

# CANNON BEACH PARKS AND TRAILS MASTER PLAN



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Prepared for:

City of Cannon Beach



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Plans and Appendices are available online at the City of Cannon Beach and partner websites. CDs of the plans are available at cost from the City of Cannon Beach

## EXECUTIVE SUMMARY

The people of Cannon Beach occupy a special place on the Oregon Coast. The beautiful scenery and small town feel are defining elements of this arts community. The availability and quality of recreation, from walking or building a sandcastle on the beach, to skateboarding or playing tennis, calls people to visit or put down roots. The Parks and Trails Master Plan presents a compilation of the City's recreational amenities and discusses strategies to help ensure that recreation options continue to grow and support the community's needs.

### POLICIES, STRATEGIES AND ACTIONS

The Parks and Trails Master Plan establishes the City's recreation policies, along with a series of supporting strategies. A list of projects are identified, and prioritized, for the implementation of the Plan's goals. Each project is presented on an individual sheet for use by agency staff or interested stakeholders as they work to move things forward.

While the majority of participants in the planning process were supportive of expanding recreation options, some reservations were voiced. Chief among them was the concern that new or upgraded facilities would make Cannon Beach start to look like "any other city". There is clearly a preference for facilities that are modestly scaled, both for fiscal reasons and for the preservation of the small town feel.

Trail development and expansion received community support. However, there is certainly a preference for, when feasible, using natural materials, and not over-building. The same can be said for use of under-developed public spaces such as the Ecola Creek Forest Reserve; sometimes the best amenity is the beauty that nature already provides.

The City's recreational facilities fall into three categories: Parks, Trails and Beach accesses. The trio work together for the enjoyment of residents and visitors, helping to create the experience that is Cannon Beach.

### PARKS

The City owns eight parks, with amenities ranging from a simple picnic table to tennis courts. Parks range in size, from the one-third acre Madison Park to larger parks such as Les Shirley that cover almost seven acres of land. An important park in the City, but owned by the State of Oregon, is the Tolovana State Wayside which for many visitors acts as

their gateway to the Pacific Ocean. From a public outreach process it is clear that residents are generally pleased with the existing park inventory. The future will bring improvements to NeCus' park, potential recreation combined with public safety investments at South Wind, and a number of smaller investments such as mini-park improvements, public art, and interpretive signage.

## **TRAILS**

Trails take many forms, from soft-surface narrow trails through the woods, to sidewalks, or even paved streets such as Pacific Ave. They are used for recreation, travel to destinations, and evacuation in the case of a tsunami or other disaster. The Plan contains a number of exciting trail projects. Some highlights include: shared-use paths in the woods near Highway 101, a paddle trail in Ecola Creek, and sharing some low-volume streets among cars, walkers and riders. Together the improvements will both add to the City's recreation options and help minimize the need for driving within town.

## **BEACH ACCESS**

For residents and visitors, access to the beach is the reason for choosing Cannon Beach. The City provides public access to the beach from 46 different locations. The visual aesthetic and functional orientations of the access points support the feeling of a town that provides for a quiet respite while at the same time, conveying up to ten thousand visitors onto the sand on any given summer weekend. The plan recognizes the uniqueness of each access and highlights improvements, repairs and safety investments that can be made.

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## INTRODUCTION

The City of Cannon Beach is home to approximately 1,700 full-time residents. With a reputation as a great small town, and being relatively close to Portland, the number of people in the city can swell to over 10,000 on summer weekends. Tourists come for the beach and to experience the City's many shops and restaurants. Established parks and trails augment the recreation opportunities, but are not themselves the attraction that brings the crowds westward.

Cannon Beach provides a nearly complete suite of public services, including water, waste-water and sewer utilities, roads, parks, trails, and police. Fire protection is provided by the Cannon Beach Rural Fire Protection District and economic development services are provided by the Cannon Beach Chamber of Commerce.

The City's parks, trails, beach access points, and natural areas are maintained by the City's Public Works division. The Parks and Community Services Committee serves in a review and advisory role to the City Council regarding related policies and activities.



## PURPOSE OF THE PLAN

The purpose of the Parks and Trails Master Plan (The Plan) is to establish the City's policies related to parks, trails, beach accesses, and open spaces and to provide guidance on future programs and investments.

The Plan builds upon the City's Comprehensive Plan sections: Recreation, Open Space, Natural, Visual, and Historic Resources Policies, and the accompanying Guidelines and Recommendations (Cannon Beach Comprehensive Plan, June 2013, Page 24). The Comprehensive Plan proclaims the importance of recreation and natural



spaces for Cannon Beach and the intrinsic value they provide through attracting tourism and supporting the village characteristics of the City.

The Parks and Trails Master Plan's policies provide a view of the city's overarching desires for the long-term. Related strategies and actions describe the near-term activities that the City will undertake, and the relative priority among the potential actions.

This plan was developed over the course of 12 months and represents the work of staff, a Citizen Advisory Group, and active stakeholders.



## POLICIES AND STRATEGIES

### GENERAL POLICIES

- I. Parks, trails, beach accesses and open spaces are safe and inviting places.
- II. Cannon Beach strives to provide access to nature and recreation for people of all abilities.
- III. The Master Plan will provide a framework for new projects, upgrades, and day-to-day maintenance.
- IV. Parks, trails, and other facilities will be designed in a manner that fits within and enhances the character of Cannon Beach.
- V. Access to nature and recreation enhances the quality of life for Cannon Beach residents and visitors.
- VI. Providing access to the outdoors is beneficial to long-term health and wellness.

### STRATEGIES

1. Develop an action plan to implement projects that support the Plan's goals.
2. Work with the Parks Committee and the public when designing new facilities or making improvements to existing ones.
3. Work with local artists when possible to develop amenities for facilities.
4. Consider the needs of people with limited mobility in facility design.
5. Support public safety through design and emergency preparedness.

### BEACH ACCESS POLICIES

- I. The Beach is the preeminent Cannon Beach Park; its health is vital to the City.
- II. The beach should be accessible to people of all backgrounds and physical abilities.
- III. Clean, attractive beach access points are a hallmark of the City.
- IV. Access points will be designed to complement nearby properties.
- V. Beach accesses provide vital emergency access to and from the beach.



### STRATEGIES

1. Continue to provide excellence in day to day maintenance and repair.
2. Develop a set of standards for ideal beach accesses that is both robust to withstand harsh conditions and flexible to allow for the City's many diverse access locations and settings.
3. Expand the facilities at access points as appropriate.
4. Better define the boundaries between public and private property.
5. Enhance wayfinding for evacuation and emergency response.

### PARK POLICIES

- I. The park inventory should include both formal facilities for activities and natural areas for respite.
- II. Parks come in all shapes and sizes; the City's inventory should include parks to serve the whole city and individual neighborhoods.
- III. Parks provide a range of recreational offerings for people of all ages, backgrounds, and abilities.
- IV. Where feasible, parks and trails should co-locate with emergency gathering sites and routes.

### STRATEGIES

1. Increase access to natural spaces and enhance them for tranquil visits and to support wildlife.
2. Expand park space offerings near high use areas such as Downtown.
3. Maintain continued regular maintenance and trash removal.
4. Plan for new park facilities along with any geographic growth of the City.



## TRAIL POLICIES

- I. Trails are an integral component of the City's overall transportation network.
- II. An effective bicycle and pedestrian network will help to lessen congestion and improve access to recreation and other uses around town.
- III. Appropriate design of trails and wayfinding should support the "small town" feel of Cannon Beach.
- IV. Trails take many forms based on their location and purpose; they range from narrow nature paths and multi-use pathways to shared low-volume streets and sidewalks in busier areas.
- V. Trail design should consider the full range of potential users with appropriate accommodations made for the young, the elderly, and the mobility challenged.

## STRATEGIES

1. Develop a network of shared streets and sidewalks to help people move throughout the city without driving.
2. Utilize off-street pathways to both reduce the need to drive and to provide opportunities for recreation.
3. Develop trails, both on land and in water, to increase access to nature.
4. Coordinate trail and path development with emergency evacuation routes.
5. Design trails to be beautiful and safe for all potential users.
6. Develop sidewalks in urban areas where pedestrians should be separated from vehicular traffic.





## TRENDS AND PROJECTIONS

### FORECASTED GROWTH

According to a 2014 report on Oregon's community populations by the Population Research Center at Portland State University, the City of Cannon Beach was home to 1,705 residents in 2013. On any given summer weekend however, the number of people in town can grow by more than 8,000. With this influx of visitors, the City essentially functions as a city ten times its size. Accordingly, infrastructure, including roads, water, sewer, public safety and of course parks, must be designed to serve and support a city in the top 50 population of Oregon's 358.

From 1990 through 2013, Cannon Beach grew at a rate of 1.72% annually. This is higher than the statewide growth rate of 1.65% for the same time frame. If this two-decade trend continues, the City can expect to house another 1,000 people by 2040.

With the growth in the State and the nearby Portland Metropolitan area expected to continue, the seasonal influx of visitors is likely to grow at a similar rate. A sunny July weekend in the year 2040 could see nearly 13,000 people arriving to enjoy Cannon Beach. The Parks and Trails Master Plan provides a guide for helping to ensure that our public spaces match our desires now and into the future, and are ready to handle thousands of visitors drawn to the treasure that is Cannon Beach.



## PARK FACILITIES AND NEEDS

Communities aim to offer a variety of types and sizes of recreation opportunities. A robust system enables the city to both distribute the facilities for ease of access and tailor them to specific types of desired experiences. Following is a synopsis of relevant facilities taken from the State of Oregon's Guide to Community Park and Recreation Planning published in 2013 and adapted to more closely match the conditions and needs of Cannon Beach.

### PARKLAND CLASSIFICATION SYSTEM

This classification system applies to all local parks and references other lands. Park standards should be largely based upon their intended purpose and related conditions such as need, fiscal constraints, traffic and access, convenience, and the availability of land. The park system will not need to offer one of all park classification types; in fact this compilation omits parks such as a Regional Sports Park that would typically be found in larger cities or regions. Park acre size recommendations are based on standard planning practices. However, there will be situations where development considerations result in a park of a size either smaller or larger than standard size recommendations.



### MINI-PARKS

Mini-parks are comprised of plazas and pocket parks that serve as small gathering or resting spaces. They are small in size, from perhaps 500 square feet up to one acre. Plazas are typically developed, often with pavement, art and gathering space. Pocket parks are often comprised of more natural settings and may feature a bench for seating, interpretive signage and refuse facilities. Visitors will tend to be those who are already in the area for other purposes, such as shopping, work, dining and/or people visiting the beach. Urban plaza parks typically include amenities such as drinking fountains, benches, litter receptacles, trees and shrubs, paved walkways and plazas.

Many of the City's Beach Access points also function as Mini-Parks.



### NEIGHBORHOOD PARKS

Neighborhood parks provide distributed recreation opportunities primarily for non-supervised, non-organized recreation activities. They are typically 2-5 acres in size, and intend to serve up to a one-half-mile radius. The linear nature of coastal communities however, typically extends this service range. Neighborhood parks typically include amenities such as playgrounds, outdoor sports courts, sports fields, picnic tables, pathways, and multi-use open grass areas. They may or may not provide off-street parking.

Les Shirley is an example of a Neighborhood Park with a natural orientation.

### COMMUNITY PARKS

Community parks are typically larger in size and serve a broader purpose than neighborhood parks. Their focus is on meeting the recreation needs of the larger community, as well as preserving unique landscapes and open spaces. Community parks are typically 5 to 50 acres, depending on the spatial requirements of the facilities provided and the amount of land dedicated to natural resource protection. They are often smaller in urban locations as well. Community parks provide for both active and passive use. Community parks



typically accommodate larger numbers of people, and offer a wide variety of facilities, such as group picnic areas and large shelters, sports fields or courts. Other potential features include children's play areas, swimming pools, community gardens, extensive pathway systems, community festival or event space, and green space or natural areas. Community parks require additional support facilities, such as off-street parking and restrooms and as such can also serve as regional trailheads.

Main City Park, including its connection to the trail network at the Sitka Spruce Reserve, is a good example of a successful Community Park.



## REGIONAL PARKS

Regional parks are large parks that provide access to unique natural or cultural features and regional-scale recreation facilities. Typically 100 acres or more in size, regional parks serve areas within a 45 minute driving time. Tourism at the Coast effectively extends this range. These parks often include significant green space to preserve unique natural areas, estuaries, stream corridors, wetlands, and agricultural or forested areas. Regional parks may include properties for which there are no immediate development plans and that are situated in such a way as to primarily serve the surrounding neighborhood (land banked properties). Regional parks also may accommodate large group activities and often have infrastructure to support sporting events, festivals, and other revenue-generating events to enhance the City's economic vitality and identity. Activities available in regional parks may include picnicking, boating, fishing, swimming, camping, trail use, etc. Regional parks include supporting facilities, such as restrooms and parking.

There are no designated Regional Parks in Cannon Beach at this time. However, the South Wind Property could host such a facility at some point in the future.

## NATURE PARKS

Nature parks are lands set aside for preservation of significant natural resources, remnant landscapes, open space, and visual aesthetics/buffering. They may preserve or protect environmentally sensitive areas, such as wildlife habitats, stream and creek corridors, or unique and/or endangered plant species. Nature parks may vary in size from small parcels (less than 10 acres) to large properties of more than 200 acres. Nature parks typically serve a community-wide population and include greenways, natural areas, and preserves. Public access to natural areas may be limited at these sites, which often include wetlands, estuaries steep hillsides, or other constrained or sensitive spaces. Some nature parks may be managed secondarily to provide passive recreation opportunities. These sites may contain trails, interpretive displays, viewpoints, and seating areas.



The Ecola Forest Reserve is an example of a Nature Park.

### SPECIAL USE PARKS

The Special Use classification covers a broad range of park and recreation lands that are specialized or single-purpose in nature. Parks in this category include waterfront or ocean access parks, boat ramps, memorials, historic sites, waysides, swimming areas, single purpose sites used for a particular field sport, dog parks, skate parks, display gardens, sites occupied by buildings, or protect some significant geologic or scenic feature. Special use parks that have a community or regional draw may require supporting facilities such as parking or restrooms. Park size is dependent on the special use and can vary from very small to many acres.

The Tolovana Wayside, located within Cannon Beach but owned by Oregon State Parks, is an example of a Special Use Park.

### TRAILS, PATHWAYS, AND BIKEWAYS

Trails, pathways, and bikeways include a number of trail types including multi-use, pedestrian, sidewalk and soft surface trails to accommodate a variety of activities such as walking, running, biking, dog walking, skateboarding, and horseback riding. Such trails may be located within parks or along existing streets and roadways as part of the citywide transportation system to provide additional non-auto transportation options. Multiuse trails are designed for use by pedestrians, bicyclists, skateboarders, wheelchairs, and other non-motorized vehicle users. These trails are hard surfaced to accommodate bicycles and provide accessibility for people with disabilities. Hard surfaced pedestrian trails are generally found within smaller parks and as secondary trails within larger parks. Soft surfaced trails are composed of soft-surface materials, such as soil, crushed rock, and engineered wood fiber. Most soft surfaces do not provide accessibility for people with disabilities but are preferable for some recreation activities, such as running and hiking. In some settings, engineered wood fiber and treated crushed gravel paths can be suitable for shorter distance wheel-chair travel. Trails, pathways, and bikeways may include amenities such as directional and control signage, tsunami evacuation route signage, gates, benches, overlooks, drinking fountains, lighting, trailhead kiosks, and interpretive signs.

