

## bruce frey

I think the idea of putting a parking area in the former skeet shooting area is a poor design choice.

Consider the following:

1. Positioning the parking lot at the proposed location will generate directions that route visitors through a residential neighborhood. Consider the following

Google directions for proposed location:

<https://drive.google.com/open?id=1GZAxL4WfXHvADYfTnvjmqRbh12KvlGyEAINc2fXQB6o>

Bing directions for proposed location:

<https://drive.google.com/open?id=1In47BwPBGayF9EjtydBgXyuffDv5huT-wEgjNradDuQ>

Now consider the directions you get when the parking area is located at the main entrance to the park:

[https://drive.google.com/open?id=143WAP\\_AvPTbHA6PXpXcb3u4cL\\_0P1Avr7GWIY1pHR0A](https://drive.google.com/open?id=143WAP_AvPTbHA6PXpXcb3u4cL_0P1Avr7GWIY1pHR0A)

2. Positioning the parking area at the extreme north east corner of this large park means visitors will be more than 1.5 kilometers from the southwest corner of the park. By moving the parking area to the main gravel entrance further west, visitors will have equal access to the west and east portions of the park.

3. The skeet area is already naturally isolated in it's location, with the trails purposely placed around it.

4. Locating a parking lot at the edge of residential neighborhood will invite traffic by non-residents. This is a safety problem because many families have moved to Gold Beach to enjoy walking the neighborhood and take in the view. This neighborhood has enjoyed particularly quiet traffic patterns and we want to keep it that way. Locating the lot at the main entrance and posting signage encouraging visitors to continue south on Dockton Highway, then turn east on SW 260th will pose no significant time or distance cost on visitors, and will preserve the quiet, safe streets in our residential neighborhood. Signage at the juncture of Dockton Rd SW and 75th Ave SW, and also Dockton Rd and SW 260th would be critical.

5. The main gravel entrance to the park has plenty of space east and west of the gravel road for parking. It's largely flat, has a slight slope to the north and is one of the drier areas, making it perfect for parking.

Your current recommendation to cap the former skeet site is a poor use of funds, and will unnecessarily impact the traffic patterns in a residential neighborhood.