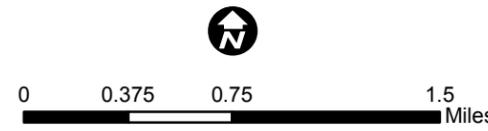


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Parametrix Source: City of Brookings, Oregon; ODOT

- Urban Growth Boundary
- City Limit
- Roadways**
- Functional Classification
- Principal Arterial
- Collector
- Local Road

**FIGURE 3-1**  
**CITY OF BROOKINGS**  
**ROADWAY FUNCTIONAL CLASSIFICATION**  
 Transportation System Plan  
 Brookings, Oregon

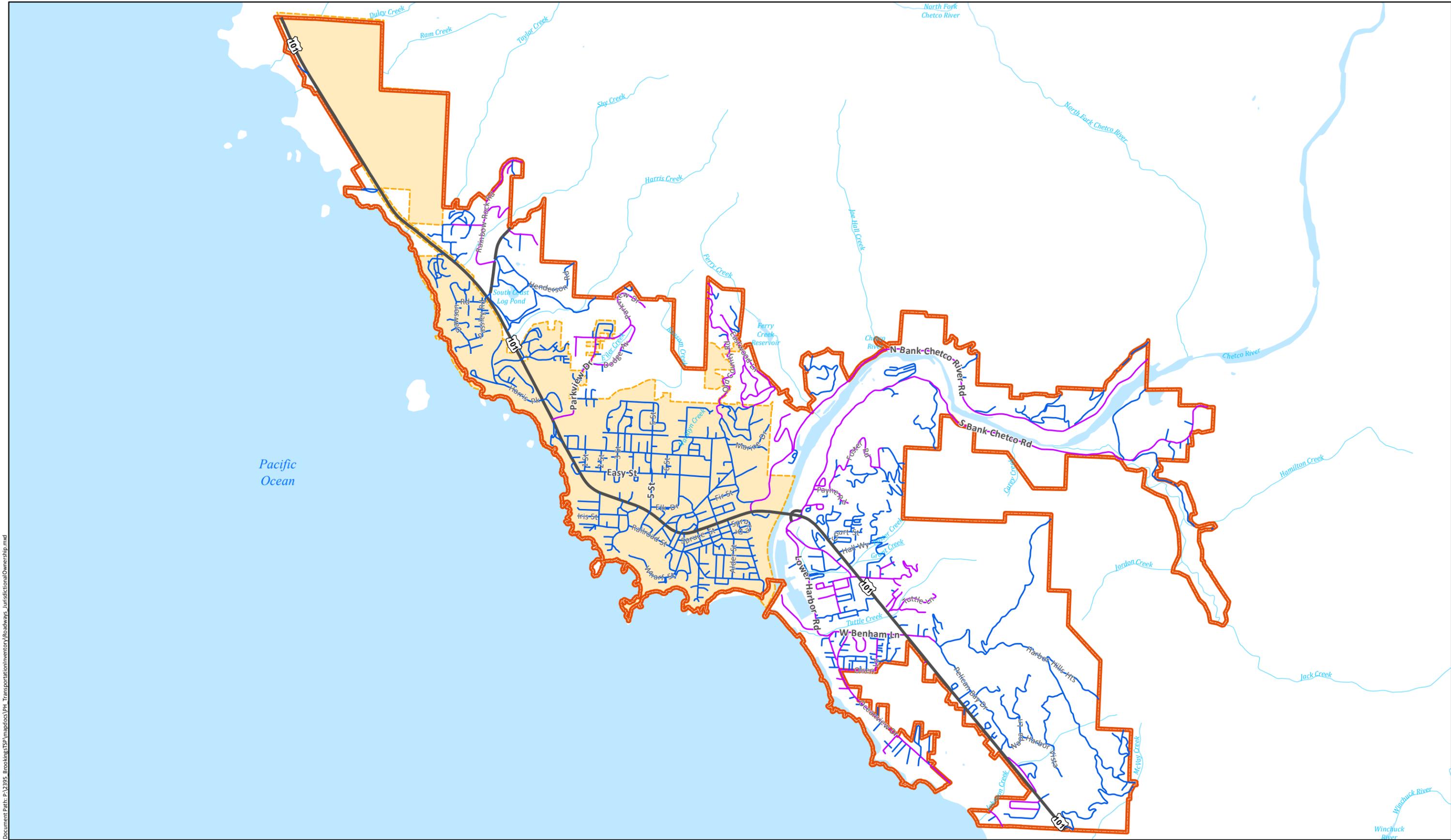




**Table 3-1. Jurisdictional Ownership**

Jurisdictional Ownership	Road Name
County	Bayview
County	Boat Basin Road
County	Camelia Drive
County	Chapman Lane
County	Chilcote Lane
County	Coverdell Road
County	Crestline Loop
County	Daina Lane
County	Demoss Road
County	Dodge Avenue
County	E Benham Lane/W Benham Lane
County	E Hoffeldt Lane/W Hoffeldt Lane
County	Eastwood Lane
County	Floral Hill Drive
County	Foster Road
County	Gavin Lane
County	Gowman Lane
County	Harbor View Circle
County	Holly Lane
County	Kings Way
County	Lively Lane
County	Lower Harbor Road
County	Museum Road
County	N Bank Chetco River Road
County	Oceanview Drive
County	Olsen Lane
County	Pacific View Drive
County	Parkview Drive
County	Pedrioli Drive
County	Rainbow Rock Road
County	S Bank Chetco Road
County	Shopping Center Avenue
County	Stafford Road
County	Thompson Road
County	Titus Lane
County	Tuttle Lane
County	Wenbourne Lane
County	Westwood Lane
State	Carpenterville Road
State	US 101/Chetco Avenue



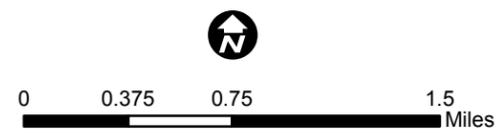


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Parametrix Source: City of Brookings, Oregon; ODOT

- |   |  |
|---|--|
|  Urban Growth Boundary | <b>Roadways</b>  |
|  City Limit            | <b>Ownership</b>   |
|   |  State  |
|   |  County |
|   |  City   |

**FIGURE 3-2**  
**CITY OF BROOKINGS**  
**ROADWAY JURISDICTIONAL OWNERSHIP**  
 Transportation System Plan  
 Brookings, Oregon





### 3.1.3 Roadway Characteristics

Information for roadway characteristics, such as pavement widths, number of lanes, right of way width, pavement type and condition, medians, on-street parking locations, posted speed limits, and stop control devices (shown in **Table 3-2**), will be included after a field inventory in July.