### DESTINATION PARKS

Destination Parks can include the same characteristics as Regional Parks, Natural Area Parks, Special Use Parks and Linear Parks, but offer such outstanding natural, historic, scenic or recreational attractions that visitors travel more than an hour to several days, by car, to reach them. They are usually well known statewide and even nationally. They can





have a wide range of acreage sizes and levels of development, but generally have a moderate to very intensive level of visitation. They can be day-use parks or can offer overnight camping or cabins. Most of the parks in the Oregon State Park system are Destination Parks. Some county and regional park systems also operate Destination Parks.

Oregon State Parks' Ecola State Park is an example of a Destination Park.



## EXISTING CONDITIONS

The City provides recreation opportunities that range from passive and tranquil walks to active sports such as Skateboarding. The following tables present a compilation of Cannon Beach's existing inventory of facilities. This plan address desired upgrades to these facilities and includes new facilities for addition.

### PARKS

Table 1 below describes existing parks in Cannon Beach including facilities owned and operated by other agencies or jurisdictions.

Table 1. Parks Inventory

Parks	Amenities	Acres
<b>Neighborhood Parks</b>		
Ecola Creek	Parking Bench Trail Picnic Table Trash Receptacle	2.4
Elk Run	Parking Picnic Table	0.8
Whale	Beach Access Shelter Public Art 6 Benches Trash Receptacle	6.5 (.16 for structure)
South Cannon	N/A	0.8
Madison	Parking Picnic Table Trash Receptacle Bench	0.3
<b>Community Parks</b>		
Les Shirley	Parking 5 Picnic Tables Trail 2 Trash Receptacles 5 Interpretive Signs Bathrooms	6.8



Parks	Amenities	Acres
Main City	Parking Skate Park Tennis Courts 8 Picnic Tables Trail Flexible Use Field 5 Trash Receptacles 10 Benches Play Structure ½ Basketball Court Bandstand Soccer Goals Softball Field 2 Interpretive Signs	3.8
Ne Cus'	Parking Trail Trash Receptacles Flexible Use Field Public Art Bench ½ Basketball Court 2 Picnic Tables Small Soccer Goals	1.2
<b>Special Use and Destination Parks</b>		
Tolovana Beach State Recreation Site	Parking Beach Access Trash Receptacles Bathrooms Play Structure Signage Picnic Tables Public Art	3.4
Ecola State Park (north of Cannon Beach)	Parking Signage Trails Picnic Facilities Bathrooms Picnic Shelter	3,300

Parks	Amenities	Acres
<b>Natural Areas</b>		
Oxbow Woods Informal	Informal Trail	12.1
John Yeon State Park	N/A	14.9
Haystack Hill	Informal Trail	10.1
South Wind	N/A	60.8
Sitka Spruce Preserve Informal	Informal Trails	22.2
Ecola Creek Forest Reserve	Non-paved road for walk/bike access Pedestrian-only soft surface Loop Trail	1,151
Sewer Lagoon/Wastewater Treatment Plant Loop Trail	¾ mile mostly gravel trail Formal spur south through Sitka Spruce Reserve to Monroe St. Bird viewing platform. 12 Interpretive signs 2 Trash Receptacles Picnic Table 4 Benches	N/A
<b>Other</b>		
Beaches	Stairs Signage	210
City RV Park	Lodging – Guest Use Only Swimming Pool – Guest Use Only Parking – Guest Use Only Bathrooms – Guest Use Only Picnic Facilities – Guest Use Only Play Structure – Public Use ½ Basketball Court – Public Use	9.5

## TRAILS

The Cannon Beach area hosts numerous trails both inside and outside of the City. Walking and biking for pleasure or transportation are common activities for residents and visitors alike. Trails come in many forms and serve multiple purposes. The most commonly used “trails” are often sidewalks and low volume streets. The slow traffic and pleasant scenery lead many of the city’s streets to provide people with the option of walking or biking and leaving the car behind. People looking for a more remote experience are often drawn to narrow dirt



paths or wood fiber trails that connect them to nature. Paved pathways or elevated wooden walkways provide a mix of options for transportation to or from destinations that can also provide visual access to nature and the outdoors. A robust trail network therefore can address both important recreational desires, and provide transportation options that can reduce automotive travel within the city, reducing congestion and freeing up valuable parking spaces.

## BEACH ACCESSES

The City's road rights-of-way extend westward, beyond the pavement to the beach. There are 46 publicly accessible beach access points. They are maintained by the City, with a few also benefiting from daily upkeep performed by nearby land owners who take pride in their contribution to the beauty of the town. The Public Works department also regularly inspects each facility, logs its condition and creates work orders for needed repairs. Access points come in a variety of designs. Some have only minimal improvements and rely on narrow foot paths through the dunes while other are more developed and include a host of amenities such as benches, stairs, signage and trash receptacles. Beach accesses fall into three generalized categories as described in the table below. A beach access will not likely contain all of the elements listed; the list is intended to qualitatively describe the site. The unique attributes, like the individual views they provide, help give each site its own identity.

**Table 2. Beach Access Typology**

Beach Access Typology	Common Amenities	Examples
Tier 1	Paved parking area Stairs and/or ramp Trash receptacle Recycling receptacle Official signs (parking, wayfinding, etc.) Plaza space Benches Interpretive signs Pet waste bag stand Footwash station Lighting Public art	Tolovana State Recreation Site Beach Access #13 Ecola Court Beach Access #26 Whale Park Beach Access #39



Beach Access Typology	Common Amenities	Examples
Tier 2	Parking Foot path Stairs Trash receptacle Official signs (parking, wayfinding, etc.) Bench Interpretive signs Pet waste bag stand	Chisana Beach Access #16 Haystack Rock Beach Access #24 Van Buren Street Beach Access #28
Tier 3	Footpath Informal parking	Maher/Logan Lane Beach Access #1 Monroe St. Beach Access #30 W 7 <sup>th</sup> Street Beach Access #45



The following figures and table lists the name and noted features of each of the City’s beach access points.

South Beach Access



North Beach Access



Table 3. Beach Access Inventory

Beach Access Name and Typology	Existing Condition	Action Items
1. Maher/ Logan Lane Tier 2	Long upper stairway of metal and concrete with wooden railings, natural pathway, lower concrete stairway and landing with metal railings.	<ul style="list-style-type: none"> <li>Add “No Parking” signs – see project tables beginning on page 36</li> </ul>
2. West Way Tier 2	<p>Three part series of mostly concrete steps, five ft. wide with metal railing on north side leading to a 30 ft. series of large flat individual concrete steps.</p> <p>Portion 1: At top is a wooden landing with two wooden steps, then it converts to concrete: five steps to a 30 in. landing, then six steps to a 40 in. landing followed by three steps to 25 in. landing.</p> <p>Portion 2: 12 ft.-6 in. from first section. Consist of six 16 in. concrete steps with a two ft. landing at top and bottom.</p> <p>Portion 3: 42 ft. from second section are ten steps 14 in. x 5 ft. wide with two 30 in. and four 36 in. landings included. Wood landing and railing along paved area added (1993)</p>	N/A
3. Sitka Tier 2	<p>16 steps of alternating 1.5 in. x 6 in. Trex on Railroad (RR) tie and scalloped 6 in. x 16 in. concrete blocks leading to wooden stairs which end at the beach. The 32 ft. wooden staircase (27 steps) consist of 2 in. x 6 in. handrail with 4 in. x 6 in. Pressure Treated (PT) posts with 36 in. wide PT 3 in. x12 ft.</p> <p>There are also large flat rocks bordered on north by 2 in. x 4 in. handrail with 4 in. x 4 in. post leading to beach.</p>	<ul style="list-style-type: none"> <li>Review</li> </ul>
4. Noatak Tier 2	75 ft. upper wooded path leading to steep meandering stairs with a couple of 90 degree turns and a couple of opposite facing built-in benches. All wood with 2 in. x 6 in. rail, Pressure Treated (PT) 4 in. x 6 in. posts and 3 in. x 12 in. steps. (1991)	<ul style="list-style-type: none"> <li>Fix or abandon</li> <li>Kenai is nearby and could be used instead.</li> </ul>
5. Kenai Tier 2	Wide gravel r.o.w. leads to 16 concrete steps 16 in. x 42 in. x 6.5 in. leading to a 36 in. pad. Handrail is 26 ft. in length and consists of 2 in. x6 in. with 4 in. x 4 in. PT Posts. Bench. (1990)	N/A



Beach Access Name and Typology	Existing Condition	Action Items
6. Brailier Tier 3	Wide asphalt r.o.w. vehicle access leading to simple beach access. Storm drain catch basin on south side of access and two ft. corrugated outfall pipe about 10 ft. to the south. No handrail. Bench. Trash Receptacle.	<ul style="list-style-type: none"> <li>Add stairs and handrail to beach (would become Tier 2)</li> </ul>
7. Midway Tier 2	Wide gravel r.o.w. leading to seven concrete steps with a 36 in. x42 in. pad at the bottom. Handrail is 12 ft. of 2 in. x 6 in. with 4 in. x 4 in. PT posts.	<ul style="list-style-type: none"> <li>Link to midway pump station</li> <li>Stairs to beach</li> <li>Potential for a mini park (Could elevate to Tier 1)</li> </ul>
8. Orford Tier 3	Narrow asphalt drive veers to the north or right and leads to a grassy path that changes to narrow dirt/gravel path that opens up at the bottom. Path to the beach has an approximate five foot rise.	N/A
9. Coos Tier 2	Wide gravel r.o.w. leads to large boulders and large grassy area leads to a sand path bordered on both sides by riprap.	<ul style="list-style-type: none"> <li>Formalize Parking</li> <li>Link to street improvements</li> </ul>
10. Umpqua Tier 2	Wide gravel r.o.w. leads to large boulders and large grassy area leads to a sand path bordered on both sides by riprap. A memorial bench resides on the south side of the access.	
11. Siuslaw Tier 2	R.o.w. extends to man-made berm with beach access through a Salal thicket and on to sand covered riprap. There is concrete outfall with large iron lid about 110 ft. from the edge of the pavement.	<ul style="list-style-type: none"> <li>Potentially add stairs to beach</li> <li>Consider a linear park connection to pump station (May elevate to tier 1)</li> </ul>
12./13. Tolovana Wayside/ Warren Way Tier 1	State maintained access consisting of wood steps and handrails (N. 13'6", S. 20'8") and a couple of concrete pads for landings. Gradually sloped pitrock vehicle access. A five ft. concrete outfall with four ft. opening for stormwater runoff is to north of the access and south of the handicap beach access. The disability access is six ft. wide with three ft. stainless steel handrails. Approximate 102 ft. concrete access slopes northwest down to switchback that extends 69 ft. southwest to opening at beach. Upland contains parking, play structure and public bathrooms, and picnic tables.	<ul style="list-style-type: none"> <li>Consider jurisdictional transfer and re-design</li> <li>Include a boat ramp/ ADA ramp (Oregon Marine Bond Grant potential) – See project tables beginning on page 36</li> </ul>

Beach Access Name and Typology	Existing Condition	Action Items
14. Delta Tier 2	Wide r.o.w.to beach, partially graveled; concrete steps with handrails (north 16 ft. metal, south 14 ft. wood) (1990)	<ul style="list-style-type: none"> <li>Add bench</li> </ul>
15. Susitna Tier 2	14 concrete steps 3 ft. wide x 13 in. diameter x 6 in. high with 3 ft. x 3 ft. concrete pad at top and bottom. Double handrail is 16 ft.-10 in. with 4 in. x 4 in. PT and 2 in. x 6 in. outdoor wood. Bench.	<ul style="list-style-type: none"> <li>Good concrete stairs</li> <li>Need parking determination public/private</li> </ul>
16. Chisana Tier 2	Access to beach located south of Ocean Lodge. Wide gravel r.o.w. narrows to path between sand dunes with a moderate slope.	<ul style="list-style-type: none"> <li>Identify public space with signage (Currently parking is used by hotel guests)</li> <li>Add stairs</li> <li>Possible bench location</li> </ul>
17. Nelchena Tier 2	Access between Ocean Lodge & Stephanie Inn consists of concrete stairs 42 in. x 13 in. x 6.5 in. about 60 ft. from pavement. Pad at top (42 in. x 24 in.) and bottom (42 in. x 36 in.). Double 13 ft. handrail of 4 in. x 4 in. PT with 2 in. x 6 in. rail.	<ul style="list-style-type: none"> <li>Identify public space, signage (Currently parking is used by hotel guests)</li> </ul>
18. Matanuska (built and maintained by Stephanie Inn) Tier 2	Access is bordered by Stephanie Inn Main Lodge and Carriage House. Concrete grass lined path extends from pavement end to a 42 in. opening in a 6 ft. x 10 ft.-8 in. concrete enclosure with 12 concrete stairs 36 in. x 12 in. x 7.5 in. The concrete walls of the stairs are 3 ft. tall with metal handrail on both sides.	<ul style="list-style-type: none"> <li>Identify public space, signage</li> </ul>
19. Nebesna Tier 2	A paved road leads to a gravel area with a narrow uphill sandy path that ends at stairs to the beach. Concrete steps 42 in. x 19 in. x 7 in. with wood 2 in. x 6 in. handrails (north 20 ft.-11 in., south 22 ft.-8 in.) and 4 in. x 4 in. PT posts (1990)	<ul style="list-style-type: none"> <li>Identify public space, signage (Currently parking is used by hotel guests)</li> </ul>
20. Tanana Tier 3	The gravel road ends and leads to a ft. path through the fore dunes.	<ul style="list-style-type: none"> <li>Needs landscape</li> <li>Clean up</li> </ul>





Beach Access Name and Typology	Existing Condition	Action Items
21. Gulcana Tier 2	A wide gravel road leads to parking with gravel path on the south side. The path forks at a concrete stormwater outfall: (5 ft.-4 in. x 8 ft. with a 4 ft. x 5 ft.-2 in. opening and 17 in. wide drain with aluminum gate. The north path descends slightly to river rock before ending at the beach. The south path is graveled and slightly steeper. A sturdy, six foot, non-city approved wooden bench is attached to the fence in the winter and relocated in the summer.	<ul style="list-style-type: none"> <li>Identify public space</li> </ul>
22. Gogona Tier 2	A gravel road extends to paved handicap parking area. A built up railroad tie/gravel enclosed area: 12 ft. x 11ft.-6 in. is on the upper south side of access and contains a bench and trash receptacle. Metal stairway with wooden railings and concrete landing.	N/A
23. Center Tier 2	At the top of this access are eleven block steps (1993) over the course of 45 ft. with handrail attached to the north side which leads to a wooden staircase to the beach with a landing and bench. Trash receptacle (1987).	N/A
24. Haystack Tier 1	Upper-wood steps with handrails and landing; gravel path; lower-wood/concrete steps with concrete landings. Natural surface(1990). 2 Benches 2 Interpretive Signs Trash Receptacle	<ul style="list-style-type: none"> <li>Potential for a small public restroom above lower stairs – See project tables beginning on page 36</li> </ul>
25. Dawes Tier 3	Paved street leads to a 15 ft. public easement with a 125 ft. sand path to beach. Bordered on the South by 2 ft.-6 in. wooden fence and neighboring property to the north including the side of garage and house.	N/A

