

**PORT OF BROOKINGS HARBOR**  
**Joint Workshop Meeting**  
**Wednesday, October 16, 2019 • 2:00pm**  
Commissioners' Hearing Room, Courthouse Annex 94235 Moore Street  
Gold Beach, OR 97415

**TENTATIVE AGENDA**

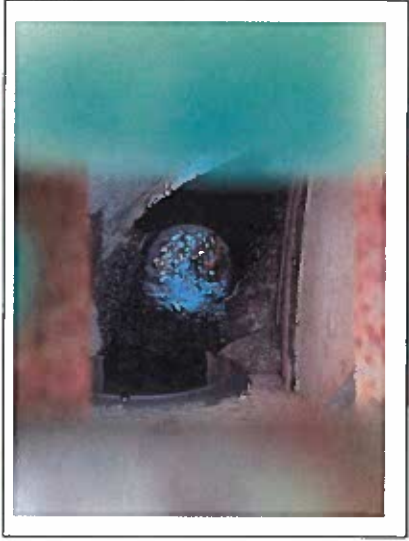
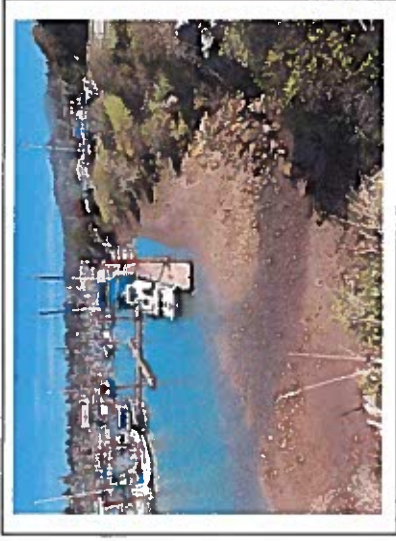
- 1. CURRY COUNTY COMMISSIONERS AND PORT OF BROOKINGS HARBOR COMMISSIONERS JOINT WORKSHOP MEETING**
  - A. Following Curry County Commissioners Workshop Meeting Agenda
- 2. WORKSHOP ITEMS**
  - A. County Culverts Entering Port Property – Maintenance and Material Deposits
  - B. The Role of the Port in Curry County Economic Development

**Port of Brookings Harbor  
Boat Yard 84" Culvert (County Easement - Control) Basin 2**



Pipe is half full of dirt and rock at the sediment catch basin. Manhole located inside the Boat Yard has 12 inches of dirt and rock inside the pipe. Large amount of dirt and rock deposited in Basin 2 next to the travel lift. Port has removed material from the culvert in 2015 and 2017. Material continues to flow out of the pipe.