**Table 3-2. Roadway Characteristics**

Street Name	Total Lane Width (feet)	# of Lanes	Total Surface Width (Feet)	Pavement Type	Pavement Condition	Medians	Posted Speed Limit (mph)
<b>Principal Arterials</b>							
US 101							
<i>Between N. City Limits to S. City Limits</i>	14-62	2-5	32-84	Asphalt and Concrete	Good	Intermittent	25-45
<i>S. City Limits to S. UGB Limits</i>	48	4-5	60-100	Asphalt and Concrete	Good	Intermittent	45-55
<b>Collectors</b>							
West Benham Lane	23	2	33	Asphalt	Good	None	25
Lower Harbor Road	24	2	38	Asphalt	Good	None	25
Memory Lane	22	2	22	Asphalt	Fair	None	25
Del Norte Lane	24	2	24	Asphalt	Fair	None	25
Shopping Center Avenue	24-34	2-3	35-44	Asphalt	Good	None	25
Hillside Avenue	24	2	40	Asphalt	Fair	None	25
Pacific Avenue	20-28	2	24-42	Asphalt	Fair	None	25
South Bank Chetco Road	25	2	36	Asphalt	Good	None	25
Railroad Street	23-29	2	27-35	Asphalt	Fair	None	25
Center Street	30	2	48	Asphalt	Fair	None	25
Fifth Street	20-35	2	20-35	Asphalt	Fair	None	25
North Bank Chetco River Road	24	2	35	Asphalt	Good	None	25
Oak Street	24	2	42	Asphalt	Fair	None	25
Carpenterville Road	20	2	26	Asphalt	Good	None	25
Old County Road	20-24	2	27-34	Asphalt	Fair	None	25
Azalea Park Road	24	2	38	Asphalt	Fair	None	25
Pioneer Road	16-20	2	21-30	Asphalt	Poor	None	25
Easy Street	22-25	2	24-45	Asphalt	Poor	None	25
Parkview Drive	20-24	2	21-35	Asphalt	Fair	None	25
West Hoffeldt Lane	20-24	2	24	Asphalt	Fair	None	25

### 3.1.4 Freight Routes

US 101 through Brookings is classified by the Oregon Department of Transportation's Motor Carrier Transportation Division as an unrestricted freight and oversize/overweight route. Because of this designation, US 101 is a heavily used truck route.

## 3.2 BRIDGES AND CULVERTS

There is one bridge within the Brookings UGB called the Chetco River Bridge. **Figure 3-3** shows the location of the bridge in Brookings. The Chetco River Bridge (ODOT Bridge No. 01143D) is located along US 101 (MP 357.96) at the crossing of the Chetco River; the south city limits are located in the center of the bridge. In ODOT's 2013 bridge appraisal, this bridge was given a fair structural condition rating and a not distressed category ranking.

There are nine culverts located in the City of Brookings. These include the six culverts on US 101, two culverts on North Bank Chetco River Road and one culvert on Rainbow Rock Road:

- US 101:
  - Ransom Creek Culvert (milepost 355.99)
  - Taylor Creek Culvert (milepost 354.06)
  - Lone Ranch Creek Culvert (milepost 352.43)
  - Shigh Creek Culvert (milepost 354.53)
  - Harris Creek Culvert (milepost 355.19)
  - Tuttle Creek Culvert (milepost 359.13)
- North Bank Chetco River Road:
  - Joe Hall Creek Culvert (milepost 1.61)
  - Ferry Creek Culvert (milepost 0.89)
- Rainbow Rock Road:
  - Shigh Creek Culvert (milepost 0.29)

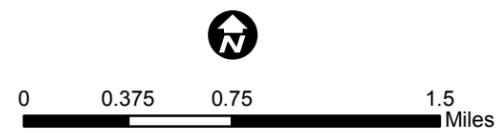
ODOT owns the six culverts located on US 101 and Curry County owns the culverts on North Bank Chetco River Road and Rainbow Rock Road.

According to the ODFW-ODOT Statewide culvert inventory, five culverts located on US 101 are a high priority for retrofitting or replacement including the culverts over Ransom Creek, Lone Ranch Creek, Taylor Creek, Harris Creek and Shigh Creek.



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Parametrix Source: City of Brookings, Oregon; ODOT



- |                         |                           |
|-------------------------|---------------------------|
| ● Bridges               | <b>Roadways</b>           |
| ● Culverts              | Functional Classification |
| ▭ Urban Growth Boundary | ▬ Principal Arterial      |
| ▭ City Limit            | ▬ Collector               |
|                         | ▬ Local Road              |

**FIGURE 3-3**  
**CITY OF BROOKINGS**  
**BRIDGES & CULVERTS**  
 Transportation System Plan  
 Brookings, Oregon



### 3.3 PEDESTRIAN SYSTEM

The existing pedestrian network is generally well served by sidewalk facilities and marked crosswalks on the majority of its larger roadways (i.e. principal arterials and major collectors). However, Highway 101/Chetco Avenue bisects the city north and south, presenting a challenging crossing barrier. In the commercial downtown core, where the speed limit is 25 mph, existing high visibility continental-style crosswalks aid pedestrian crossings across this busy 4-lane roadway. Other segments of the highway where the speed limit is higher have few or no marked crossings available.



**Figure 3-4. Ransom Street lacks sidewalks by the swimming pool**

The existing pedestrian network can be seen in **Figures 3-5** and **3-6** and are described in more detail below. **Figure 3-5** shows the larger study area while **Figure 3-6** focuses on the City of Brookings.

#### 3.3.1 Sidewalks

Sidewalks are the most fundamental element of the walking network. Sidewalks are typically constructed of concrete and separated by a curb and gutter, landscaping, and on-street parking. The unobstructed travelway for pedestrians on a sidewalk should be clear of utility poles, sign posts, fire hydrants, vegetation, and other street furnishings. The ODOT standard for sidewalk width is six feet, with a minimum width of five feet acceptable on local streets.