Beach Access Name and Typology	Existing Condition	Action Items
26. Ecola Ramp Tier 1	The ramp has a 13 ft.-6 in. opening created by signage on the north side at its entrance. The signage is constructed of 6 in. x 6 in. PT timber with 4 in. x 6 in. PT upper and lower crossbars and 2 in. x 4 in. slats placed intermittently to attach signs to. The ramp opens up to 31 ft.-6 in. wide and is relatively flat for 110 ft. before it begins a gradual 60 ft. descent to the beach. At the end of the wall to the south there is a large outfall enclosed in the cement with a four foot metal hatch. To assist pedestrians to get to the other side of the flow from the outfall is a short metal bridge 13 ft.-6 in. on the short side and 16 ft. on the long side. Site also includes a paved roadway to beach-vehicular access. Trash receptacle.	Redesign to repair and upgrade – See project tables beginning on page 36
27. Harrison Tier 2	A paved road ends with 30 ft. section of gravel for parking and 20 ft. gravel path leading to concrete stairs to the beach. Steps are 40 in. x 11 ft. 6 in. x 7 with concrete sides that extend up another 30 in. A 20 ft. 2 in. x 4 in. handrail is attached to the north side of the steps. There are 20 steps which disappear into the sand and it appears they go a minimum five steps down. Beach path is 75 ft. lined on both sides by tall brush. Trash Receptacle.	<ul style="list-style-type: none"> <li>• ROW has potential for parking and access development</li> </ul>
28. Van Buren Tier 2	Old concrete steps with handrail on north side. Bench.	N/A
29. Jackson Tier 3	A paved street leads to a gravel crossroad (Ocean Ave.) lined on the west by large boulders to prevent vehicle access. Grassy sand dunes have a wide sandy path between them that drops down to the beach.	N/A
30. Monroe Tier 3	A paved street leads to a gravel crossroad (Ocean Ave.) lined on the West by large boulders to prevent vehicle access. Grassy sand dunes have a sandy path between them that drops down to the beach.	N/A



Beach Access Name and Typology	Existing Condition	Action Items
31. Madison Tier 3	A paved street leads to a gravel crossroad (Ocean Ave.) lined on the west by large boulders to prevent vehicle access. Grassy sand dunes have a wide sandy path between them that drops down to the beach. Bench. Trash Receptacle.	N/A
32./33. Jefferson and Adams Tier 3	A paved street leads to a gravel crossroad (Ocean Ave.) lined on the west by large boulders to prevent vehicle access. Grassy sand dunes have a wide sandy path between them that drops down to the beach.	N/A
34. Washington Tier 3	Gravel street leads to gravel crossroad (Ocean Ave.) lined on the West by large boulders to prevent vehicle access. Grassy dunes to the south with a wide open sandy hill that drops down to the beach.	N/A
35. Taft and Washington Tier 3	Beach access is 120 ft. long with very narrow, heavily brushed area at the beginning and end. The path runs mainly on the south edge of the access next to the fence, except in the center 35 foot section which is wide open and extends the full 15 feet. between neighboring houses.	N/A
36. Taft and First Tier 3	Beach access is a 115 ft. long 15 ft. wide r.o.w. with that runs between two homes and extends down to the beach.	N/A
37. First and Laurel Tier 3	Moderately wide and level r.o.w. extends from graveled street to sandy path that leads to the beach. Trash receptacle.	<ul style="list-style-type: none"> <li>Add Signage</li> </ul>

Beach Access Name and Typology	Existing Condition	Action Items
38. Second Street  Tier 1	The paved street leads to a 57 ft. long seawall. There is a 4 ft.-9 in. opening on the south side that leads to three steps 42 in. x 11.5 in. x 8 in. that stop at a 4 ft. landing. Ten steps extend to the north, down to the beach. There's a metal handrail 3 ft.-7 in. on the west side of the landing and another 11 ft.-8 in. that goes to the end of the steps on the west side. The bottom of the steps have a 78 in. metal handrail attached to the east side. The seawall at the street is 46 in. in total height. A 2 in. stainless pipe sits on 31 in. 2 in. x 2 in. stainless post attached to 1 ft.-4 in. concrete curbing. Seven stainless metal cables with 3.5 in. spacing run through them to make up the fence. 3 trash receptacles Interpretive sign	<ul style="list-style-type: none"> <li>Potential terminus project Connect to park – See project tables beginning on page 36</li> </ul>
39. Whale Park  Tier 1	From the sidewalk the access begins with a slight uphill concrete path about 5 ft. wide which then transitions to gravel. There is a low wooden “Z” shaped bench 5 ft.-6 in. x 11 ft.-4 in. x 4 ft.-4 in. on the south side of the 4-5 ft. gravel path. The first section that starts the decline to the beach is about 30 ft. to a switchback with railroad ties lining the east side upper edge: The lower section is about 45 ft. in length and opens up at the beach. Wide, smooth, gravel recurve path to beach. Trash receptacle (1991).	N/A
40. Spruce Street  Tier 1	A paved street ends about 75 ft. from a one-vehicle wide sandy beach access. The area leading to the vehicle access is graveled with the east side leading to the back gate for access to the school playground. There is a sign board constructed of 4 in. x 4 in. PT post which contains various signs, including No Camping, No Fireworks, No Unauthorized Vehicles, Emergency Access and Tsunami Evacuation Map. Trash receptacle.	<ul style="list-style-type: none"> <li>Consider as part of Ne Cus’ – See project tables beginning on page 36</li> </ul>
41. North Hemlock  Tier 1	Paved parking lot in Les Shirley Park ends 50 ft. from one vehicle wide sandy beach access. A gravel driveway which accesses three properties that border the north edge of the creek leads to the sandy vehicle access. Trash receptacle.	N/A



Beach Access Name and Typology	Existing Condition	Action Items
42. North Larch Tier 2	A 21 ft. paved road with a storm drain catch basin on the east side ends at a paved curb with red reflectors attached to the top of it. The 15 ft. wide beach access is to the east side of the road and has a very steep drop to the beach.	<ul style="list-style-type: none"> <li>Stairs to beach</li> <li>Parking</li> <li>Needs erosion control</li> </ul>
43. Fifth Street Tier 2	Sand pathway with wooden railing on the north. Trash receptacle.	N/A
44. Sixth Street Tier 3	This is a very steep meandering sandy path which extends down to the beach about 100 yards away. It is bordered on both sides by beach grass and goes over a few sand dunes to get there.	<ul style="list-style-type: none"> <li>Signage</li> </ul>
45. Seventh Street Tier 2	Path to the beach starts at the intersection of 7th and Oak where there is a 6 ft. wooden bench with steel brackets in a handicap accessible 7 ft. x 10 ft. concrete pad with a storm drain catch basin built into it on the south side of the access by the street's edge. The first 200 ft. of path is bordered on the north by 2 in. x 4 in. wire with 4 in. x 4 in. posts. At the end of the fence line path continues on a little steeper for another 60 ft. and drops down from the dunes to the beach. Trash receptacle.	N/A
46. Oak Court Tier 2	At the street level, the upper section is 5 ft.-8 in. wide and has a 4 ft. pad constructed of 2 in. x 8 in. There are 13 steps 5 ft.-8 in. x 13.5 in. x 6 in. that lead down to a 3 ft.-8 in. pad. A 2 in. metal handrail is attached to the interior of the 90 degree angled 2 in. x 6 in. exterior handrail which is supported by 4 in. x 4 in. PT posts. Long path through woods and dunes leads to beach well below the stairs.	<ul style="list-style-type: none"> <li>Stair reconstruction</li> </ul>

## COMMUNITY INPUT

This plan is the sum product of involvement from numerous stakeholders. Primary contributors included:

- The Public Works staff
- The Parks and Community Services Committee
- A Citizen Advisory Group (CAG)
- Members of the public

The planning effort began with identification of existing resources, a series of site visits and work with staff and the CAG to verify the inventory and note condition and/or needs. The planning team then met regularly with the CAG and at key intervals brought materials to the public for additional input.



### EVENTS

#### OPEN HOUSE #1

Residents met at City Hall on June 15<sup>th</sup>, 2016 for the Parks Master Plan's first in a series of open houses. Attendees viewed a presentation about the upcoming planning process and reviewed the current inventory of parks, trails, beach accesses and natural areas. After the presentation and a brief question and answer session people adjourned to three "stations" of maps set up around the room Beach Access, Parks, and Trails where they could ask more questions and share their observations and desires with the planning team.





The June Open House at City Hall gathered input from more than (fifteen) Cannon Beach residents. Participation came predominately from stakeholders invested and active in civic life. Not as well represented were residents or visitors not frequently involved in civic activities. They are active users of City services who typically only make themselves heard during times of controversy, or when they are not satisfied with services being provided. This large user base represents a valuable constituency. To facilitate good service to all of the system's users a second Open House Series was hosted later in the summer to garner additional input for a parks and open space plan that will shape the network for years to come.



## OPEN HOUSE #2

A series of events, beginning on a Monday evening and running all day the following Tuesday brought the Master Plan process to a much wider range of people than a traditional public meeting. As with the first open house, members of the project team set up and accompanied a set of themed stations, engaging with participants in conversation, taking notes, and marking up the maps.

The [American Legion Post 168's](#) Monday Burger Night is a local tradition. The team set up out front and met with people on the way in.. As hoped for, the folks who stopped by were indeed year-round residents. Many were excited to learn of the City's effort and were eager to share their knowledge of the City's history and lore.



The next morning, the team re-convened at the pocket park near the Main City Park public parking lot. This central downtown location attracted a large number of interested people. Many of the participants were tourists, many of whom were frequent visitors to Cannon Beach. Many possessed in-depth knowledge of the neighborhoods within the City where they typically stay – often returning annually to the same house or hotel. Visitors, especially those who deem themselves as regulars, are an important constituency to consider. As expected, most people spend the majority of their time on the beach or visiting local shops and restaurants. Active uses such as trails for walking and biking, and



sidewalks in busy areas were mentioned frequently among this group. Several also called out the need for facilities that serve the elderly and people with disabilities. One young father in a wheelchair praised the City as being the best location on the Oregon Coast for getting onto the beach to play with his kids.

Cannon Beach's [Farmers Market](#) is a popular attraction for residents and visitors alike. Located in the Midtown area it is easily accessible, yet sufficiently distant from Downtown to avoid being overrun by single-day visitors. The team was graced with sunny weather and the large gathering of people that used the sunny day to visit the market. The Farmers Market provided the project team with a stall just like the rest of the vendors. The prime location drew in numerous curious individuals. Residents were vocally excited about the endeavor and were quick to mark up the maps with their ideas. The vast majority of participants during the August Open Houses were excited about the Parks Plan and complimentary to the City in General. The maps and notes were then combed through by the project team where the proposals began to emerge and find their way to new refined maps.



### OPEN HOUSE #3

A set of policies and a list of projects were developed from the input received during the public engagement events. The public was then invited to review the projects and at City Hall on November 10<sup>th</sup>. Staff and consultants engaged in face-to-face discussions to review the proposals with participants and gather more input. Three stations, one each for Parks, Trails, and Beach Access catered to people's specific interests, with most people choosing to visit each. On the way in, participants were given a packet of stickers with which they could rank the various proposals in order of importance to them.



Some of the most popular projects include:

## PARKS

Parks are shared by residents and visitors alike. Pleasant settings and access to nature or places to gather are highly prized.

### NECUS' PARK IMPROVEMENTS

Also known as the School Site, this project was by far the most popular of all. Opinions of the improvements varied, from a modest program similar to Les Shirley, to a more vibrant gathering spot with indoor and outdoor activities. A design that respects the native heritage of the site was also a top priority.

### TOLOVANA STATE PARK

A transfer of ownership from the State of Oregon could enable Cannon Beach to redesign the park into more of a destination, and gateway to the beach and the city. A new design could include moving the restrooms that currently block an amazing view of the Pacific.

PARKS AND OPEN SPACE

Project	1 High Priority	2	3	4	5 Low Priority (5-10) (10+)	Timing (1-5)
P-1 Cannon / Knapik launches • West end Les Shirley Park • Tishia Creek Park • Outdoor and 2nd street	*				1-5	
P-2 Tolovana State Park • Convert to City ownership and redevelopment - move some, reduce parking, develop community use space, provide more recreational amenities • Develop an improved boat ramp for dory launching with accompanying ADA beach access to the wet sand				*	5-10	
P-3 Main City Park entry improvements • Visible "greeting" sign				*	10+	
P-4 Necus' Park (school site) improvements • Includes range of possibilities, from modest to more vibrant gathering spot • Also option will be designed to respect native heritage of the site				*	1-5	
P-5 Treatment Ponds • Construct floating bird island in treatment pond • Install bridge below water treatment plant to complete the loop (avoid follow potential trail parallel to HWY 101)				*	1-5 5-10	
P-6 Opportunities for interpretive signs at parks • Topics may include ecology, history, water treatment, archaeology, human progression, etc.				*	Ongoing	
P-7 Opportunities for public art • Permanent installations, sculptures, etc. (keep doing what City currently doing)				*	Ongoing	
P-8 Holland parcel south of Harstad Hall • Construct trail and viewpoint along with development of private property				*	Tied to development (see City handle)	
P-9 Restrooms near Harstad Hall • Between first and second set of stairs. As close to Harstad as feasible (small bathrooms possibly just 3 stalls)				*	1-5	
P-10 Standard Pocket Park - Phase 1 guidance on what to choose, when, why • Benches • Planting improvement • Trash & Bicycle Recycling • Interpretive display/art/markers/monuments • Wet Waste Bag • Play Park • Tolovana Hall				*	1-5	
P-11 Tolovana Hall • Incorporate community uses (focus on existing, but could also include new) into a new building that also includes housing on the second floor				*	5-10	

### POCKET PARKS

From beach access points to small downtown plazas, these small public spaces provide opportunities for people to meet, relax or just take in the sights. Guidelines would be developed with locational criteria and a palette of features that could be included. A standardized approach would facilitate growing the park inventory to contain more such small spaces.

### ART AND SIGNAGE

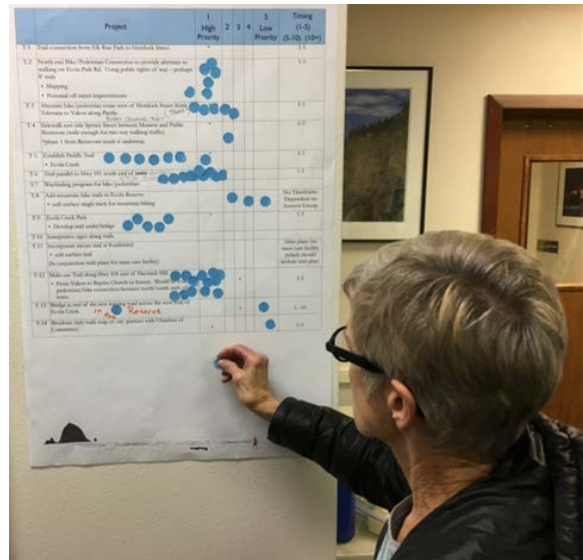
There was strong support for continued investment in public art. Additionally, wayfinding and interpretive signage was also identified as a way to enhance the City and welcome its visitors.