# Port of Brookings Harbor 30 Inch Culvert (Port – near Boat Yard) Basin 2



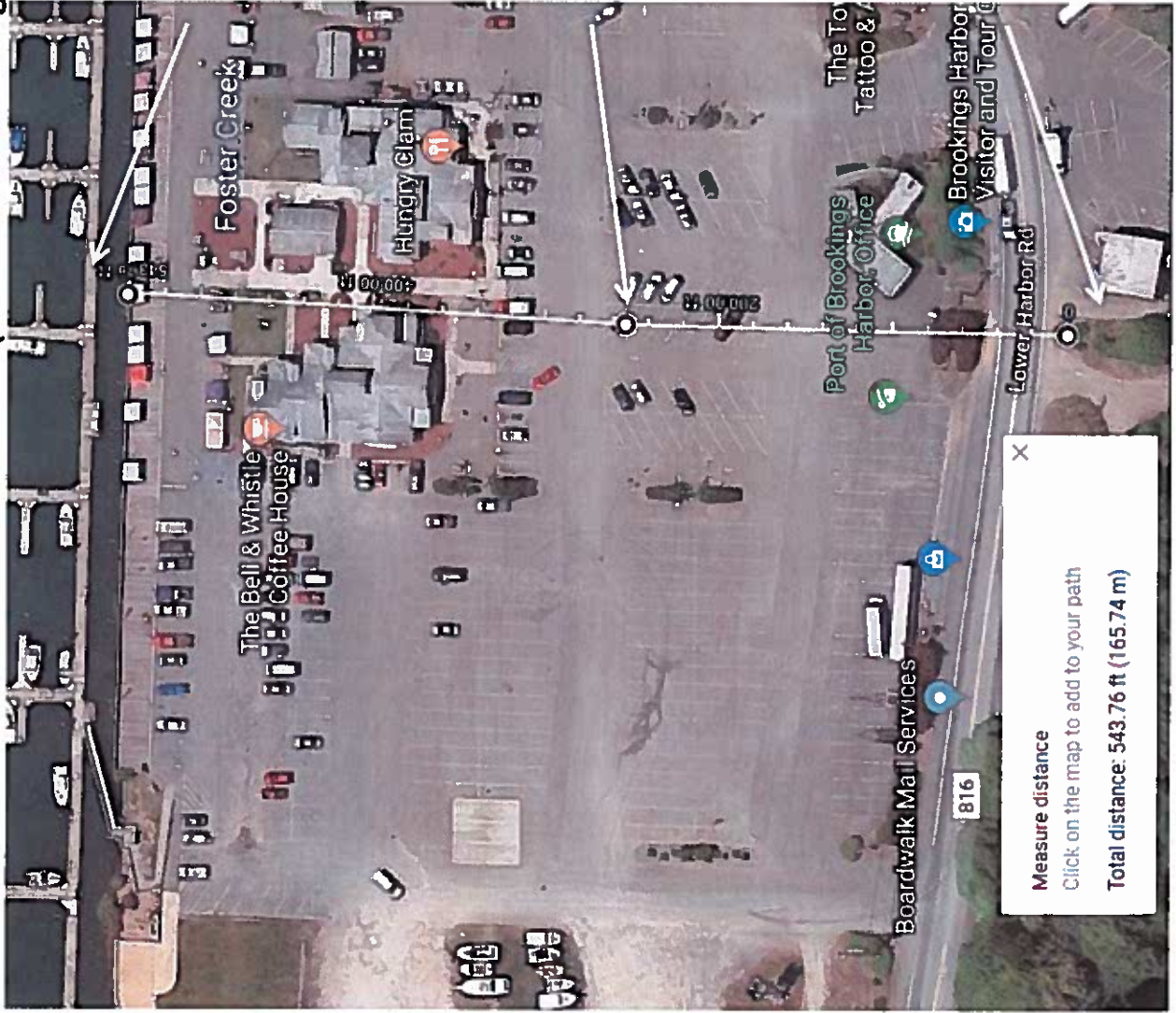
This culvert looks to be clear of dirt and rock. Sediment does flow from this culvert and into Basin 2. Drain intake at the edge of Lower Harbor Road may need to be upgraded.

# Port of Brookings Harbor 36 Inch Culvert (Port – Ice House) Barge Area



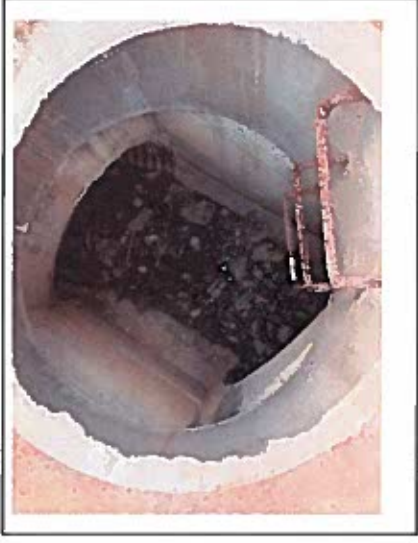
Unknown amount of dirt and rock inside pipe. This culvert deposited large amount of dirt and rock from the 2015 Highway 101 sinkhole and slide failure. Dirt and rock continue to flow out of the pipe. Condition of pipe is failing. Future plan for this area is filling in the barge area with dredging spoils and create new dock and land for Port use.