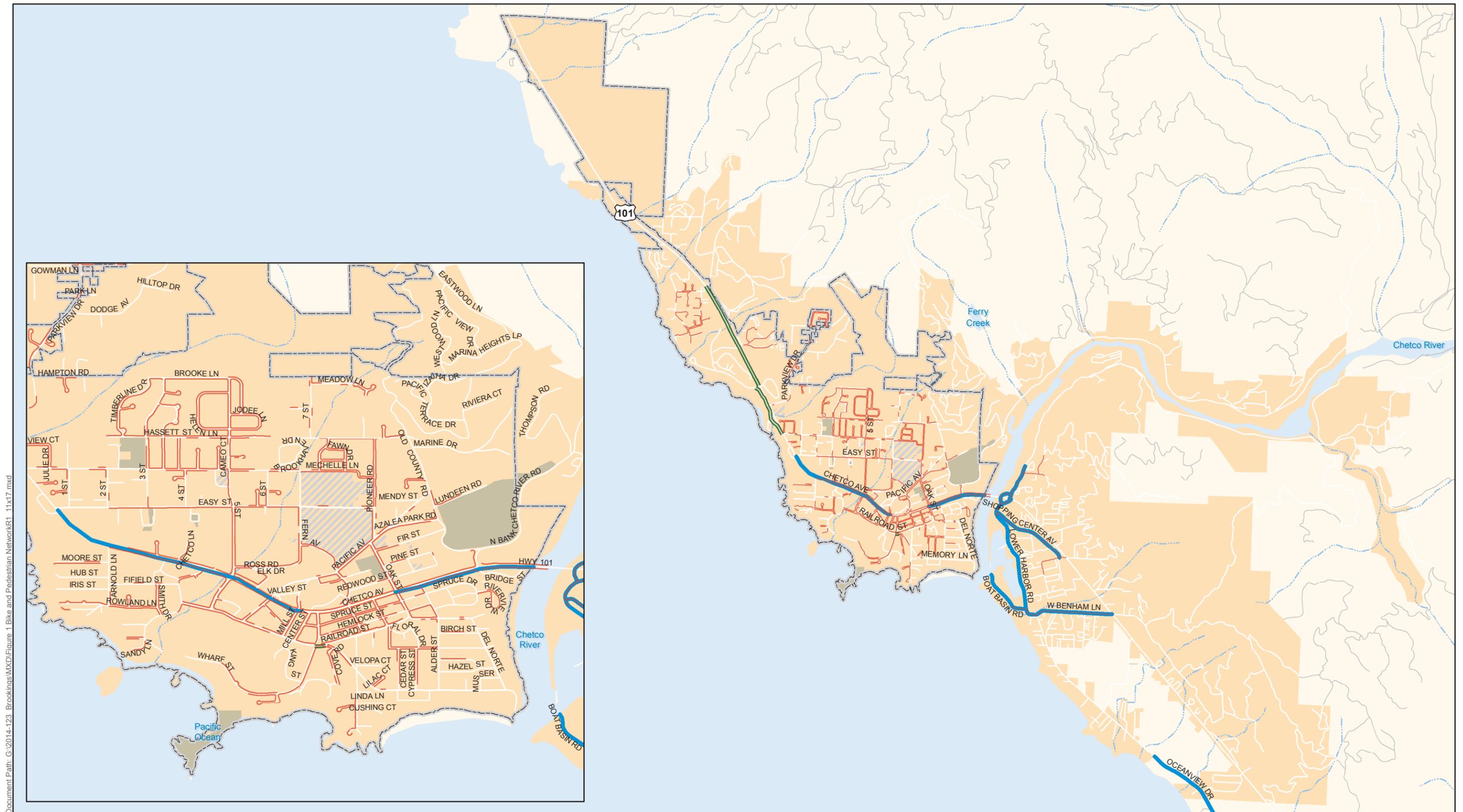
- **Existing:** The sidewalk network in Brookings is relatively dense, offering pedestrians a grade separated and comfortable place to walk in most areas of the city. Sidewalks are present on both sides of the roadway for the majority of the commercial downtown core and on one or both sides in most residential areas. However, due to sidewalk construction occurring primarily as part of development projects, most sidewalks on local streets are discontinuous. Sidewalk coverage in Harbor unincorporated urban area is more limited and exists only along portions of several roadways. The network of lower speed roadways (25 mph) contributes to relatively comfortable pedestrian conditions.

#### 3.3.2 Neighborhood Connectors

Short off-street connections can provide more direct travel for people walking or bicycling where the street network is discontinuous. These cut-through can be paved or unpaved, and may not be lit or otherwise marked for travel. Formalizing such connections can significantly reduce out-of-direction travel, particularly for students walking or bicycling to school.

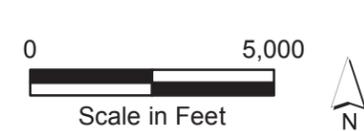
- **Existing:** Brookings currently does not have any neighborhood connectors.





Parametrix and Alta Planning + Design

Source: (Curry County, City of Brookings, US Census, Alta Planning + Design)