## TRAILS

Trails, present and potential, garnered much interest. A complete network supports multiple objectives – transportation to and from different parts of town, access to parks and the beach, and the fun of the journey.

### SHARED USE PATHS PARALLEL TO HWY 101

The publicly owned land along Highway 101 is much wider than the space occupied by the road. In some places the City already owns the land adjacent to the State's. Utilizing this strip of land, the City could develop a series of shared-use paths that would provide walking and biking accessways that are separated from vehicle traffic. A path between Haystack Hill and the Highway would also allow for people to walk and bike from the southern portion of town to the Central and Downtown areas without having to drive and compete for limited roadway capacity and parking spaces.



### PADDLE TRAIL FOR ECOLA CREEK

Already a locally known attraction, Ecola Creek provides for a pleasant paddling experience along with views of birds, deer, elk and other wildlife. Coupled with a signed small kayak launch or two, more could be drawn to this self-guided eco tour.

### BIKE AND WALK ALTERNATIVE TO HEMLOCK STREET

A trail network can serve as a great alternative to driving. Many cities and towns are turning to low-traffic streets as the preferred route for biking and walking. Connecting these less traveled streets with signage can help people on foot or bicycle to navigate, moving through town without having to mix with the traffic on Hemlock Street.

### TRAILS CONNECTING PARKS

Whether a trail under the bridge at Ecola Creek Park, or from Elk Run Park to Hemlock or added sidewalks on Spruce Street, new walking connections can provide people with safe and convenient access to parks without the need to get back into their car.

### BEACH ACCESS

To many, the beach is the most important “park” in the City. It draws thousands of people into town every week during the summer. The City’s beach accesses are the conduit for residents and visitors alike as they venture out onto the sand.



### PROMENADE AT 2<sup>ND</sup> STREET ACCESS

The access at West 2<sup>nd</sup> is the best known by visitors to town. The proposed project would include a redesign of the area shaping it into a fitting gateway to the beach for people in cars and on foot. It could include public art, places to sit and relax, stairs to the sand and even a foot wash station.

### HAYSTACK ROCK RESTROOM

One of the busiest attractions on the entire coast, Haystack Rock is about as far from a restroom as one can find his or herself. A small restroom located up the stairs toward Hemlock would serve visitors, volunteers and staff of the Haystack Rock Awareness Project.

### FORMALIZED DESIGN OPTIONS

The beach access points take numerous forms, from informal pathways through the dunes to the paved parking lot of Tolovana. A design palette could act as a catalog, setting guidelines for types of benches, sign dimensions, railings and other features. It would guide the repair and upgrades to the accesses ensuring that regardless of the number of features, they all comply with the City's overall design philosophy.

Project	1 High Priority	2	3	4	5 Low Priority	Timing (1-5) (5-10) (10+)
B-1 Locola Ct. Beach Access Redevelopment • Current access has needed elements. Are there improvements to make? • Vehicular and pedestrian use						
B-2 West 2nd Street Promenade/Turnaround • Bench • Trash & Recycle Receptacles • Stairs to sand • Plaza and foot wash station *Based on preliminary designs by Tolovana Architects. Also known as the 2 <sup>nd</sup> and Larch Plaza						
B-3 Standard Beach Access Palette or guidance on what to choose, when, why • Bench • Trash & Recycle Receptacles • Stairs • Pet Waste Bags *New trail should be located left of trail and away from beach						Combine with the Polar Park Palette
B-4 Signage program at beach access points • Highly visible for easy reference from anywhere on beach						
B-5 Potential Restroom sites • Haystack Rock access *Included in P-7						
B-6 Public Parking signs at beach access points • specifically sites 16-20 which are heavily used by tourists and locals						
B-7 Beach Accessibility: • Signs • Boardwalks, specific to wheel chair accessibility • Make known availability of permits for handicap to drive on the beach						
B-8 Maher/ Logan Lane • Street parking is very limited due to narrow width of street. Designate "no parking" zones so there is always room for emergency vehicles						With Potential Ramp
B-9 Lighting deficiencies: • West Warren Way at beach end- add light for night time access • Trail(s) along Hwy 101 • (note, comprehensive plan says that we can't light the beach. Look at solar reflective or low voltage trails with the potential new boat ramp)						

## RECOMMENDATIONS

The following sections include tables displaying the full list of projects addressed with this master plan. Each one is further described on an individual project sheet in projects section.

**Table 4. Parks and Open Space**

	<b>Project</b>	<b>Priority</b>	<b>Timing (1-5) - (5-10) - (10+) Years</b>
P-1	NeCus' Park (school site) improvements <ul style="list-style-type: none"> <li>Includes range of possibilities, from passive recreation similar to Les Shirley to more structured recreational opportunities</li> <li>Designed to respect the native heritage of the site</li> </ul>	High	1–5
P-2	Restroom Near Haystack Rock <ul style="list-style-type: none"> <li>Between first and second set of stairs</li> <li>As close to Hemlock as feasible</li> <li>Small bathrooms, possibly just 3 stalls</li> </ul>	High	1–5
P-3	Tolovana State Recreation Site <ul style="list-style-type: none"> <li>Convert to City ownership and redevelop - move restroom, reduce paving, develop community use space, provide more recreational amenities</li> <li>Develop an improved boat ramp for dory launching with accompanying ADA beach access to the wet sand</li> </ul>	High	5–10  1–5
P-4	Treatment Pond Improvements <ul style="list-style-type: none"> <li>Construct floating bird island in treatment pond</li> <li>Install bridge NE of water treatment plant to access the potential trail parallel to Hwy 101)</li> </ul>	High	1–5 5-10
P-5	Beach Access and Mini-Park Guide <ul style="list-style-type: none"> <li>Palette or catalog of elements</li> <li>Guidance on what to choose, when and why</li> </ul>	Medium	1–5
P-6	Interpretive Signs <ul style="list-style-type: none"> <li>Topics may include ecology, history, water treatment, archaeology, tsunami preparation, etc.</li> </ul>	Medium	Ongoing
P-7	Public Art <ul style="list-style-type: none"> <li>Permanent installations, sculptures, etc. for public enjoyment</li> </ul>	Medium	Ongoing



	Project	Priority	Timing (1-5) - (5-10) - (10+) Years
P-8	Tolovana Hall <ul style="list-style-type: none"> <li>Incorporate community uses (focus on existing, but could also include new) into a new building that also includes housing on the second floor</li> </ul>	Medium	5–10
P-9	Holland Viewpoint <ul style="list-style-type: none"> <li>Construct a trail and viewpoint along with development of private property</li> </ul>	Low	Tied to development (not City funded)
P-10	Main City Park <ul style="list-style-type: none"> <li>Add a visible “gateway” sign or entry point</li> </ul>	Low	10+

Table 5. Trails

	Project	Priority	Timing (1-5) - (5-10) - (10+) Years
T-1	Ecola Creek Park Trail <ul style="list-style-type: none"> <li>Develop trail under bridge</li> </ul>	High	1–5
T-2	North end Bike/Pedestrian Connection to provide alternate to walking on Ecola Park Rd. Using public rights-of-way – perhaps 8 feet wide where new connects are needed	High	1–5
T-3	North End Trail <ul style="list-style-type: none"> <li>Parallel to Hwy 101 for north end of town</li> <li>Utilize ODOT r.o.w.</li> </ul>	High	1–5
T-4	Paddle Trail along Ecola Creek Including Canoe / Kayak launches at one or more locations <ul style="list-style-type: none"> <li>West end Les Shirley Park</li> <li>Ecola Creek Park</li> <li>At Oxbow and 2<sup>nd</sup> Street</li> </ul>	High	1–5
T-5	Southern Greenway - alternate bike/pedestrian route west of Hemlock Street from Tolovana to Yukon mostly along Pacific	High	1–5
T-6	Spruce Street Sidewalk* <ul style="list-style-type: none"> <li>Between Monroe and Public Restroom (wide enough for two-way walking traffic)</li> </ul> <p>*phase 1 from Restroom south is underway</p>	High	1–5
T-7	Trail Connection from Elk Run Park to Hemlock Street	High	1–5



	Project	Priority	Timing (1-5) - (5-10) - (10+) Years
T-8	Trail Map <ul style="list-style-type: none"> <li>• Brochure style trails map of city and surrounds</li> <li>• Partner with Chamber of Commerce or other groups</li> </ul>	High	1–5
T-9	Bridge at West Fork Ecola Creek <ul style="list-style-type: none"> <li>• Bridge at end of the new logging road across the west fork of Ecola Creek for hiking/biking</li> </ul>	Medium	5–10
T-10	North – South Shared Use Path <ul style="list-style-type: none"> <li>• Multi-use Trail along Hwy 101 east of Haystack Hill</li> <li>• From Yukon to Baptist Church or Sunset Street</li> <li>• Safe and pleasant pedestrian/bike connection between north/south ends of town</li> </ul>	Medium	1–5
T-11	South Wind Trail <ul style="list-style-type: none"> <li>• Incorporate nature trail</li> <li>• soft surface for hiking</li> </ul> (In conjunction with plans for mass care facility)	Medium	After plans for mass care facility (which should include trail plan)
T-12	Mountain Bike Trails <ul style="list-style-type: none"> <li>• In Ecola Creek Forest Reserve</li> <li>• Soft surface single-track separate from logging road(s)</li> </ul>	Low	No Timeframe. Dependent on Interest Group
T-13	Wayfinding program for bike/pedestrian routes including tsunami evacuation routes	Low	5–10

Table 6. Beach Access

	Project	Priority	Timing (1-5) - (5-10) - (10+) Years
B-1	Beach Access Signage <ul style="list-style-type: none"> <li>• Highly visible signs for easy reference from anywhere on beach</li> </ul>	High	1–5
B-2	Ecola Court <ul style="list-style-type: none"> <li>• Beach Access Redevelopment</li> <li>• Redesign and repair</li> </ul>	High	1–5



	Project	Priority	Timing (1-5) - (5-10) - (10+) Years
B-3	West 2nd Street - Promenade/Turnaround* <ul style="list-style-type: none"> <li>• Vehicular and pedestrian use</li> <li>• Bench</li> <li>• Trash &amp; Recycle Receptacles</li> <li>• Stairs to sand</li> <li>• Plaza and foot wash station</li> </ul> *Based on preliminary designs by Tolovana Architects. Also known as the 2 <sup>nd</sup> and Larch Plaza	High	1–5
B-4	Beach Access and Mini-Park Guide <ul style="list-style-type: none"> <li>• Standard palette or guidance on what to choose, when, why</li> </ul>	Medium	5–10
B-5	Maher/Logan Lane <ul style="list-style-type: none"> <li>• Street parking is very limited due to narrow width of street</li> <li>• Designate “no parking” zones so there is always room for emergency vehicles</li> </ul>	Medium	1–5
B-5	Public Parking Signs <ul style="list-style-type: none"> <li>• For guidance at beach access points</li> <li>• Specifically sites 16-20 which are heavily used</li> </ul>	Medium	1–5
B-6	Lighting deficiencies: <ul style="list-style-type: none"> <li>• West Warren Way at beach end– add light for night time egress</li> <li>• Trail(s) along Hwy 101</li> <li>• (note, comprehensive plan says that we can’t light the beach. Look at solar reflective or low voltage tread lighting with the potential new boat ramp)</li> </ul>	Low	5–10

## P-1 NECUS' PARK IMPROVEMENTS

Design and develop a public park at the location of the old school.



**ISSUE:** NeCus’ Park is a vital piece of the Cannon Beach park system, with great importance to the community in terms of its locational, historical, cultural and ecological value. Flanking the south bank of Ecola Creek and just a few steps from the beach, the park connects with several popular open spaces. And as the northern ‘gateway’ into downtown Cannon Beach, it sets the tone for countless visitors’ first impression of the coastal community. The location of NeCus’ Park was a key salmon fishing site for the Native American tribes that occupied the area before pioneers built their first settlements. In more recent history, it was an elementary school for over 60 years and remains a source of fond memories for many locals. Since the school’s closing, the park has been used for mostly passive recreation. The former playground area is now used for youth sports practice fields, and a walking trail, a bench and picnic tables along Ecola Creek are the only other site improvements. While the City of Cannon Beach owns the open area, the adjacent school property is owned by the Seaside School District. The City is exploring options to potentially acquire the site and incorporate it into the greater NeCus’ Park property, opening up a number of opportunities for future park development.



**SOLUTION:** While the specifics of future improvements to NeCus’ Park are still to be determined, a number of key themes are likely to emerge. The first is connectivity—while the site occupies a key location, enhanced linkages to the beach and to the existing trail network would better knit together Cannon Beach’s recreational and open spaces. The site also presents opportunities for ecological restoration. Native vegetation and shoreline reconstruction along the Ecola Creek shoreline could help restore habitat in this salmon-bearing stream. Improvements to the park can also help preserve the site’s cultural and historical heritage. Possible means for acknowledging and celebrating Native American heritage include signage, culturally-significant vegetation, and public art. Additionally, local residents’ fond memories of the old elementary school should also be considered in redeveloping the site. The school’s recreational facility presents many opportunities for new uses that continue to serve the public. Many community members suggested repurposing the building into a venue for public events, such as fairs, festivals, swap meets, concerts, a beer garden, etc. Other ideas for redeveloping the space include community gardens, a kayak launch, informal or passive recreation, and active recreation, such as mini disc golf.



PRIORITY: High

## P-2 RESTROOM NEAR HAYSTACK ROCK

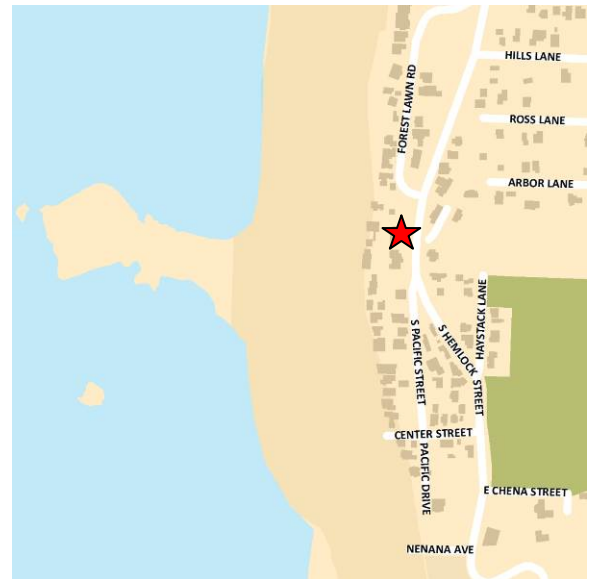
Add a small public restroom to the Haystack Rock beach access.



**ISSUE:** The iconic Haystack Rock is one of the Oregon Coast's top destinations. The two most common beach access points for visitors to Haystack Rock are Ecola Lane to the north and Tolovana Park to the south. Along this span of just over a mile there are no publicly available restrooms near the beach.

**SOLUTION:** A small public restroom located near Haystack Rock would increase the enjoyment of visits to this popular portion of the beach. Volunteers and employees with the Haystack Rock Awareness Program (HRAP) would be among the primary beneficiaries of such an investment. They spend countless hours' onsite every year educating visitors and protecting the wildlife refuge, and a restroom would be a welcome addition.

The preferred location of such a facility would be as close to Hemlock Street as possible. It would not be on the beach itself, but could potentially fit at the landing between the upper and lower stairs.