# Port of Brookings Harbor 36 inch Culvert (Port – Retail Parking Lot) Basin 1

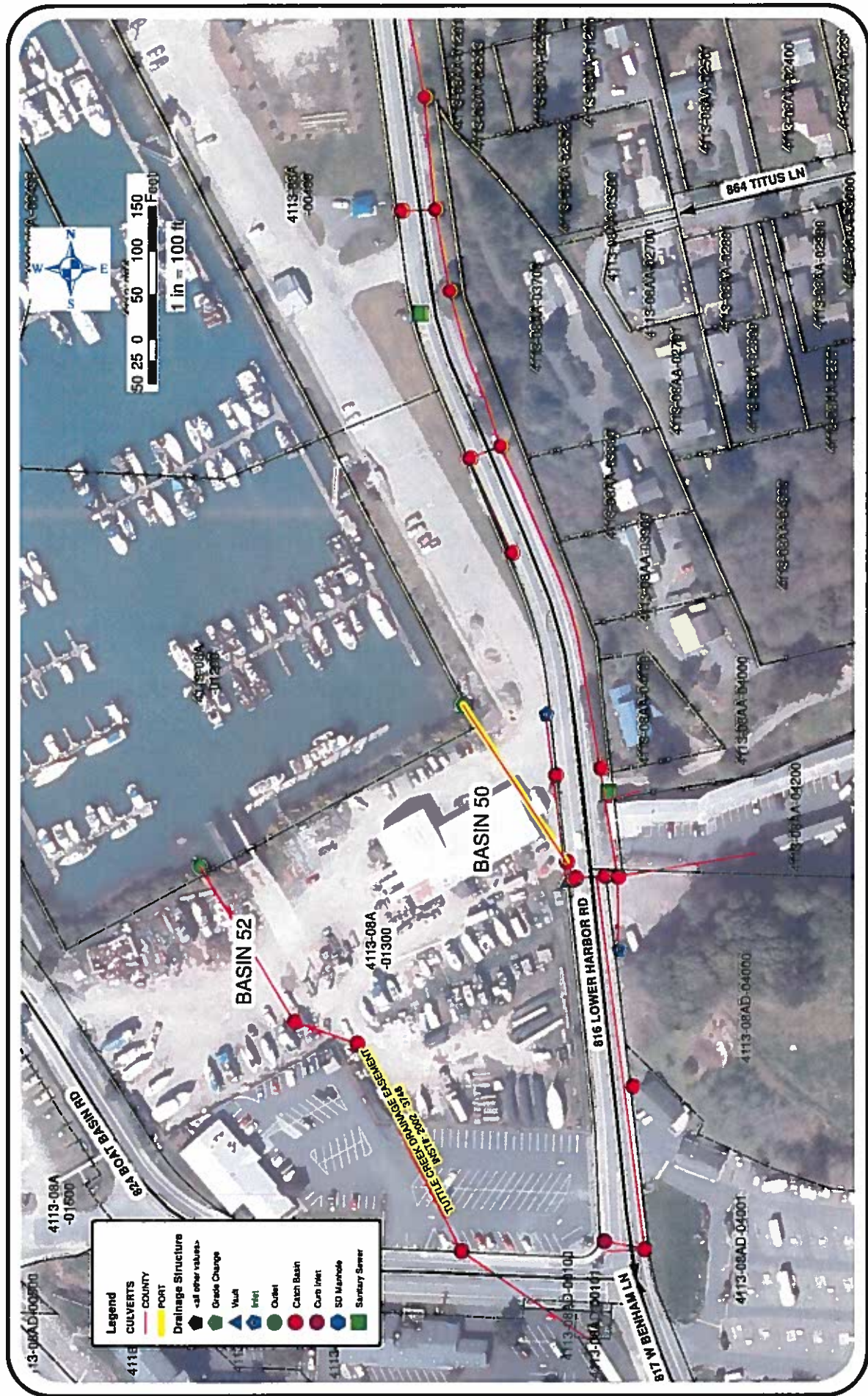


Culvert is half full of dirt and rock at the intake. 12 inches of dirt and rock in the pipe located at the manhole center of the parking lot. Large amount of material deposited in Basin 1 that affected docks. Docks were removed and reconfigured to avoid more damage and future sediment removal. When culvert overflows, large amount of water flows through the retail parking lot and then impacts private property.