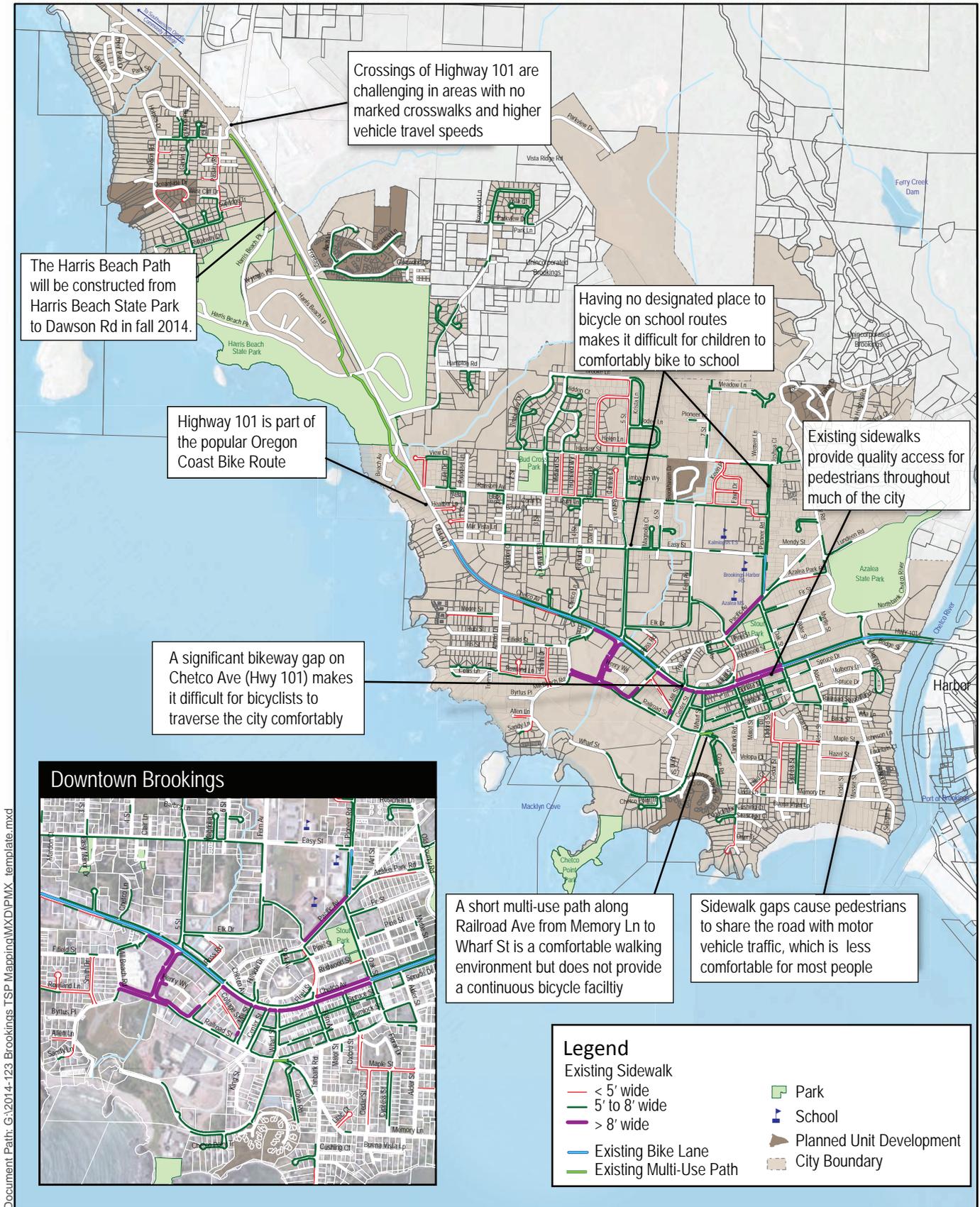


- Existing Sidewalk
- Existing Bike Lane
- Existing Trail
- Parks
- ▨ Schools
- Rivers
- Water
- City Limits
- Urban Growth Boundary

**FIGURE 3-5**  
**EXISTING BICYCLE AND**  
**PEDESTRIAN NETWORK**

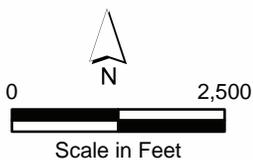
Transportation System Plan  
Brookings, Oregon





Parametrix and Alta Planning + Design

Source: City of Brookings, ESRI StreetMap North America



**FIGURE 3-6  
PEDESTRIAN AND BICYCLE NETWORK  
OPPORTUNITIES AND CONSTRAINTS**

Brookings Transportation System Plan (2014)



### 3.3.3 Intersection Crossings

Intersection crossings are an essential component of the pedestrian network. The quality of accommodations at intersections can influence the decision to use active transportation. Intersection crossings may be as simple as a painted crosswalk with accompanying signage. On higher order streets, more intensive treatments such as median refuge islands or curb extensions may be advisable. These elements serve to reduce the pedestrian crossing distance, increase pedestrian visibility and/or increase the physical separation between motorists and pedestrians.

- **Existing:** There are a number of standard marked crosswalks at signalized or unsignalized intersections and mid-block locations throughout the city. The majority of these marked crossings are concentrated in commercial and multi-family residential areas. Standard crosswalks are typical where local access roads intersect with urban collectors, such as Easy Street or 5th Street. A newer crossing at Railroad Street and Wharf Street includes continental crosswalks and rectangular rapid flash beacons (RRFBs) to heighten awareness of pedestrians in the intersection. Marked crossings of Highway 101 exist in the Harbor unincorporated area along higher order roadways such as Benham Lane.

### 3.3.4 Curb Extensions

Curb extensions minimize pedestrian exposure by shortening the crossing distance and giving pedestrians a better chance to see and be seen before committing to crossing. They are appropriate for any crosswalk on streets with curbside on-street parking where it is desirable to increase pedestrian visibility and shorten the crossing distance.

- **Existing:** There are a number of intersections with curb extensions in the downtown core, such as at the intersection of Spruce Street and Willow Street.

### 3.3.5 Refuge Island Crossings

Refuge island crossings are located at the street centerline. They help improve safety by allowing pedestrians to cross one direction of traffic at a time. Refuge islands minimize pedestrian exposure by shortening crossing distance and increasing the number of available gaps for crossing.

- **Existing:** There is an existing median refuge island located at Highway 101/Chetco Avenue and Pacific Avenue, as shown on **Figure 3-7**.



**Figure 3-7. The median refuge island at Pacific Avenue and Chetco Avenue improves the pedestrian crossing experience**

### 3.3.6 Traffic Calming

Traffic Calming reduces motor vehicle speeds and volumes to create a more safe and comfortable environment for walking and bicycling. Common traffic calming treatments include speed humps, traffic circles, diverters and chicanes.

- **Existing:** There is no existing traffic calming in the city.

### 3.3.7 Multi-Use Paths

Multi-use paths are used by a variety of non-motorized users, including pedestrians, bicyclists, skateboarders, and runners. Multi-use paths are typically paved (asphalt or concrete) but may also consist of an unpaved smooth surface as long as it meets Americans with Disabilities Act (ADA) standards. Multi-use paths are usually wider than an average sidewalk (i.e. 10 – 14 feet).

- **Existing:** An asphalt paved path connects Harris Beach State Park (south of Hwy 101) and north of Ransom Street. There are no crossing treatments across Hwy 101 at Ransom Street or the trailhead. The portion of the path north of Harris Beach Park is being developed in fall 2014 and will connect the existing trail to Dawson Road. In addition, there is a new grade separated concrete multi-use path on Railroad Street between Memory Lane and Wharf Street, as shown on **Figure 3-8**.



**Figure 3-8. The concrete path in the foreground is the new multi-use path along a section of Railroad Street**

### 3.4 BICYCLE SYSTEM

There are few designated bikeway facilities within the Brookings UGB. However, there are a number of low traffic, low speed local access streets that may already feel comfortable for many people to bike on. With improvements such as wayfinding, crossing treatments and potential traffic calming, streets within Brookings could be further enhanced to attract people of all ages and abilities to bicycle for recreation and transportation.

The Oregon Coast Bike Route is a popular cycle-touring route that draws thousands of riders every summer. The majority of this route follows Highway 101 down the coast. Brookings is one of the final stops in the state, and the last with a hiker-biker camp—Harris Beach State Park.

Existing bicycle facilities in Brookings can be seen on **Figures 3-5** and **3-6** and are described in more detail below. **Figure 3-5** shows the larger study area while **Figure 3-6** focuses on the City of Brookings and describes some opportunities and constraints in more detail.