**PRIORITY:** High



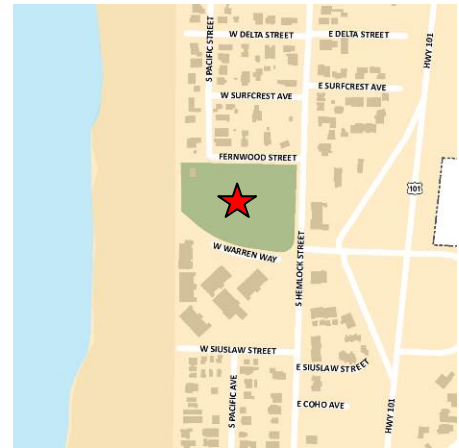


## P-3 TOLOVANA STATE RECREATION SITE

Transfer the park to Cannon Beach and redesign/rebuild.



**ISSUE:** Situated at the south end of Cannon Beach, the Tolovana Beach State Recreation Site is a key access point to the beach. The state-owned site includes the largest public parking area for beach access in the city, and is equipped with restrooms, picnic tables, a small playground for children, and an ADA-accessible ramp down to the sand. At the southern edge of the site, the West Warren Way right-of-way terminates at a vehicular ramp to the dry-sand portion of the beach. The City of Cannon Beach has been in discussion with the Oregon State Parks Department about a potential jurisdictional transfer of Tolovana to the City. Bringing the park into City ownership would give the City flexibility on how the site might be redeveloped to better meet local recreation and beach access needs.

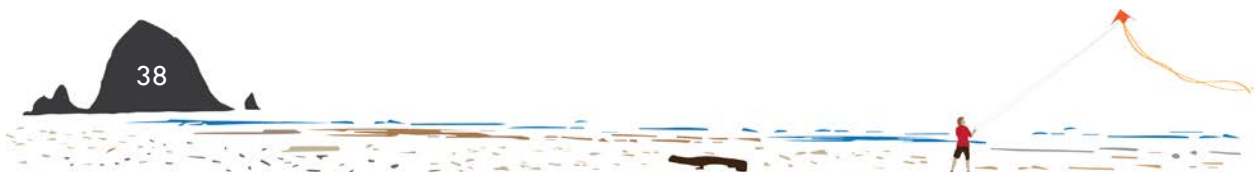


Public input on Tolovana suggests that the park could be enhanced to make it more of a destination and gateway to the beach. Currently, the site is dominated by parking, it lacks connectivity with the adjacent neighborhoods, and the existing restrooms block amazing views of the ocean and Haystack Rock. Facilities are aging and maintenance issues also plague the boat ramp—which has been undermined by high tides, as well as the accessibility ramp—which is regularly obstructed by driftwood and debris.

**SOLUTION:** As one of the larger public open spaces fronting the beach, and with quick access to Hwy 101 via West Warren Way, the site holds good potential for both recreation and emergency access purposes. New site design may include re-organizing the site to capitalize on the beach frontage, replacing the West Warren Way and ADA access ramps, and creating a welcoming venue to host civic events. Removing some asphalt from the parking lot could create more space for community use and recreational amenities, while retaining the same parking capacity.

Upgrades to the West Warren ramp could also provide better access for dory boat launching and emergency access. Dory boats have a rich history in Cannon Beach; they were once used for commercially harvesting salmon, and a fleet of dory boats was active during the late 1960s and early '70s. Currently, dory boaters must launch from the beach, and risk getting their trucks stuck in the sand. A boat ramp connecting to the wet-sand portion of the beach would be safer and more convenient, and could also serve as direct ADA access to the firmer wet sand. This work may be eligible for funding through the Oregon Marine Board grant program.

**PRIORITY:** High



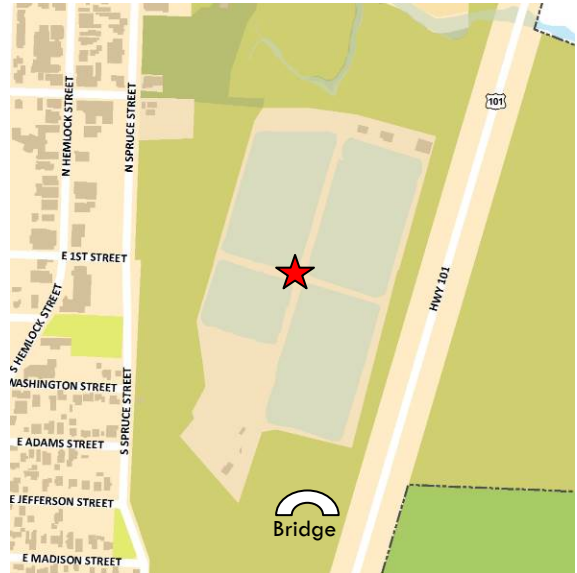
## P-4 TREATMENT POND IMPROVEMENTS

Add a floating island and bridge to the treatment pond area.



**ISSUE:** The treatment ponds and nearby Sitka Spruce Reserve draw frequent visitors. The two most popular activities are walking on the trails and watching birds. Additional amenities could enhance these activities.

**SOLUTION:** This project comprises two elements. The first is adding a floating bird island into the treatment ponds, which would provide additional habitat for numerous species of birds. Being in direct line of site from many bird watching locations, this island would significantly add to birders' experiences. The second element is adding a foot bridge below the water treatment plant. This improvement would be tied to potential trail development within the Hwy 101 right-of-way.



**PRIORITY:** High





## P-5 BEACH ACCESS AND MINI-PARK GUIDE

Develop a catalog of optional amenities for beach access points.

**ISSUE:** There are 46 beach access points in Cannon Beach, where public road rights-of-way extend westward onto the sand. They are typically around 30 feet wide, are all publicly owned, and ensure that everyone can access the beach. They take many forms from a simple path through the dunes to fully developed public amenities with benches, signs and stairways. Many of the beach access locations also serve as mini parks. Some elements are consistent, such as the trash receptacles that feature poetry on the top, while benches, stairs and other components differ from site to site.

**SOLUTION:** Develop a catalog of elements for consistent use at beach access points. Beach accesses should continue to vary in their level of development and should fit into their context of the homes or businesses nearby. As access points are maintained or upgraded, a catalog would prescribe the specific types of benches, stairways, or other elements that should be incorporated. Standardized elements and a consistent design aesthetic would help the public to recognize beach access points as public property and as a signature of Cannon Beach. This would also simplify long-term maintenance; consistent use of elements would enable the City to have spare and replacement parts on-hand, and familiarity with the equipment may decrease the time and effort required for repairs.

The catalog would also describe which types of elements are appropriate for the different types of beach access, and would guide placement options. Expected elements include:

- Benches
- Trash & recycling receptacles
- Stairs
- Pet waste bag stations
- Educational signage
- Foot wash stations
- Drinking fountains
- Stairways / railings
- Accessibility ramps

**PRIORITY:** Medium



## P-6 INTERPRETIVE SIGNS

Add interpretive signs along trails and at park locations for education.

**ISSUE:** Walking for pleasure is a common activity for residents and visitors alike. The City has successfully deployed interpretive signs at some locations but no formal program exists for adding additional signs or guiding the content.

**SOLUTION:** A larger, more comprehensive program to expand the use of interpretive signs would enhance the recreational experience. Signage can be used to describe ecology and the environment, native peoples' history in the area, the early days of Cannon Beach and tsunami awareness. As part of a comprehensive approach, signage would have a consistent look and feel, allowing signs to become a recognizable part of the Cannon Beach brand. The program would also include guidance for size, location, and frequency of use.

**PRIORITY:** Medium



## P-7 PUBLIC ART

Continue the practice of incorporating public art into the Cannon Beach landscape.

**ISSUE:** Cannon Beach is recognized for its vibrant and thriving art scene. The City has historically worked to create opportunities for the public to enjoy the arts.

**SOLUTION:** The City should continue to support the arts, specifically looking for opportunities to place public art in locations that enhance experiences for residents and visitors alike. Permanent installations are more efficient, but temporary displays can also be included. Public art will also help maintain the City's reputation as an arts community.

**PRIORITY:** Medium



## P-8 TOLOVANA HALL

### Redevelopment of the Tolovana Hall site



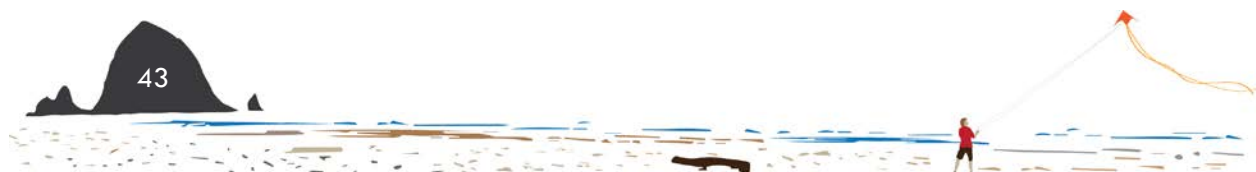
**ISSUE:** The Tolovana Hall building hosts many valued community uses. From exercise groups and tutoring to club meetings, public lectures, and the arts, the Hall is used at least once per day, six days per week. The building itself was not designed for such heavy use and is deteriorating by the day. The consistent level of use demonstrates the importance of such a facility within Cannon Beach, and reveals the need to determine future accommodations in the near-term, before the burden of building upkeep becomes overwhelming.

**SOLUTION:** The proposed project includes demolition of the existing Tolovana Hall structure and redevelopment of the property. While the existing building is cherished for the service that it provides, the structure itself is not significant. New construction is expected to cost less than remodeling the existing structure. At this time, no set building size is proposed. The purpose of the redevelopment would be to provide a new, improved home for the myriad activities that occur on-site today, and even allow space for additional uses. The Tolovana Hall site could house one or several buildings, and increasing the building size to two stories could expand the amount of usable space on the site.

Interim projects might include improved access such as rebuilding steps and removing barriers, if any.



**PRIORITY:** Medium





## P-9 HOLLAND VIEWPOINT

Construct a trail and viewpoint at the Holland parcel north of Haystack Hill.



**ISSUE:** The owner of the land north and west of Haystack Hill may at some point be interested in developing this site, which has access and topographical challenges. The owner has discussed the notion of dedicating some property for public use or access in conjunction with development.

**SOLUTION** A public viewpoint and trailhead could be created in conjunction with private development of the Holland parcel. This project is intended to move forward as part of development of the property, not as a standalone project. It would not be a city-funded endeavor.



**PRIORITY:** Low



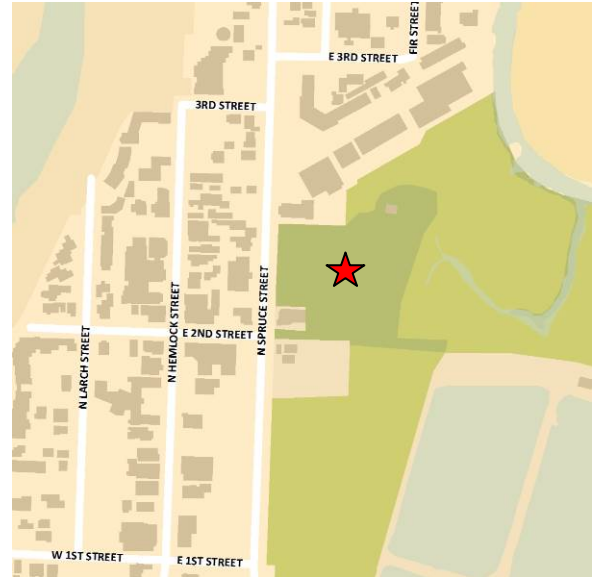
## P-10 MAIN CITY PARK

Add a visible gateway to the park's entry.



**ISSUE:** Main City Park is well situated within Cannon Beach. However, visual access to the park is limited due to its location behind the Chamber of Commerce building. This obstructed visibility may result in the park and its features going unnoticed by members of the community.

**SOLUTION:** Adding a gateway sign to the park entry would increase visibility of the park. Location and style of signage have not been determined. Designs would be developed at the time of project initiation.



**PRIORITY:** Low





## T-1 ECOLA CREEK PARK TRAIL

Add a trail underneath the Fir Street Bridge.



**ISSUE:** Fir Street, just south of the bridge over Ecola Creek, forms the ending point of two popular trails. To travel from one to the other requires a detour to the intersection of Beaver and Fir Streets.



**SOLUTION:** Routing a pathway below the southern end of the bridge could create a trail connection that would allow for a safe crossing of Fir Street. The land between the bridge footing and Ecola Creek is inundated by water during high tides and during times of high water. Accordingly, the trail would need to be paved to prevent washing out. See Appendix A for Cannon Beach Parks Master Plan – Natural Resource Assessment.

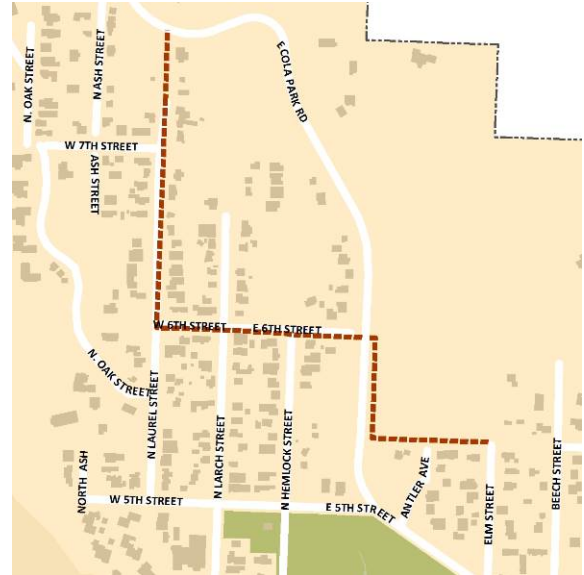
**PRIORITY:** High



## T-2 NORTH END BIKE/PEDESTRIAN CONNECTION



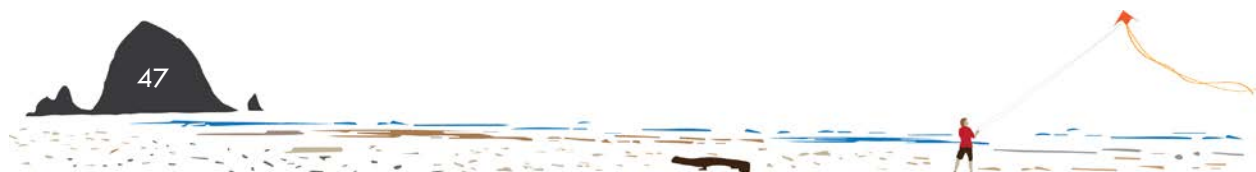
**ISSUE:** More than one-half million people visit Ecola State Park every year, accessing the park from 5<sup>th</sup> Street via Ecola State Park Road. People walking or biking have to share this relatively narrow road with the cars, motorcycles, and RVs on their way to and from the park. Few are willing to walk on such a road without sidewalks. Devoted cyclists do use the road, but it's uncommon for families or less experienced cyclists to make the trip.