# Port of Brookings Harbor 36 Inch Culvert (Port – Boat Launch Ramp) Chetco River



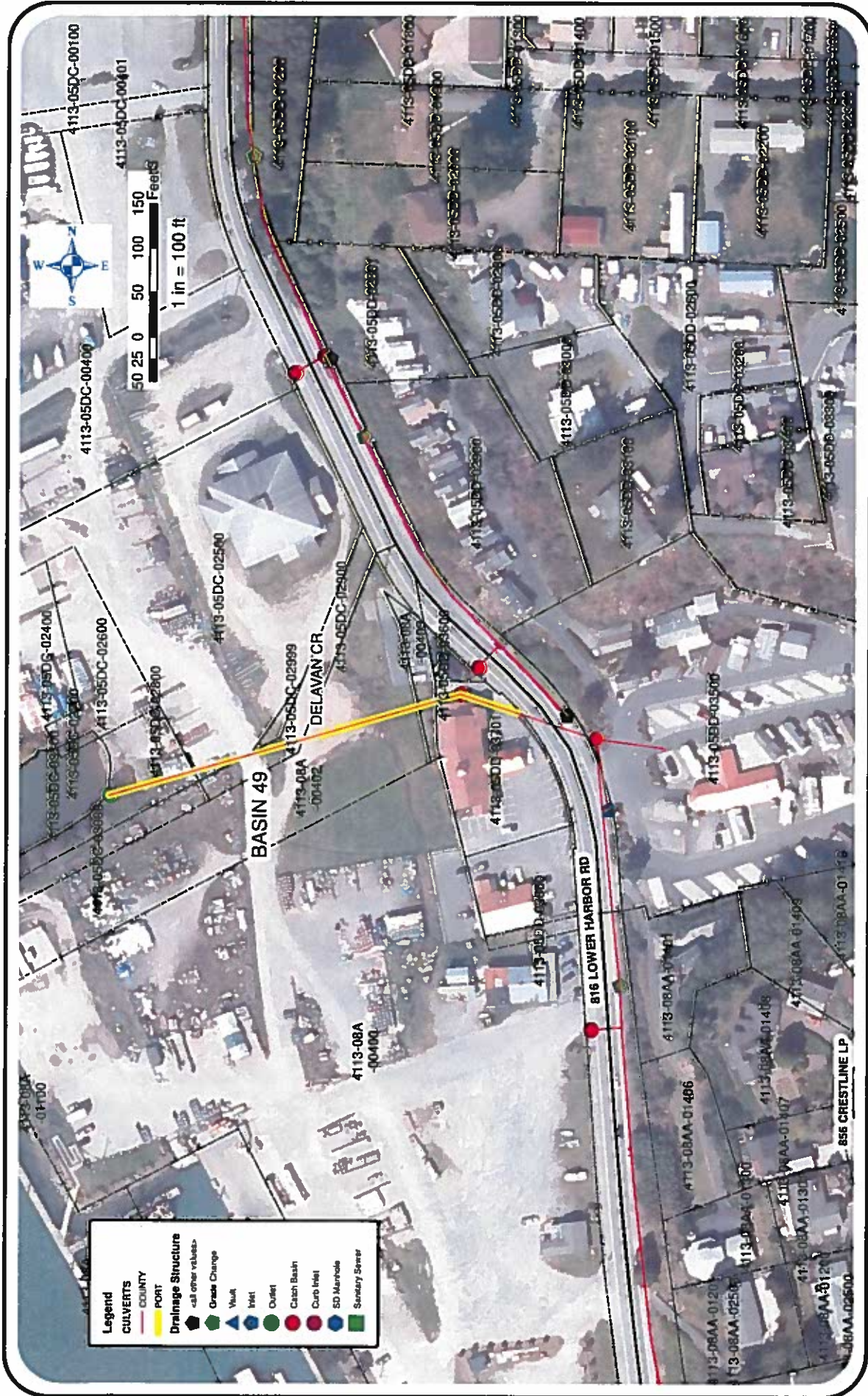
Manhole located in the boat launch parking lot has about 12 inches of dirt and rock. Dirt and rock increases in depth towards Fat Irish restaurant to about half the pipe. No impact to Port basins, but the creek does overflow and flood restaurant parking lot and flows carry over on to Lower Harbor Road and beyond.