**Table 3-3. Bicycle Facilities in Brookings**

Roadway	Type	From	To	Feet
W Benham Ln	Bike Lane	Hwy 101	Boat Basin Rd	3,673
Shopping Center Ave	Bike Lane	Lower Harbor Rd	W Hoffeldt Ln	3,246
Lower Harbor Rd	Bike Lane	Hwy 101	Boat Basin Rd	5,082
S Bank Chetco Underpass	Bike Lane	Lower Harbor Rd	S Bank Chetco River Rd	759
S Bank Chetco River Rd	Bike Lane	Hwy 101	N of Harbor View Cr (mp 0.28)	1,482
Boat Basin Rd	Bike Lane	Lower Harbor Rd	Coast Guard parking lot	2,161
Oceanview Dr	Bike Lane	15398 Oceanview Dr	Hwy 101	10,698
Chetco Ave	Bike Lane	Easy St	Hillside Dr	4,610
Chetco Ave	Bike Lane	Oak St	Chetco River	2,335
Chetco Ave/Harris Beach Path	Multi-Use Path	Harris Pk	Ransom Ave	2,234
Chetco Ave/Harris Beach Path	Multi-Use Path	Dawson Rd	Harris Pk	4,484
Railroad St	Multi-Use Path/ Sidewalk	Memory Ln	Wharf St	140
Railroad St	Bike Route	Pacific Ave	Oak St	4,190

#### 3.4.1 Bike Lanes

Bike lanes provide a dedicated space for bicycling that is separated from the motor vehicle lane via a striped lane and pavement stencils. Bike lanes are most appropriate on collector and arterial roadways. ODOT standard width for a bicycle lane is six feet. The minimum width of a bicycle lane against a curb or adjacent to a parking lane is five feet. A bicycle lane may be as narrow as four feet, but only in very constrained situations.

- **Existing:** There are existing bike lanes on portions of Highway 101/Chetco Avenue, as well as on a segment of Pioneer Road (near Brookings-Harbor High School) and

along Lower Harbor Road, which is designated as part of the Oregon Coast Bike Route. Other bike lanes in the Harbor unincorporated urban area are located on Boat Basin Road, Oceanview Road, Shopping Center Avenue, and South Bank Chetco River Road.

### 3.4.2 Shoulder Bikeways

Shoulder bikeways are paved roadways that have striped shoulders wide enough for bicycle travel. ODOT recommends a six-foot paved shoulder to adequately provide for bicyclists, and a four-foot minimum width in constrained areas. Roadways with shoulders less than four feet are considered shared roadways. Shoulder bikeways are sometimes signed to alert motorists to expect bicycle travel along the roadway.

- **Existing:** Highway 101/Chetco Avenue is part of the Oregon Coast Bike Route and sections of this roadway are classified as a shoulder bikeway.

### 3.4.3 Neighborhood Greenways

Neighborhood greenways help encourage active transportation by providing comfortable, low-stress routes between neighborhoods and local parks, schools, and shopping areas. These facilities are developed on low traffic volume and low speed streets, to attract less experienced walkers and bikers. Local streets are modified to prioritize the through movement of bicyclists and pedestrians while maintaining local access for automobiles. Neighborhood greenways typically include wayfinding signage and pavement markings and sometimes make use of traffic calming features that reduce motor vehicle speeds and volumes. Where these facilities cross major roadways, it is important to provide safe and comfortable pedestrian and bicycle crossings. Further enhancements may include “green street” features such as bio-swailes and street trees, pervious concrete or asphalt, in addition to wider sidewalks and improved pedestrian amenities (e.g., benches and pedestrian-scale lighting).

- **Existing:** There are no neighborhood greenways in Brookings or the Harbor unincorporated urban area, though many local streets, such as Dawson Road, are comfortable for bicycle travel due to their low traffic volumes and slow speeds.

### 3.4.4 Bicycle Parking

Bicycle parking is an essential component of a community’s bikeway network, and can strongly influence one’s decision to make a trip by bicycle. Bicycle parking can be broadly defined as either short-term or long-term parking. Short-term parking is meant to accommodate visitors, customers, and others expected to depart within two hours. Long-term parking is meant to accommodate employees, students, residents, commuters, and others expected to park more than two hours. It is especially important that parking meant to accommodate longer-term users be secure and protected from the weather.

- **Existing:** Bike parking exists at a variety of facilities throughout the city, including at the school, parks, and in the downtown area. The previous TSP developed an inventory of bicycle parking, but it is out-of-date. The City should regularly conduct a study to update the bicycle parking inventory and document whether the parking is short or long term.

### 3.4.5 Bike Routes

Bike routes alert bicyclists to the preferred streets for riding through directional and wayfinding signage. These facilities may, or may not, be combined with paved shoulders, bike lanes, or shared lane markings.

- **Existing:** Portions of the Oregon Coast Bike Route that are not along bike lanes are signed as bike routes, such as Chetco Avenue from Mill to Oak in downtown. Shared lane markings exist on Railroad Street from Pacific Avenue to Oak Street.

## 3.5 PUBLIC TRANSPORTATION

### 3.5.1 Existing Public Transportation Facilities and Services

Transit service in the City of Brookings is provided by Curry County Public Transit, which operates Dial-A-Ride service and a regional bus service called the Coastal Express.

The Dial-A-Ride service operates from 8:30 am to 4:00 pm Monday through Friday. There is no service available on weekends or holidays. Pickups are scheduled by the rider and a dispatcher. The fare for Dial-A-Ride service in Brookings is \$4.00 per ride.

The Coastal Express is a regional transit service that connects coastal cities from Smith River, California, to North Bend, Oregon along US 101. The Coastal Express vehicles are ADA Accessible and provide bicycle racks. The Coastal Express operates Monday through Friday; there is no service on weekends or holidays. Southbound service from Brookings to Smith River picks up at 8:45 am and 1:45 pm. Northbound service from Smith River to Brookings picks up at 7:05 pm. The stop in Brookings for the Coastal Express is located on Chetco Avenue and 5<sup>th</sup> Street in the parking lot of Ray's. Alternative pick up areas can be arranged with a driver if scheduled in advance. The fare for this service is \$4.00 per city segment and \$1.00 per bicycle per city segment. A "city segment" is defined as beginning prior to reaching the city limit of where a designated stop exists and ending at the city limit of that city beyond the designated stop.

Taxi service in Brookings is provided by three companies:

- 412 Taxi
- Brookings Taxi
- Four Twelve Taxi

### 3.5.2 School Transportation Service

The Brookings-Harbor High School, Azalea Middle School, and Kalmiopsis Elementary School are part of the Brookings-Harbor School District. School bus services are provided for all schools in Brookings.

### 3.5.3 Transit Service Population in Brookings

Information in the 2010 Census was used to identify the number of people in Brookings more likely to use, or be reliant upon, public transportation or para-transit services. Public transportation services are generally targeted to serve the needs of two groups:

- People who are transportation disadvantaged who do not have, or cannot operate, an automobile to obtain medical, educational, social, or recreational services and employment; and
- People who presently use a car but would use other transportation alternatives to commute to work.

Data from the 2010 Census were used to determine the number of transportation disadvantaged Brookings residents. Transportation disadvantaged individuals were characterized as those who were:

- Aged between 12 and 15 years, inclusive (old enough to travel locally without a parent but too young to drive)
- Aged over 64
- Non-institutionalized individuals traveling outside the home with a disability who were between 16 and 64 years of age.