**SOLUTION:** The existing street and right-of-way network north of Ecola Creek could be utilized as a non-motorized alternative route to a portion of Ecola State Park Road. The route would consist of a mix of paved and gravel streets, sidewalks, and pathways. It would begin at the intersection of Beech and Fir Streets and would travel up Beech until 6<sup>th</sup> then turn west. At Elm Street a pathway (perhaps eight feet wide) would continue along toward the west. The trail would turn north just before Ecola State Park Road, running north alongside the road until rejoining 6<sup>th</sup> and continuing west until it meets up with Laurel, where it would continue north. After a jog at 7<sup>th</sup> over to Ash, it would then head up to join Ecola State Park Road.

This new route would take people from downtown to about one-quarter of the way to the parking lot at the State Park.

**PRIORITY:** High



## T-3 NORTH END TRAIL

Establish a trail along the north end of town parallel to Highway 101.



**ISSUE:** There are several popular trails in the vicinity of the Sitka Spruce Reserve and the Sewer Treatment Plant that could be more easily accessed if connected to a larger trail network. There are also multiple short trail segments directly west of Hwy 101 that connect to roadway dead ends, but are not connected to each other.



**SOLUTION:** Utilizing land west of Hwy 101, either City-owned or within the Oregon Department of Transportation's (ODOT) right-of-way, could provide connections to and from these trails. All told, the series of trails could provide an off-street, soft-surface pathway from the city's northern entrance from Hwy 101 south to Sunset Blvd. The path would run mostly within—but near the outer edge of—ODOT's Hwy 101 right-of-way. There are currently multiple evacuation routes that would connect this trail to neighborhood and commercial areas. It could be built as one project, or several individual segments could be built piece by piece. The trail would provide additional recreation opportunities for residents and visitors. It would also facilitate active transportation for individuals capable of using soft-surface trails.

**PRIORITY:** High



## T-4 PADDLE TRAIL ALONG ECOLA CREEK

Establish a paddle trail on Ecola Creek for kayaks, canoes or other human-powered watercraft.



**ISSUE:** Few people know about the potential to launch kayaks and canoes into Ecola Creek for enjoying the scenery, watching wildlife or perhaps fishing.



**SOLUTION:** Establishing a paddle trail only requires promotion and signage. No modifications or impacts are proposed for the creek itself. Currently the most popular launch point is from Les Shirley Park. With parking and considerable frontage to the creek, this site can handle multiple visitors at a time. Travel begins at the park as paddlers head upstream until the creek and channel become shallow and narrow. There could also be a launch point established in the vicinity of the oxbow east of Main City Park. This launch would be smaller, accommodating just one or two kayaks, but would facilitate travel in either direction. However, it would only be accessible when tides and water levels are favorable.

The establishment of a paddle trail could be as simple as developing a one-page brochure for display and distribution at City Hall, the Chamber of Commerce, hotels and restaurants, and on the internet. Signage could also be developed to alert visitors to launching locations, and could contain information pertaining to the creek's history, ecology, and any safety items deemed important. Careful consideration would need to be made for any physical improvements to the land at or near the water's edge, in order to prevent negative impacts to the ecosystem. See Appendix A for Cannon Beach Parks Master Plan – Natural Resource Assessment.



**PRIORITY:** High





## T-5 SOUTHERN GREENWAY

Alternate bike / pedestrian route west of Hemlock Street from Tolovana State Recreation Site to Yukon.



**ISSUE:** Hemlock Street is the only route with continuous connection from the curves of Haystack Hill to the city's southernmost access to Hwy 101. The street is posted for speeds of up to 30 miles per hour, and has a shoulder for walking, using a mobility device or biking. However, the close proximity to moving traffic can deter people from choosing these active travel modes. Providing more non-auto options can reduce traffic, make parking easier, and enhance the experiences of residents and visitors alike.



**SOLUTION:** The existing street and right-of-way network south of Haystack Hill could be utilized to route non-auto travel, separately from Hemlock, all the way down to Tolovana State Recreation Site. The route would consist of a mix of paved and gravel streets, but the long term ideal would include asphalt or some other hard surface that would work for people with disabilities. Sharing of these low volume, low-speed streets with walkers and bikers is happening today, but this project would formalize this activity by repairing and paving streets or pathways, and by linking them together with wayfinding signage or pavement markers. When joined together the route can provide a low-stress option for north-south travel. Beginning at the intersection of Hemlock and Pacific just south of Haystack Hill, the route would head south on Pacific Street. It would continue beyond the pavement via a future road or paved pathway past Tanana Avenue to Matanuska Street where it would head west for one block before rejoining Pacific Street and to connecting with Tolovana State Recreation Site.

**PRIORITY:** High



## T-6 SPRUCE STREET SIDEWALK

Sidewalk on the east side of Spruce Street between Monroe Street and the public restroom.

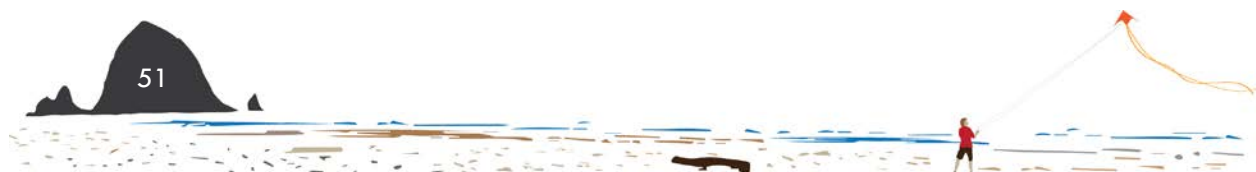


**ISSUE:** Spruce Street is an important route for all modes of travel. It provides direct access to the neighborhood south of downtown and to Madison Park. However, south of 2<sup>nd</sup> Street, Spruce has only partial bike lanes and no sidewalks. This lack of facilities presents a barrier to walking or using a mobility device, which results in greater reliance on cars and more competition for valuable parking spaces downtown.



**SOLUTION:** Development of a sidewalk on Spruce Street from the public restroom at 2<sup>nd</sup> Street is already underway. This project would extend the sidewalk on the east side of the street south to Monroe, past Madison Park. The sidewalk would be at least 8 feet wide to provide space for walking in both directions. Safe and pleasant walking along Spruce would help to minimize cars vying for parking downtown, while at the same time providing a healthy and fun transportation choice.

**PRIORITY:** High





## T-7 TRAIL CONNECTING ELK RUN PARK TO HEMLOCK STREET



**ISSUE:** South of East 1<sup>st</sup> Avenue, the distance between Spruce and Hemlock Streets roughly doubles. At the same time, the blocks also lengthen. As a result, a walking trip from Elk Run Park to shops on Hemlock or to the beach is longer than need be.



**SOLUTION:** The City of Cannon Beach owns the land between Spruce and Hemlock from the park to the intersection with Taft Street. Developing a trail in this area would provide a quick and convenient connection from Elk Run Park westward. It would also connect the park to the pedestrian traffic along Hemlock. This connection could facilitate more people using the existing park as part of their downtown experience, for small gatherings, outdoor dining, or as a quiet respite.

**PRIORITY:** High



## T-8 TRAIL MAP

Create a map of the city's trail network.

**ISSUE:** Cannon Beach boasts numerous trails, both inside and outside of the city, yet many are unaware of these amenities. While there are maps of Ecola State Park and the Cannon Beach Nature Trail, there is no single source of information about where, when and how to hike or bike.

**SOLUTION:** A trail map could be developed as a brochure – one 8.5x11 page, folded into thirds. This size would allow it to easily fit into the brochure boards at area hotels and the Chamber of Commerce. It should include all of the known and legal, walking, hiking and biking trails for the greater Cannon Beach area. For readability, it may utilize both sides of the page, allowing for differing scales to be presented. It could be developed by the City, or through the Chamber of Commerce or another group. It could also include advertising to cover productions costs.

**PRIORITY:** High



## T-9 BRIDGE AT WEST FORK OF ECOLA CREEK

Construct a bridge across West Fork Ecola Creek for hiking and biking.



**ISSUE:** The Elk Creek Road access leads to a logging road in the Ecola Creek Forest Reserve east of Hwy 101 that allows for minimally disruptive recreation via non-auto use of parts of the reserve. The road carries visitors to a terminus with a stand of old-growth cedars resulting in an out-and-back route with no round-trip or through hike/bike option. Some hikers choose add a loop hike into the mix by fording West Fork Ecola Creek. However, with water nearly knee deep, the creek is seen by many as a barrier.



**SOLUTION:** The Ecola reserve comprises well over 1,000 acres of land. Located due east of the city it is home to valuable riparian areas, large tracts of second-growth hemlock and spruce and some pockets of old-growth cedar, hemlock and spruce. City policy prioritizes conservation while allowing public entry for recreational purposes. Hiking, biking and jogging are popular activities. A bridge crossing the creek would allow for users to complete a 3 mile hike, including the loop at the end without the danger or inconvenience of fording the creek. Alternately, future connections may also make a through-trip possible. The land is owned by the City of Cannon Beach, so no acquisition is required. Any bridge will need to be designed so as not to disrupt the creek itself, but it could be designed to be an aesthetic amenity. Whatever crossing type is utilized, it will need to be able to support maintenance vehicles that make periodic entry into the reserve, or be located a short distance up or downstream of the existing crossing.

**PRIORITY:** Medium



Photo and map courtesy of John Sparks



## T-10 NORTH-SOUTH SHARED USE PATH



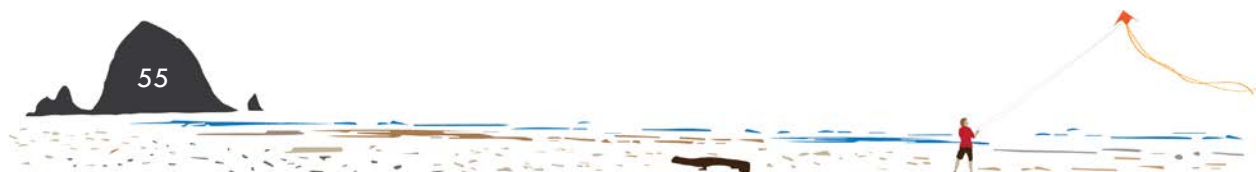
**ISSUE:** Walking and biking for pleasure and transportation are central to life in Cannon Beach. At present, there are just two routes connecting downtown and midtown to the areas south of Haystack Hill: the Beach and Hemlock Street. As lovely as a walk on the beach can be, it is not a suitable transportation route for many. The dry sand requires significant effort for walking long distances and is nearly impossible to travel via bicycle, wheelchair or for those with mobility aids. Hemlock is a pleasant enough street, yet its S curves, narrow shoulders, and steep grade turn away all but the strongest cyclists, and its lack of sidewalks can also deter pedestrians.



**SOLUTION:** A new shared-use path beginning at Yukon Street to the south and heading up to the Baptist Church or to Sunset, running east of Haystack Hill would provide a safe pedestrian/bike connection between the north and south ends of town. The path would run within, but near the outer edge of the Oregon Department of Transportation's (ODOT) Hwy 101 right-of-way. There is currently an evacuation easement at the eastern end of Yukon. Trail planning would include working with the nearby landowner on design and assurance of privacy through vegetation or some other visual screening. Heading north from Yukon, the trail would utilize public lands all the way to its northern terminus. The lands encompassing Haystack Hill were donated to the State by John Yeon, and slated to remain in its natural state in perpetuity. Care must be taken to protect this valuable resource. While it might seem logical to connect one of several social trails on Haystack Hill to this proposed shared-use path, unless otherwise determined through research on the property deed, connections that would increase foot traffic onto the hill should be avoided.

Preliminary consultation with ODOT suggests that a shared-use path could be feasible, but consultation and design work will need to consider any long-range facility plans that may exist. It is also expected that ODOT would want to retain ownership of the land; an intergovernmental agreement could provide a mechanism for City/public use of the trail portion of the right-of-way.

**TIMING:** 1-5 years





## T-11 SOUTH WIND TRAIL

Develop a nature trail at the South Wind site.



**ISSUE:** The South Wind property, located north east of the City's southern access to HWY 101 represents a significant amount of publicly owned land, some of which could be used for recreation.

**SOLUTION:** The South Wind property, comprising approximately 60 acres is undeveloped except for a short logging road and a water storage tank. The site was acquired by the City of Cannon Beach for the purpose of locating some critical municipal facilities outside of the tsunami inundation zone. The initial priority is the development of a mass care centers for use in case of disaster, namely a tsunami. Development of such a facility would require a site master plan accompanied by development of an access road and other basic infrastructure. This project would introduce a trail planning component to the site master plan process. With the future access road in place, a trailhead could be located to facilitate ready access to natural areas of the site via a soft-surface trail.



**Special Consideration:** The South Wind property, on the east side of Highway 101 near the south end of town, presents a significant opportunity for the City to invest in the safety of its residents, business owners, and their guests. Development of a mass-care facility is one of the City's highest priorities. While recreational use of the South Wind area is only of "medium" priority, trail development may come sooner than other higher priority projects if it is done in concert with development of the emergency refuge.

**PRIORITY:** Medium



## T-12 MOUNTAIN BIKE TRAILS

Add soft surface trails for mountain biking within the Ecola Creek Forest Reserve.



**ISSUE:** Off-road cycling is popular in Oregon. Riders either use standard bikes with wider tires, or specialized bikes with large treaded tires and suspension to enhance performance and comfort. Gravel streets or logging roads can be ridden with standard bikes. Devotees of off-road cycling crave narrow, winding trails similar in size to hiking trails, often referred to as “single track”. The north coast offers good riding options in the national and state forests. However, few trails exist close to cities or popular coastal destinations.

**SOLUTION:** The Ecola Creek Forest Reserve comprises well over 1,000 acres of land. Located due east of the city it is home to valuable riparian areas, large tracts of second-growth hemlock and spruce, and some pockets of old-growth cedar, hemlock and spruce. City policy prioritizes conservation while allowing public entry for recreational purposes. Hiking, biking and jogging are popular activities. Elk Creek Road provides a convenient entry point and, if riders ford the West Fork of Ecola Creek, they can ride for a little more than 3 miles. Trails could lead away from this non-paved road in one or multiple locations. These types of projects are often designed, constructed and maintained by volunteer groups such as the Northwest Trail Alliance (<http://nw-trail.org/>), which has developed similar types of trails and built bridges in Stub Stewart State Park. If this project moves forward, it will most likely be a result of a volunteer effort rather than a City-led endeavor.

**PRIORITY:** Low





## T-13 WAYFINDING PROGRAM

Establish a wayfinding program for biking and walking throughout Cannon Beach.

**ISSUE:** Cannon Beach is relatively easy to navigate. However many visitors to town spend only a night or two and don't have time to learn about the many trails and alternate walking and biking routes that are available. If navigation were simplified, visitors might choose to walk or bike instead of driving and competing for valued parking spaces.

**SOLUTION:** Wayfinding for cars is nothing new; we routinely rely on signs to tell us which exit to take, or what landmark we are approaching. However, similar programs for walking and biking are not as common. Some cities utilize a system of consistent signage and/or pavement markings to help people orient themselves and reach their destination. This can be as simple as marking walking routes, in the same way that scenic drives are marked with signs. More advanced programs include directional signage, helping people know which way to walk if, for example, they are looking for the Chamber of Commerce or a specific restaurant. The most successful also include typical walk and bike times to popular destinations. The addition of wayfinding signs or directional stickers on the road can be easily applied to the existing transportation network. Easing navigation can help people make the choice to walk or ride, adding to their enjoyment and experience of Cannon Beach while also minimizing auto travel and the need for parking.