Legend	
	CULVERTS
	COUNTY
	PORT
Drainage Structure	
	<all other values>
	Grade Change
	Vault
	Inlet
	Outlet
	Catch Basin
	Curb Inlet
	SO Manhole
	Sanitary Sewer

# 816 - LOWER HARBOR ROAD - DRAINAGE

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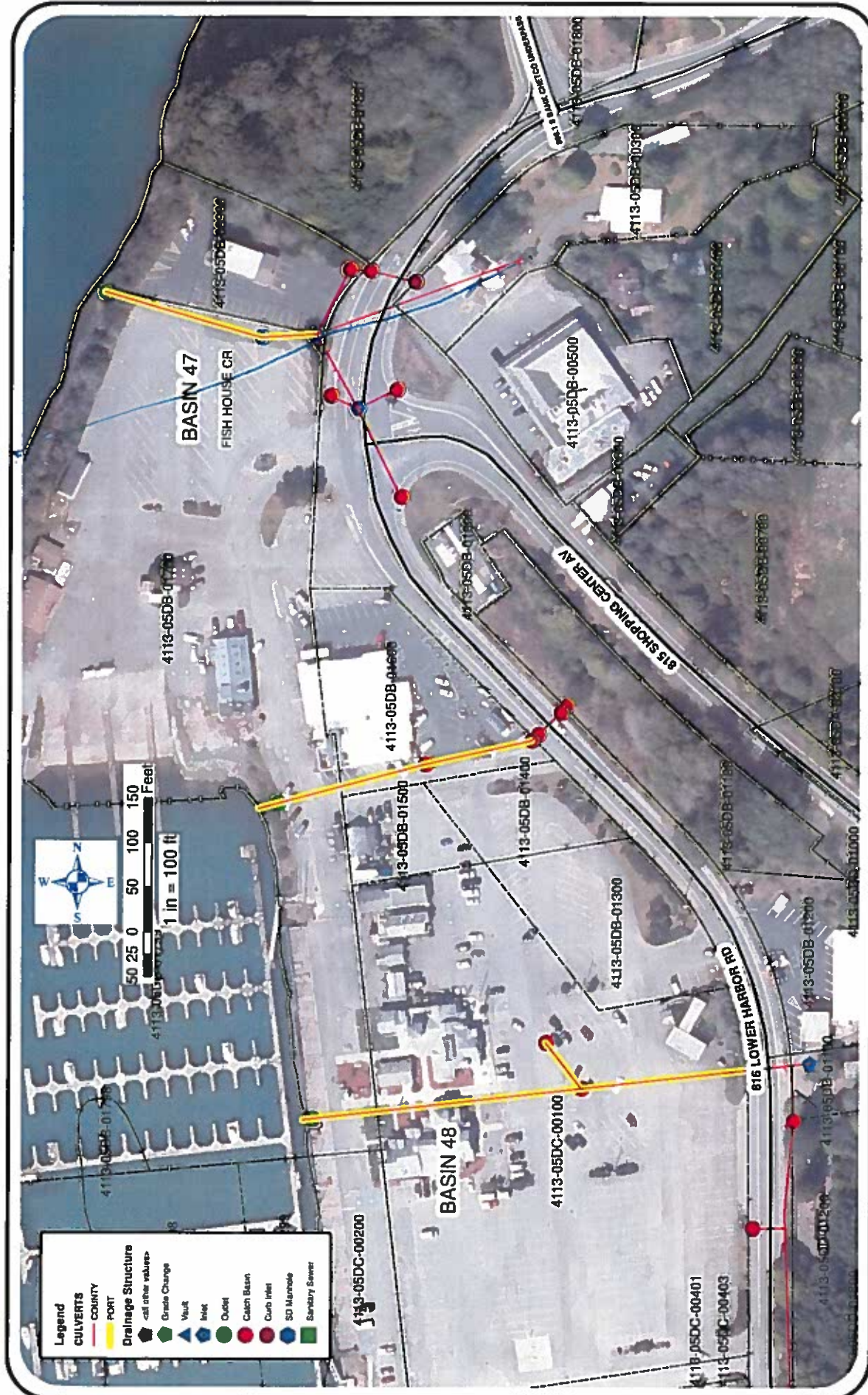
Legend	
	CULVERTS
	COUNTY
	PORT
	Drainage Structure
	call other values
	Grade Change
	Vault
	Inlet
	Outlet
	Catch Basin
	Curb Inlet
	SD Manhole
	Sanitary Sewer