In Brookings, this group included 2,155 individuals (313 between 12 and 15, 1,533 over 64, and 309 with a disability between 16 and 64) who travel outside the home. This represents 34 percent of Brookings' total population in 2010. There are 193 individuals between 16 and 64 inclusive that were also identified as having incomes below the federal poverty level. This represents about 3 percent of Brookings' 2010 population. While there may be some overlap between the disabled and the low income groups between the ages of 16 and 64, the data indicates nearly 40 percent of Brookings' population could be defined as transportation disadvantaged.

Data from the 2012 ACS show the workforce over 16 in Brookings was 2,843 people, or about 45 percent of the population. Driving alone was the most common way to get to work (77.7 percent). A smaller number of individuals participated in carpools (9.0 percent), walked (8.2 percent), or used other means, such as a bicycle (0.6 percent). Only 0.1 percent of the workforce used public transportation. The average travel time to work was 11.0 minutes, with most (63 percent) of the work force traveling to employment within Brookings.

### **3.6 RAIL**

There are no rail lines or rail service in Brookings. The nearest Class 1 railroad line that serves the majority of freight rail traffic in the State is located approximately 200 miles east of Brookings and passes through Klamath Falls traveling north-south. Non-class 1 railroad lines, which serve local and regional distributor freight train traffic, are located approximately 140 miles to the east traveling north-south through Ashland and approximately 100 miles to the north in Coquille. The nearest passenger rail station, which serves Amtrak's Coast Starlight route, is located in Klamath Falls and served approximately 32,881 passengers in 2012 according to the Public Review Draft of the 2014 Oregon State Rail Plan.

### **3.7 AVIATION**

There is one airport in the City of Brookings, called the Brookings County Airport. It is located in the northeast area of the city south of Harris Creek. The Brookings County Airport has been jointly developed by the State of Oregon Aeronautics Division and Curry County. The airport is classified as a public access, general aviation facility with no commercial service available. The closest available commercial air transportation services are located in Crescent City, California, and Coos Bay/North Bend, Oregon.

The Brookings County Airport has one 2,900 foot asphalt runway with a wind indicator, runway lights, and a beacon, and is designated to accommodate aircrafts with approach speeds of 121 knots and a wing span up to 49 feet. Only visual flight rule approach and departure procedures apply. The only existing access to the Brookings State Airport is Parkview Drive, which is a paved, two-lane roadway in generally good condition. Currently, the airport

accommodates approximately 22,600 landings and departures annually and there are 29 aircrafts based onsite.

The Del Norte County Regional Airport located just north of Crescent City, California provides commercial flights for many people traveling to and from Brookings. Flights from the Del Norte County Regional Airport also provide access for Brookings residents to non-emergency medical facilities and would provide critical access in the event of an earthquake, tsunami, or major fire.

### **3.8 WATER TRANSPORTATION**

There are no water transportation services in the City of Brookings.

### **3.9 PIPELINES**

There are currently no pipelines serving Brookings.

## 4. EXISTING NATURAL RESOURCES INVENTORY

The following section provides a summary and mapping of natural resources and environmental barriers that should be considered in the TSP update process.

### 4.1 COMPREHENSIVE PLAN GOAL 5 (OPEN SPACES, SCENIC AND HISTORIC AREAS AND NATURAL RESOURCES) MAPPING

Currently, there is no database with this information that is available for Brookings.

### 4.2 FEDERAL EMERGENCY MANAGEMENT AGENCY FLOODPLAIN MAPPING

**Figure 4-1** shows the FEMA 100 Year Flood Zones in Brookings. The entire coastline and the shoreline of the Chetco River are within the FEMA 100 Year Flood Zone.

### 4.3 TSUNAMI INUNDATION ZONE

**Figure 4-2** shows the Tsunami Inundation Zone in Brookings, which follows the coastline within the city limits and the shoreline of the Chetco River to Azalea State Park.

### 4.4 WETLANDS

**Figure 4-3** shows the wetlands in Brookings. Major wetlands in the study area are located along the Pacific Ocean coastlines and the shorelines of the Chetco River.

### 4.5 THREATENED AND ENDANGERED SPECIES

Currently, there is no database with this information that is available for Brookings.

### 4.6 HAZARDOUS SPILL LOCATIONS

In Brookings, there are eight environmental cleanup sites and 26 leaking underground storage tanks identified by the Oregon Department of Environmental Quality, as shown in **Tables 4-1** and **4-2**.

The environmental cleanup site number 2602 is currently closed and requires no further action. Site ID number 3790 is currently undergoing remediation. The remaining environmental cleanup sites are not currently assigned and require additional assessment.

All but four of the identified leaking underground storage tanks have been cleaned up and require no further action. Site log numbers 08-88-4047, 08-92-0041, 08-94-0064, and 08-95-0056 are currently unassigned and require cleanup. **Figure 4-4** summarizes the hazardous spill locations.

**Table 4-1. Environmental Cleanup Sites in Brookings**

Site ID/Info	Site Name	Site Location	City	Zip Code	Status
3185	Brookings Plywood Corp.	820 Center St.	Brookings	97415	Further Investigation of Area Facilities recommended
2602	Coast Auto Center - Brookings	530 Chetco Lane	Brookings	97415	NO FURTHER STATE ACTION REQUIRED
1489	Colvin Oil Bulk Plant	820 Railroad St.	Brookings	97415	Remedial Investigation/Feasibility Study recommended
3790	Port of Brookings Harbor Boat Yard	16060 Lower Harbor Rd.	Brookings	97415	INDEPENDENT CLEANUP
2585	Siskiyou National Forest House No. 1025	406 Myrtle St.	Brookings	97415	State Expanded Preliminary Assessment recommended (XPA)
554	South Coast Lumber Co. - Chetco River	South Bank Chetco River Rd.	Brookings	97415	Site Screening recommended (EV)
555	South Coast Lumber Sawmill	17489 Carpenterville Rd.	Brookings	97415	State Expanded Preliminary Assessment recommended (XPA)
2189	USFS Brookings AST Spill	425 Pine St. - Residence #1049	Brookings	97415	Site Investigation recommended (SI)

**Table 4-2. Leaking Underground Storage Tanks in Brookings**

Log Number	FAC ID	Site Name	Address	City	Zip
08-93-0101	641	Alliance Fast Mart	500 Chetco Ave	Brookings	97415
08-93-0018	3927	Brookings Exxon Station	1006 Chetco Ave	Brookings	97415
08-91-0010	3406	Brookings Shell	600 Chetco Ave	Brookings	97415
08-10-0555	641	Cielito Lindo Food & Mini-Mart	500 Chetco Lane	Brookings	97415
08-92-0029	2271	Coast Auto Center, Inc.	530 Chetco Ave	Brookings	97415
08-88-4047	N/A	Colvin Oil Bulk Plant	820 Railroad	Brookings	97415
08-92-0041	N/A	Colvin Oil Bulk Plant	820 Railroad	Brookings	97415
08-94-0064	6724	Colvin Oil Co. – North Gate	1023 Chetco Ave	Brookings	97415
08-89-0029	495	Coos Curry Electric	Old County Road & Lundeen	Brookings	97415
08-91-0084	500	Coos Curry Electric	915 Chetco Ave	Brookings	97415
198179	6965	D & H Chevron	548 Chetco Ave	Brookings	97415
08-90-0167	2870	Ferry Creek Rock & Concrete, Inc	N Chetco River Road	Brookings	97415
08-96-0014	5720	GTE – Brookings Central Office (6020-B03)	521 Hemlock	Brookings	97415