**PRIORITY:** Low



## B-1 BEACH ACCESS SIGNAGE

Develop a promenade at the terminus of West 2nd Street.

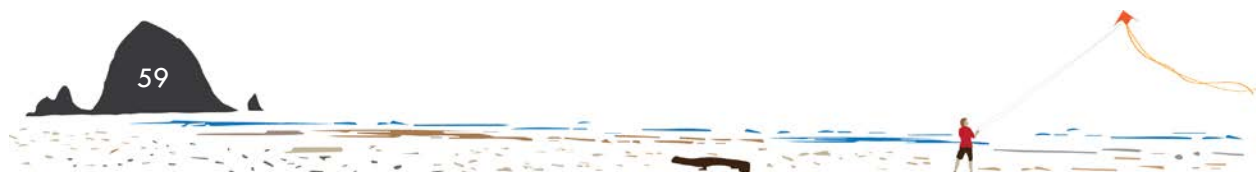
**ISSUE:** Visitors to the beach often walk long distances while on the sand. For someone not familiar with the area, finding your way back to where you started can be difficult. Additionally, from the beach it can be difficult to discern the difference between public access points and private paths or stairways that don't connect to any public streets or sidewalks. Not knowing where one is, or how to evacuate, can complicate matters in times of emergency.

**SOLUTION:** Erect a series of signs that mark each beach access for people that are on the beach. The signs should:

- Be sturdy enough to withstand the punishing force of debris that is washed ashore
- Be visible from at least 1,000 feet away
- Be designed to fit within the attractive landscape
- Display a number that is unique for each beach access point
- Contain tsunami information

These signs would quickly direct visitors to the nearest beach access, or help them find a specific access point. Knowing the location of the closest access point will facilitate more rapid evacuation in the case of a tsunami. Numbered signs will also help people accurately describe their location to emergency responders, reducing the time required for administering first aid, or intervening in a confrontation.

**PRIORITY:** High



## B-2 ECOLA COURT

Rebuild the Ecola Court Beach Access to repair aging foundation and improve overall appearance.



**ISSUE:** Ecola Court is a short street that runs north-south in the heart of Cannon Beach and provides access to hotels and restaurants fronting the beach. Ecola Court ramps down to terminate at the beach—an access point that is heavily used by hotel guests and other visitors to the city, and that affords a spectacular view of the famed Haystack Rock. The density of hospitality businesses surrounding the ramp coupled with the striking view make this a high-profile beach access point that has great potential to become an iconic civic amenity.

A few key issues should be addressed with the Ecola Court beach access point. The first is aesthetic—the existing paved ramp and concrete foundations that flank both sides offer little in the way of visual interest. The second involves maintenance—the south terminus of the ramp has been undermined by high tides and has begun to collapse, while driftwood and other debris brought in by storms create frequent maintenance challenges.

**SOLUTION:** A successful design solution for this site will address the above issues while providing an attractive, safe beach access—including access for emergency vehicles—that makes the most of the view. An elevated terrace or viewpoint could be enhanced with special paving, benches, lighting, shade structures, interpretive displays, and public art. One suggestion from the community is to install a public art display that commemorates the Oregon Beach Bill, which in 1967 established public ownership of land along the Oregon Coast. Another is to include lockers for special beach wheelchairs that make it easier for those with mobility impairments to access the beach.

**PRIORITY:** High



## B-3 WEST 2<sup>ND</sup> STREET PROMENADE/TURNAROUND

Develop a promenade at the terminus of West 2nd Street.

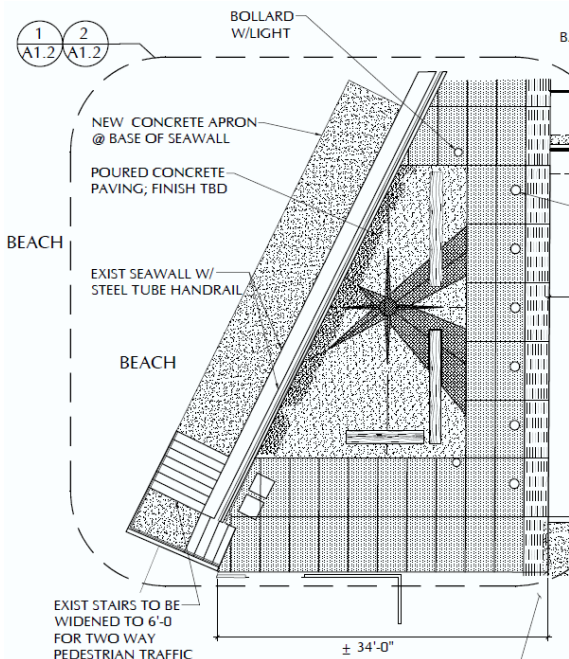


**ISSUE:** West 2nd Street is a well-used access way to the beach. In its current form, the road simply ends with a curb and fence. Two garbage receptacles hint at the location of a stairway to the sand. Given the prominence of this beach access point, the configuration could be re-designed for enhanced aesthetics.

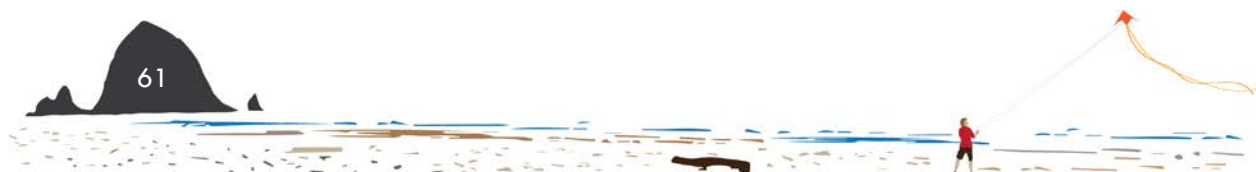
**SOLUTION:** A local firm, Tolovana Architects has developed a conceptual plan for a public plaza at this beach access point. Their design should serve as a starting point for a public process to improve the West 2nd Street terminus, also referred to as the 2nd and Larch Plaza. Proposed design elements include:

- Provision for both vehicular and pedestrian use
- Benches
- Trash & recycling receptacles
- Stairs to sand
- A plaza
- A foot wash station

**PRIORITY:** High



The western portion of the 2<sup>nd</sup> Street design - Courtesy of Tolovana Architects



## B-4 BEACH ACCESS AND MINI-PARK GUIDE

Develop a catalog of optional amenities for beach access points.

**ISSUE:** There are 46 beach access points in Cannon Beach, where public road rights-of-way extend westward onto the sand. They are typically around 30 feet wide, are all publicly owned, and ensure that everyone can access the beach. They take many forms from a simple path through the dunes to fully developed public spaces with benches, signs and stairways. Many of the beach access locations also serve as mini parks. Some elements are consistent, such as the trash receptacles that feature poetry on the top, while benches, stairs and other components differ from site to site.

**SOLUTION:** Develop a catalog of elements for consistent use at beach access points. Beach accesses should continue to vary in their level of development and should fit into their context of the homes or businesses nearby. As access points are maintained or upgraded, a catalog would prescribe the specific types of benches, stairways, or other elements that should be incorporated. Standardized elements and a consistent design aesthetic would help the public to recognize beach access points as public property and as a signature of Cannon Beach. This would also simplify long-term maintenance; consistent use of elements would enable the City to have spare and replacement parts on-hand, and familiarity with the equipment may decrease the time and effort required for repairs.

The catalog would also describe which types of elements are appropriate for the different types of beach access, and would guide placement options. Expected elements include:

- Benches
- Trash & recycling receptacles
- Stairs
- Pet waste bag stations
- Educational signage
- Foot wash stations
- Drinking fountains
- Stairways / railings
- Accessibility ramps

**PRIORITY:** Medium





## B-5 MAHER/LOGAN LANE

Add “No Parking” signs.

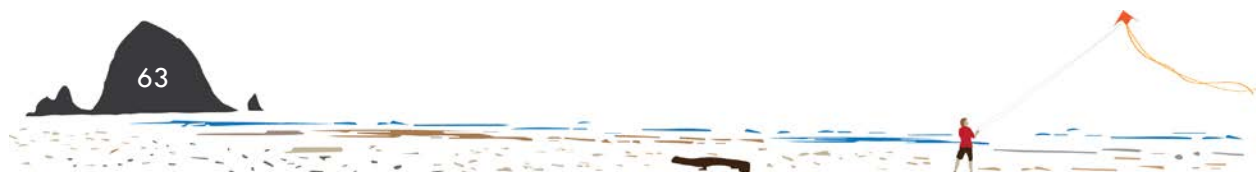


**ISSUE:** Street parking is very limited in this area due to the narrow width of the street. Parked vehicles can limit circulation and block access to the beach.

**SOLUTION:** Erect “No Parking” signs to alleviate conflicts with parked vehicles and allow emergency vehicles to access the beach and the residences to the south.



**PRIORITY:** Medium



## B-6 PUBLIC PARKING SIGNS

Add signs designating public parking at several beach access points.

**ISSUE:** All of the city's beach accesses are available to the public, but there can sometimes be confusion around parking. To some, the parking at an access may appear to be associated with the neighboring building. This can cause confusion for visitors who are frustrated by someone parking in a spot that they assumed came with their rental. On the other hand, some people may be reluctant to park on public property if they mistakenly believe that it belongs to the nearby house or hotel.

**SOLUTION:** Erect signs at several of the most popular beach access points to delineate the location where public parking is allowed. This project specifies that parking signs be added to the access points from Chisana up to Tanana, as they see heavy use by visitors and residents.

**PRIORITY:** Medium



## B-7 LIGHTING DEFICIENCIES

Address lighting issues in several places.

**ISSUE:** There are numerous places where lighting is either missing or insufficient, impacting either use of a facility or public safety.

**SOLUTION:** Develop a plan to improve lighting in key areas. The West Warren Way ramp is one particularly dark location where added lighting could help with nighttime egress from the beach. Note: it is against City policy to light the beach. Accordingly, lighting should take a more passive form such as solar reflective or low-voltage treads. Public input can help identify other areas where lighting is needed, including trails and crossings.

**PRIORITY:** Low





Appendix A:

Cannon Beach Parks Master Plan – Natural Resource Assessment



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## **Environmental Science & Assessment, LLC**

### **TECHNICAL MEMORANDUM**

DATE: February 8, 2017

TO: David Haynes Otak

FROM: Jack Dalton

RE: Cannon Beach Parks Master Plan – Natural Resource Assessment

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Environmental Science & Assessment, LLC (ES&A) conducted a Site Assessment within existing City park properties in the north end of Cannon Beach, OR (Figure 1). The assessment area includes the Les Shirley Park, NeCus' Park, Ecola Creek Park and Whale Park Kid's Beach and all of these are located along the lower reach of Ecola Creek (Figure 2). The assessment describes the existing site conditions information and will be incorporated into the parks and trails master plan currently being prepared for the City of Cannon Beach.

The site assessment includes a preliminary inventory of natural resources within and adjacent to the existing park properties (Figure 3). The assessment determines potential areas where proposed park improvements may result in unavoidable natural resource impacts and provides a jurisdictional review summary of permitting requirements by state and federal agencies.

ES&A conducted an onsite evaluation on December 27, 2016. The evaluation included a pedestrian survey of all the parks properties and determination of general location of jurisdictional resources including waterways, wetlands and sensitive habitat. Figures are provided in Attachment A.

### **SITE DESCRIPTION**

The assessment area is located along the north and south banks of Ecola Creek near the Fir Street bridge crossing. The park properties east and west of the bridge are connected by a pedestrian trail system. Beach access is located both on the western edge of Les Shirley Park along the north bank of Ecola Creek and from the western edge of NeCus' Park along the south bank of the creek (Figure 3).

Ecola Creek Park, located east of the Fir Street bridge is currently developed for active park use and includes a parking lot and picnic tables. A narrow fringe of shrub wetland is located along the south bank of Ecola Creek.

The majority of NeCus' Park, west of Fir Street is currently managed as an open grass field with bark trails extending along the north end of the field between Fir Street and commercial properties to the southeast. Cannon Beach Elementary School is located directly south. A mixed shrub/emergent wetland bench borders the south bank of Ecola Creek and extends west from the Fir Street bridge to the Whale Park Beach access (Figure 3).

Les Shirley Park extends along the north bank of Ecola Creek between the Fir Street bridge crossing to the beach-front condominium properties to the west. The north end of the park is maintained for active park use, with lawn, park benches and parking. Logan Creek, originating north of the assessment area, flows into the park from a culvert at E 5<sup>th</sup> Street and through the park to a confluence with Ecola Creek. The southern end of the park contains an interspersed of shrub and emergent wetland with multiple open water channels (Figure 3).

The Whale Park Kid's Beach borders the west edge of Les Shirley Park and is located along both banks of Ecola Creek where the channel turns southwest and to the ocean outfall. A primitive dirt road along the western edge of Les Shirley Park is currently used by City maintenance vehicles to access the Whale Park and the beach to the west (Figure 3). The park is primarily beach or inter-dunal and lacks significant vegetative cover.

## **WETLANDS**

The Cannon Beach Local Wetland Inventory (LWI) study area covers only the east portion of the current assessment area (Map 20CB). The map cuts off on the west portion of the study area at Spruce Road. The 1993 LWI map shows Ecola Creek (formerly Elk Creek) with an approximate wetland boundary above the stream banks. The National Wetlands Inventory (NWI) has more detailed mapping of the entire study area.

NWI mapping shows 10 distinct areas of mapped resources; including streams described in the next section (*NWI V2 Mapper* 2017). Freshwater Emergent Wetland (PEM1R) is the northernmost wetland, and is located at the confluence of Logan Creek and an unnamed tributary that enters the study area east of Logan Creek. The wetland transitions to Estuarine emergent wetland (E2EM1P), which makes up the bulk of the mapped wetland located on Les Shirley Park. This wetland type extends upstream along Ecola Creek to the eastern extent of the assessment area. Estuarine intertidal wetlands (E2USN & E2USP) are mapped along Ecola Creek west of Les Shirley Park. Along the south bank of Ecola Creek, within NeCus' Park, two estuarine intertidal wetlands have been mapped (E2EM19 and E2USP). The E2USP wetland continues west onto the beach. Wetlands located directly east of Fir Street are also a mix of estuarine intertidal and emergent wetlands as well as various riverine waterways. All NWI classifications are provided in Attachment B.

The highest quality wetland habitat is the mixed shrub, emergent and intertidal wetlands located north of Ecola Creek within Les Shirley Park. These wetlands provide a wide variety of aquatic and riparian habitat with a range of fresh water emergent and intertidal hydrology.

## **STREAMS**

The Cannon Beach LWI and NWI maps the lower reach of Ecola Creek extending through the assessment area and Logan Creek flowing south to the confluence with Ecola Creek. NWI mapping classifies Ecola Creek as estuarine, sub-tidal (E1UBL) and Logan as a riverine resource (R1UBV). An un-named tributary to Logan Creek is classified as riverine (R5UBH). Several additional riverine resources (R4SBC) are mapped on the east edge of the site and all flow to Ecola Creek west of Fir Street. All NWI classifications are provided in Attachment B.

## ENDANGERED AND THREATENED SPECIES

Several data base searches were conducted to identify potential endangered or threatened species listed under the Endangered Species Act (ESA) within the study area. Some of these species may occur within the study area if habitat is present.