December Parc, U-GIS Project/CULVERT INVENTORY LOWER HARBOR HIGH-RISE LISTED PORT CULVERTS.mxd

Date: 11/14/2018

# 816 - LOWER HARBOR ROAD - DRAINAGE







ARCHITECTS  
ENGINEERS  
SURVEYORS  
PLANNERS

Project #:06.16

# STORM AND SURFACE WATER FACILITIES PLAN for BROOKINGS-HARBOR AREA

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for:

**City of Brookings, Oregon**

and

**Curry County, Oregon**

**Final (Brookings) - October 2007**

**Draft - December 2006**

capacity may be adequate. No problems are noted for this subbasin.

In Subbasin 49.1, the 48" crossings of Highway 101, carrying Delavan Creek and discharging to Subbasin 48, extends east under the mall buildings where it branches to a 36" and 42" line and inlet on two branches of Delavan Creek. A velocity of 7.2 fps at the crossing is necessary to accommodate the 91 cfs (25-year, 24-hour) peak flow. This is probably achievable. There are no problems or capacity issues noted.

Subbasin 52.1 drains Tuttle Creek, via a 48" crossing of Highway 101, to Subbasin 52. A velocity of 13 fps is necessary to accommodate the 25-year, 24-hour peak flow of 163 cfs. Mapping suggests surcharge potential, therefore capacity may be adequate. There are no noted problems.

There are no problems or capacity issues noted for Subbasins 48.1 and 50.1

#### 6.5.14 Harbor West

This subsection includes subbasins numbered 47, 48, 49, 50, and 52.

These subbasins define most of Harbor's core area and are continuations of subbasins and drainages discussed in Subsection 6.5.13. In general, tree cover is largely limited to riparian areas and hillsides. Residential development is extensive in both urban and suburban densities. Commercial development is also extensive along Highway 101; Shopping Center Avenue, along Benham Lane, and, to a lesser extent, along Lower Harbor Road. There are three undeveloped "field" areas of approximately three acres each zoned commercial in subbasins 4.7, 49, and 50. All streams and drainages, except Fish House Creek, which drains to the Chetco River, drain to the Harbor boat basins. The lower stretches of the drainages have been piped to facilitate development. Future growth is largely limited to development of the identified undeveloped commercial properties and redevelopment of existing properties.

In Subbasin 47, Fish House Creek drains via 36" and 42" lines across Subbasin 46 to bank discharges on the Chetco River. There is also an 18" line that drains across to the boat basin (Subbasin 46). No problems are noted, but capacities may not be adequate for the 25-year, 24-hour peak flow (12.1 fps, 224 cfs).