**Table 4-2. Leaking Underground Storage Tanks in Brookings (continued)**

Log Number	FAC ID	Site Name	Address	City	Zip
06-90-0029	5756	GTE / Palmer Butte, MW Remote (6610-B01)	LT:42-07 36/LG:124-13 34/5.8 NW Brookings	Brookings	97415
08-92-0014	738	Harris Beach	1655 HWY 101	Brookings	97415
08-93-0035	6724	North Gate BP / Colvin Oil Co	1023 Chetco Ave	Brookings	97415
08-90-0092	1823	Ritz's Repair	321 Pacific Ave	Brookings	97415
08-92-0055	9342	South Coast Lumber	820 Railroad Ave	Brookings	97415
08-97-0040	9342	South Coast Lumber	820 Railroad Ave	Brookings	97415
08-92-0077	8972	Tidewater Contractors, Inc.	16156 HWY 101 S	Brookings	97415
08-90-0039	960	Unocal #3895	1002 Chetco Ave	Brookings	97415
08-89-0037	960	Unocal 3895	1002 Chetco Ave	Brookings	97415
08-92-0046	2722	Wastewater Treatment Plant	901 Wharf Street	Brookings	97415
08-90-0130	10576	Wilson Texaco	926 Chetco Ave	Brookings	97415
08-14-0148	N/A	Heating Oil Tank	1143 Chetco Ave	Brookings	97415
08-95-0056	N/A	Heating Oil Tank	711 Spruce Street	Brookings	97415

#### 4.7 HISTORIC RESOURCES

There are two historical resources sites located in the City of Brookings that are included on the National Registry of Historical Places. This includes the Central Building located at 703 Chetco Avenue, which was built in 1915, and the Wheeler Ridge Japanese Bombing Site located on Chetco River Road

#### 4.8 ARCHAEOLOGY SITES

Currently, there is no database with information on archaeological sites in Brookings.

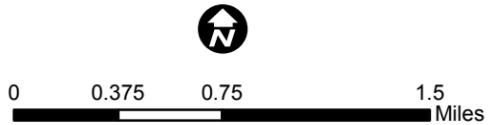




Document Path: P:\2395 - Brookings\TSP\mapdocs\PH\_NaturalResources\Floodplain.mxd

Federal Emergency Management Agency (FEMA)

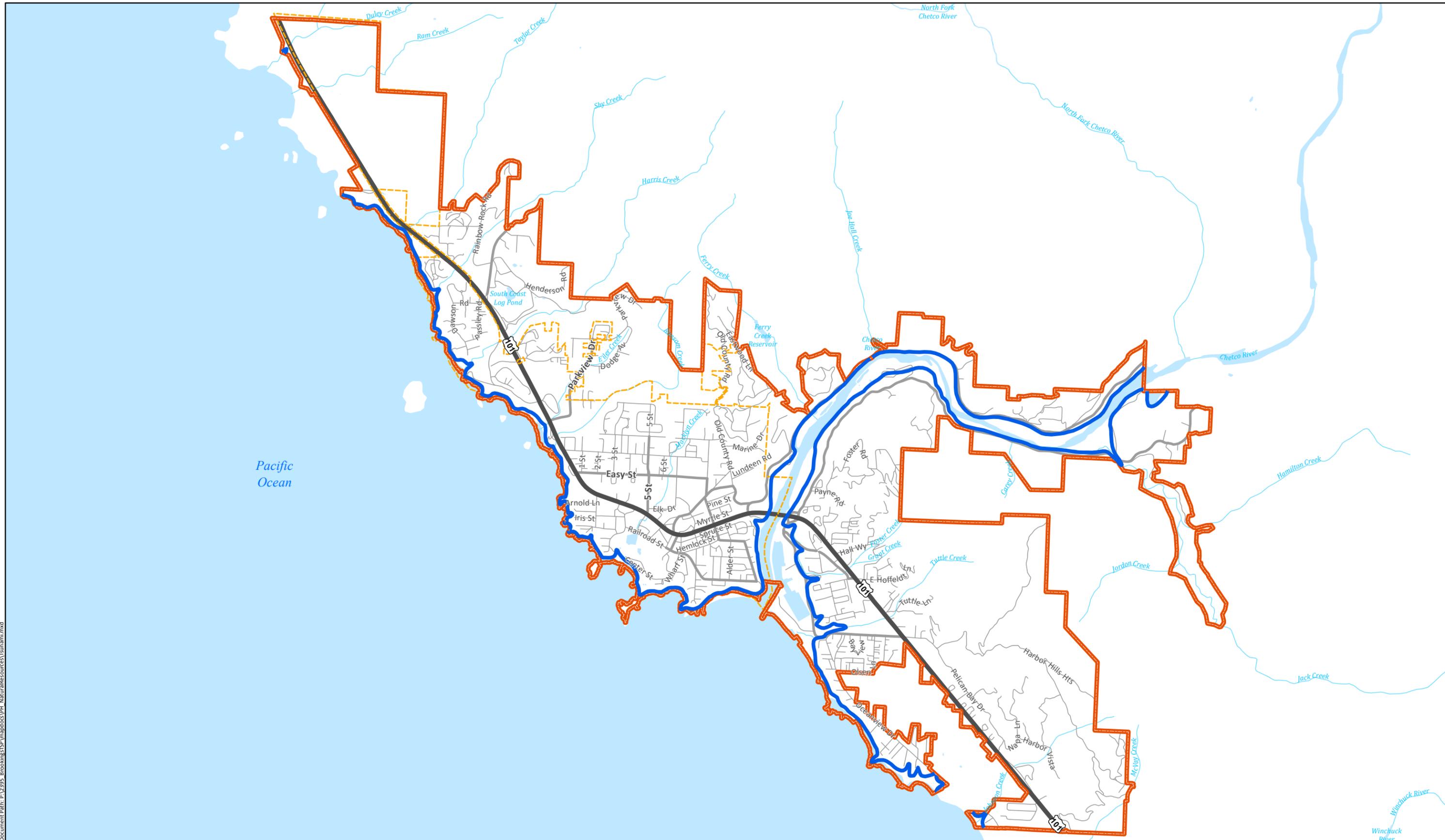
Parametrix Source: City of Brookings, Oregon; ODOT