NOAA fisheries published a final determination listing Oregon Coast Coho (*Oncorhynchus keta*) as threatened. Steelhead (*Oncorhynchus mykiss*) is listed as a species of concern for the Oregon coastal rivers (Table 1). The on-line StreamNet data cooperative, maintained by the Pacific States Marine Fish Commission, maps documented occurrences of Coho salmon in Ecola Creek, Logan Creek, and two unnamed tributaries onsite, for rearing and migration (StreamNet 2017). Other species identified by StreamNet include fall run Chinook salmon, Pacific lamprey, and winter run Steelhead within Ecola Creek, but none of these species are ESA listed (StreamNet 2017) (Attachment C).

TABLE 1. SUMMARY OF POTENTIAL NOAA FISHERIES LISTED SPECIES

<u>Common Name</u>	<u>Scientific Name</u>	<u>Status</u>	<u>Comments</u>
Oregon Coast Coho	<i>Oncorhynchus keta</i>	Threatened	Habitat/Occurrence present
Oregon Coast Steelhead	<i>Oncorhynchus mykiss</i>	Species of Concern	Habitat/Occurrence present

Source: StreamNet (2017)

U.S. Fish & Wildlife Service IPaC Trust Resources web report lists four (4) threatened species and three (3) endangered species potentially present near the assessment area. None of these species are known to occur within the study area, but could occur if there is suitable habitat present (Table 2). An inventory of the study area would be necessary to document the presence of habitat for several of these species.

TABLE 2. SUMMARY OF POTENTIAL USFWS LISTED SPECIES

<u>Common Name</u>	<u>Scientific Name</u>	<u>Status</u>	<u>Comments</u>
<u>Birds</u>			
Marbled Murrelet	<i>Brachyramphus marmoratus</i>	Threatened	Habitat not present
Northern Spotted Owl	<i>Strix occidentalis caurina</i>	Threatened	Habitat not present
Western Snowy Plover	<i>Charadrius alexandrinus nivosus</i>	Threatened	Potential if habitat present
Short-tailed Albatross	<i>Phoebastria albatrus</i>	Endangered	Habitat not present
<u>Mammals</u>			
Red Tree Vole	<i>Arborimus longicaudus</i>	Candidate	Potential if habitat present
<u>Reptiles</u>			
Leatherback Sea Turtle	<i>Dermochelys coriacea</i>	Endangered	Habitat not present
Loggerhead Sea Turtle	<i>Caretta caretta</i>	Endangered	Habitat not present
Olive Ridley Sea Turtle	<i>Lipidochelys olivacea</i>	Threatened	Habitat not present

Source: USFWS IPaC Trust Resources Report (2017)

## PERMITS

### *Section 404 Permit (USACE)*

Proposed site improvements to the trail network north Ecola Creek may result in potential impacts to jurisdictional wetlands or waters. The jurisdictional limits within the assessment area include the area below the highest measured tide in the estuarine wetland or the upper limits of any freshwater wetland. Any impacts would require the US Army Corps of Engineers (USACE) to make a determination of whether the proposed project would be covered by a Nationwide permit or an individual permit under Section 404 of the Clean Water Act. Minor impacts from trail improvements may be permitted under a Nationwide permit, but it would depend on the extent of proposed impacts to wetlands or waters. The USACE would also likely request Section 7 consultation with NMFS-USFWS to evaluate potential impacts to the listed fish in Ecola Creek, as part of the permit application.

### *Removal-Fill Permit (DSL)*

Proposed site improvements to the trail network north Ecola Creek may result in potential impacts to wetlands or waters. The jurisdictional limits within the assessment area include the area below the highest measured tide in the estuarine wetland or the upper limits of any freshwater wetland. Any impacts would require the Department of State Lands (DSL) to permit any excavation or fill completed for site improvements as required under the Oregon's Removal-Fill Law.

### *Section 7 Consultation (NOAA, USFWS)*

Any proposed work below ordinary high water (OHW) or below Mean Lower Low Water (MLLW) will have to be evaluated to determine if the action will fit under the conditions of SLOPES V In-water Over-water Structures. The proximity of aquatic habitat at the Ecola Creek channel and the associated estuarine or freshwater wetlands may make it difficult to fit potential work in the lower reach of Ecola Creek under SLOPES V. Any in-water work would have to be completed within the in-water work window for Ecola Creek, between July 1 and September 15. If it is determined the proposed work will not fit under the SLOPES V, formal consultation or preparation of a Biological Assessment would be required by NMFS regarding potential effects to listed salmonids and USFWS for any listed wildlife species.

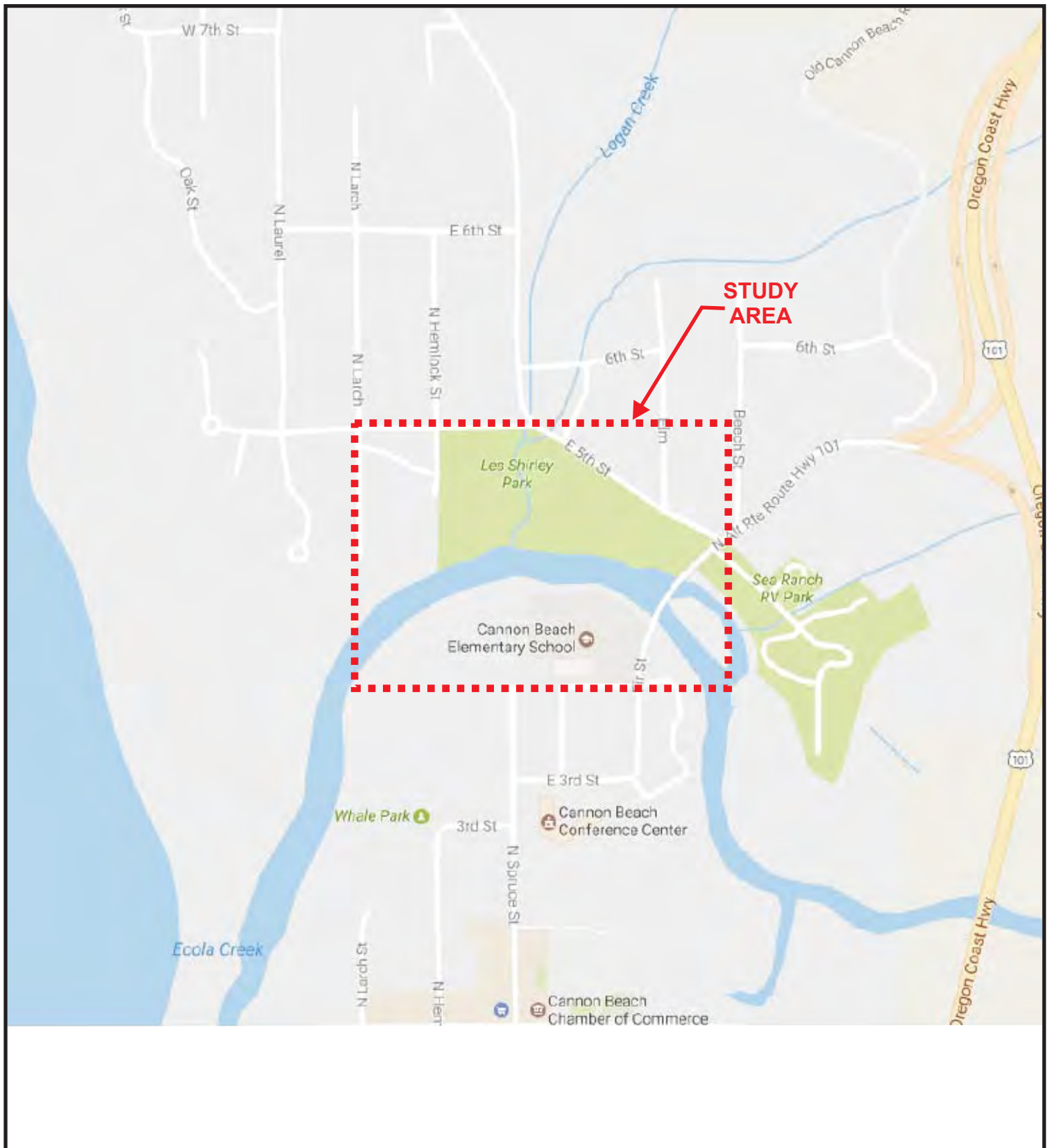
### *Section 401 Water Quality Certification (ODEQ)*

A certification would be required by the Oregon Department of Environmental Quality (ODEQ) to assess the potential effects on water quality. This certification would evaluate the proposed methods for in-water work isolation and other erosion and sediment control measures.



## ATTACHMENT A – FIGURES

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Source: Google Maps [google.com/maps](https://www.google.com/maps)



## Vicinity Map Cannon Beach Parks MP Clatsop County, Oregon

## Figure 1

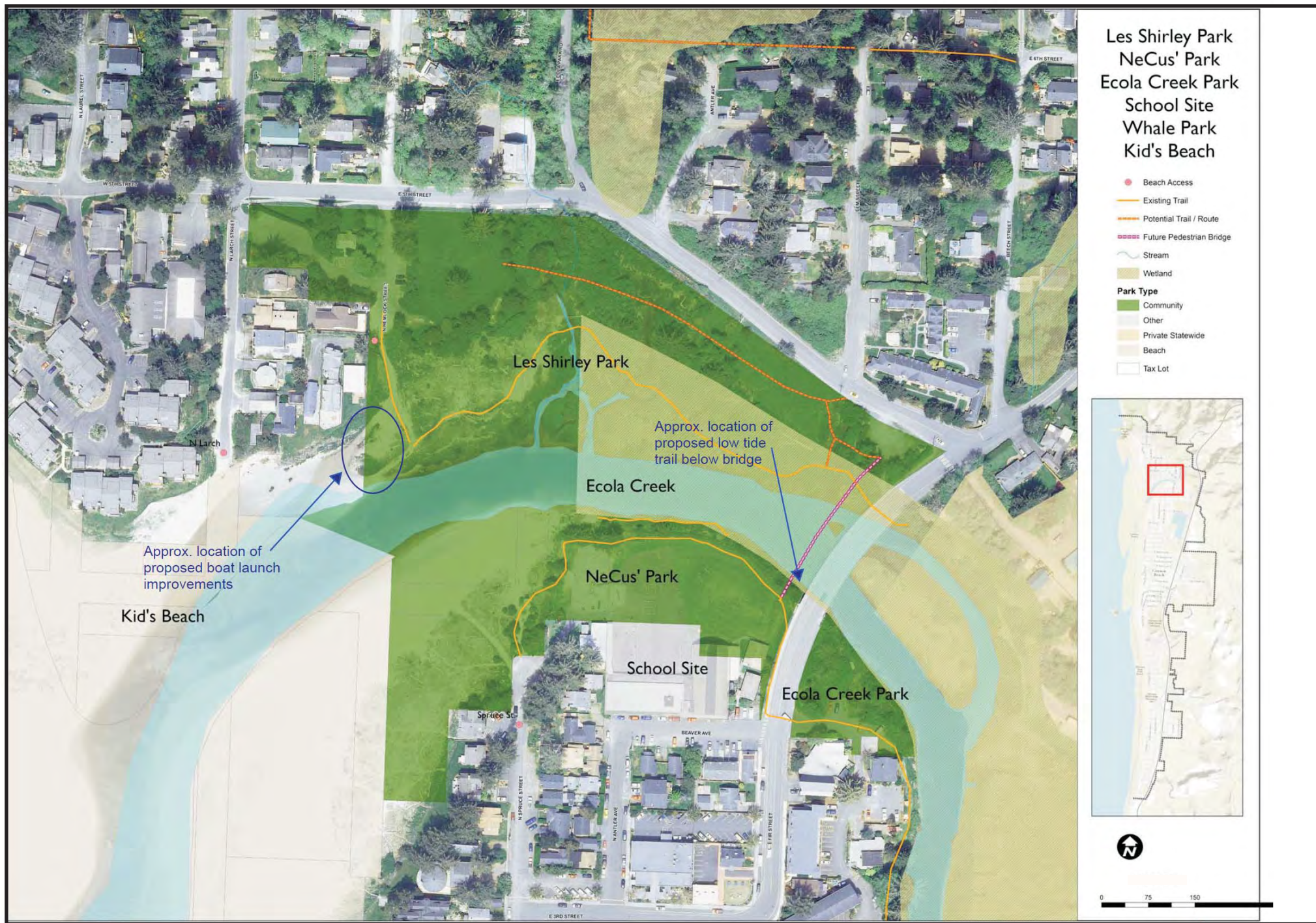
Approx. Scale:  
1 in. = 400 ft.





<p>Environmental Science &amp; Assessment, LLC</p> 	<p>Aerial Photo Map Cannon Beach Parks MP Clatsop County, Oregon</p>	<p>Approx. Scale: 1 in. = 200 ft.</p>	<p>Figure 2</p>
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**Area I - Parks and Open Space**  
 SOURCE: OTAK, Inc.

**Figure 3**

## ATTACHMENT B – NWI CLASSIFICATIONS

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## **National Wetland Inventory Classification Decoded**

### **Wetlands**

PEMR = Palustrine, Emergent, Persistent, Seasonally Flooded-Tidal.

E2EM1P = Estuarine, Intertidal, Emergent, Persistent, Irregularly Flooded.

E2USN = Estuarine, Intertidal, Unconsolidated Shore, Regularly Flooded.

E2USP = Estuarine, Intertidal, Unconsolidated Shore, Irregularly Flooded.

E2EM19 = Estuarine, Intertidal, Emergent, Persistent, Irregularly Flooded.

### **Riverine/ Deepwater**

R1UBV = Riverine, Tidal, Unconsolidated Bottom, Permanently Flooded-Tidal.

R5UBH = Riverine, Unknown Perennial, Unconsolidated Bottom, Permanently Flooded.

R4SBC = Riverine, Intermittent, Streambed, Seasonally Flooded.

E1UBL = Estuarine, Subtidal, Unconsolidated Bottom, Subtidal.

<https://www.fws.gov/wetlands/data/mapper.HTML>

## ATTACHMENT C – STREAMNET SPECIES

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## Cannon Beach Parks MP

### StreamNet Mapper Results

Stream Name	Species	Run	Habitat use	Location
Logan Creek Trib. To Ecola Creek	Coho Salmon	N/A	Rearing & Migration	North of Ecola Trib.
Unnamed Stream [1239586459038] Trib. to Logan Creek	Coho salmon	NA	Rearing and Migration	East of Logan Creek, north and south of W 5 <sup>th</sup> St.
Ecola Creek Trib. to Pacific Ocean off Oregon	Chinook salmon	Fall	Rearing and Migration	East-west Ecola Creek
Ecola Creek Trib. to Pacific Ocean off Oregon	Pacific Lamprey	Unknown	Unknown	
Ecola Creek Trib. to Pacific Ocean off Oregon	Coho salmon	N/A	Rearing & Migration	
Ecola Creek Trib. to Pacific Ocean off Oregon	Steelhead	Winter	Rearing and migration	
Unnamed Stream [1239570459024] Trib. to Ecola Creek	Coho salmon	N/A	Rearing and migration	North tributary that feeds into Ecola Creek west of N Elm St.

<http://psmfc.maps.arcgis.com/apps/webappviewer/index.html?id=3be91b0a32a9488a901c3885bbfc2b0b>