Infrastructure in Subbasin 48 collects flows along Highway 101 and Shopping Center Avenue. Capacity in the upper subbasin appears adequate. The subbasin drains via a 36" culvert across Subbasin 46 to the boat basin. A velocity of 10.7 fps is necessary to accommodate the 25-year, 24-hour peak flow of 76 cfs. Given the lack

of surcharge potential, this may not be achievable. There are no problems noted for this subbasin.

In Subbasin 49, developed infrastructure is largely concentrated in the eastern (uphill) part of the subbasin that drains to Delavan Creek. Delavan discharges from the subbasin via a 42" crossing of Lower Harbor Road and Subbasin 46 to its outlet in the boat basin. There is also an 18" crossing northwest of the 42" crossing. A velocity of 12.9 fps is necessary to accommodate the 25-year, 24-hour peak flow of 147 cfs. Given the lack of surcharge potential, this may not be achievable. There are no problems noted for this subbasin.

Infrastructure in Subbasin 50 is limited but appears to be adequately sized. The subbasin drains via an open creek to a 48" crossing of Lower Harbor Road. There are no problems or capacity issues noted.

Subbasin 52 includes Tuttle Creek which drains approximately one-half of the subbasin and enters a 54" line prior to crossing Lower Harbor Road. A long, 24" line running along Benham Lane drains the other one-half of the subbasin. The actual size of the crossing of Lower Harbor Road to the **sedimentation basin** is unclear, but the line from the sedimentation basin that discharges to the boat basin is an 84" line. Based on probable capacity the 84" line, which is of recent construction, capacities are adequate for the 25-year, 24-hour peak flow. There are no problems noted for this subbasin.

#### 6.5.15 Boat Basin

This subsection includes subbasin 46.

Subbasin 46 is the area west of Lower Harbor Road and consists of fill, pavement, boat basins and associated commercial development. There are no vegetated areas of note other than some grass and/or weed covered areas. All drainages have been piped and discharge to the boat basins, except Fish House Creek which discharges directly to the Chetco, and part of the southwest area that drains toward the Pacific Ocean.

Infrastructure in the boat in discussed in Subbasin 6.5.14. There are no hydraulic problems of note associated with the pipeline crossings of the subbasin. Water quality and hydraulic problems associated with boat basins and river are discussed in Section 5.5.1.

administration of the U.S. Department of Agriculture, Rural Development (RD), under the old guidelines of Farmers Home Administration (FmHA). The program is limited to rural communities which have a population of less than 10,000 people; community population must not be likely to decline in the foreseeable future. The City meets this criteria.

RD loans currently have a 4.5 % interest rate: The maximum term for all loans to cities is 40 years. However, no repayment period can exceed any local statutory limitation on obligations.

Funding for storm water improvements that only address hydraulic issues are likely to have a very low priority status with RD. Funding, if available, would likely be loan only. Projects related to municipal water or wastewater utilities, or projects that address water quality issues, could qualify for both grant and low interest loan funding. Actual grant percentage will be determined by the agency.

#### **DEQ Clean Water State Revolving Fund**

The State Revolving Fund (SRF) loan program provides low-interest rate loans to public agencies for the planning, design and construction of water pollution control facilities, as well as for some publicly-owned estuary management and non-point source control projects. This funding program is administered by DEQ. Recent interest rates for 20 year loans are approximately 2.92 % plus an annual fee of 0.5 % of the unpaid balance. These interest rates are subject to change, but will remain below market rates. Priority is given to projects addressing documented water-quality problems and health hazards. SRF funds can also be used for interim financing. Interim financing loans are paid when long-term financing is completed. The interest rate is 1.12 % for interim financing.

To be eligible, a stormwater project would need to either reduce inflow/infiltration to a sanitary sewer system or address issues directly related to water quality.

There were no projects identified for Brookings UGB that appear to meet the criteria.

#### **Oregon Department of Transportation, Transportation Enhancement Program**

The Oregon Department of Transportation (ODOT) through the Transportation Enhancement Program provides funds for twelve "transportation enhancement activities" that were identified in the Transportation Equity Act for the 21<sup>st</sup> Century