- |  |  |
|--|--|
| <span style="color: blue;">■</span> 100 Year Flood Zones                             | <b>Roadways</b>  |
| <span style="border: 1px solid orange; padding: 2px;"> </span> Urban Growth Boundary | Functional Classification  |
| <span style="border: 1px dashed orange; padding: 2px;"> </span> City Limit           | <span style="border-bottom: 2px solid black; width: 20px; display: inline-block;"></span> Principal Arterial |
|  | <span style="border-bottom: 1px solid gray; width: 20px; display: inline-block;"></span> Collector           |
|  | <span style="border-bottom: 1px solid black; width: 20px; display: inline-block;"></span> Local Road         |

**FIGURE 4-1**  
**CITY OF BROOKINGS**  
**FEMA 100-YEAR FLOOD ZONE**  
 Transportation System Plan  
 Brookings, Oregon





Document Path: P:\2395 - Brookings\TSP\mxd\docs\PH\_NaturalResources\Tsunami.mxd

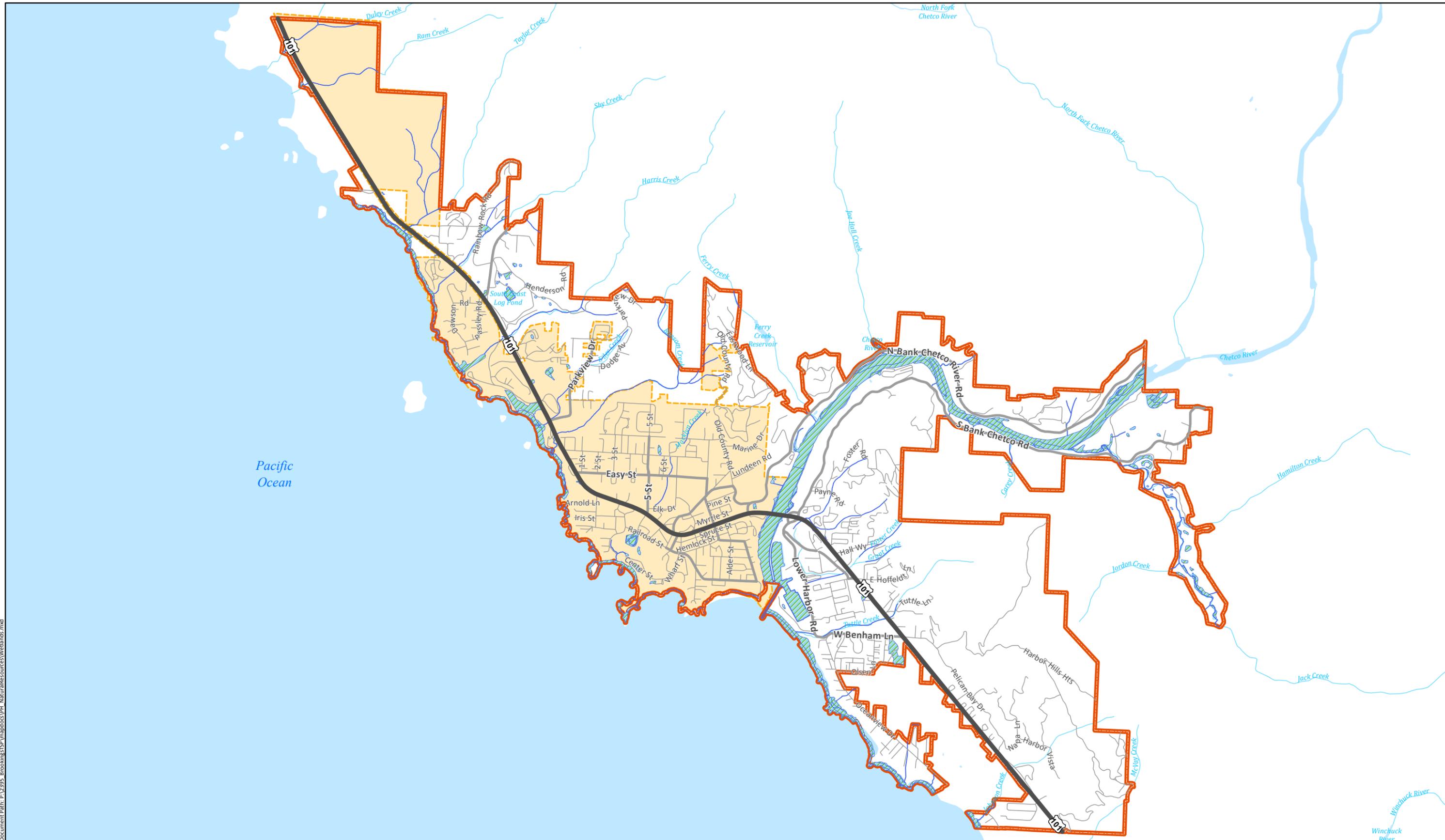
Parametrix Source: City of Brookings, Oregon; ODOT



- |                         |                           |
|-------------------------|---------------------------|
| Tsunami Inundation Zone | <b>Roadways</b>           |
| Urban Growth Boundary   | Functional Classification |
| City Limit              | Principal Arterial        |
|                         | Collector                 |
|                         | Local Road                |

**FIGURE 4-2**  
**CITY OF BROOKINGS**  
**TSUNAMI INUNDATION ZONE**  
 Transportation System Plan  
 Brookings, Oregon





Document Path: P:\2395 - Brookings TSP\mxd\docs\PH\_NaturalResources\Wetlands.mxd

Parametrix Source: Federal Emergency Management Agency (FEMA)



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|---|--|
|  Wetlands              | <b>Roadways</b>  |
|  Urban Growth Boundary | Functional Classification  |
|  City Limit            |  Principal Arterial |
|   |  Collector          |
|   |  Local Road         |

**FIGURE 4-3**  
**CITY OF BROOKINGS**  
**WETLANDS**  
 Transportation System Plan  
 Brookings, Oregon





Document Path: P:\2395 - Broodings\TSP\mapdocs\PA\_NaturalResources\HazardousSpills.mxd

Parametrix Source: Oregon DEQ



0 0.375 0.75 1.5 Miles

- |                            |                           |
|----------------------------|---------------------------|
| Environmental Cleanup Site | <b>Roadways</b>           |
| Leaking UST                | Functional Classification |
| Urban Growth Boundary      | Principal Arterial        |
| City Limit                 | Collector                 |
|                            | Local Road                |

**FIGURE 4-4**  
**CITY OF BROOKINGS**  
**HAZARDOUS SPILL LOCATIONS**  
 Transportation System Plan  
 Brookings, Oregon

