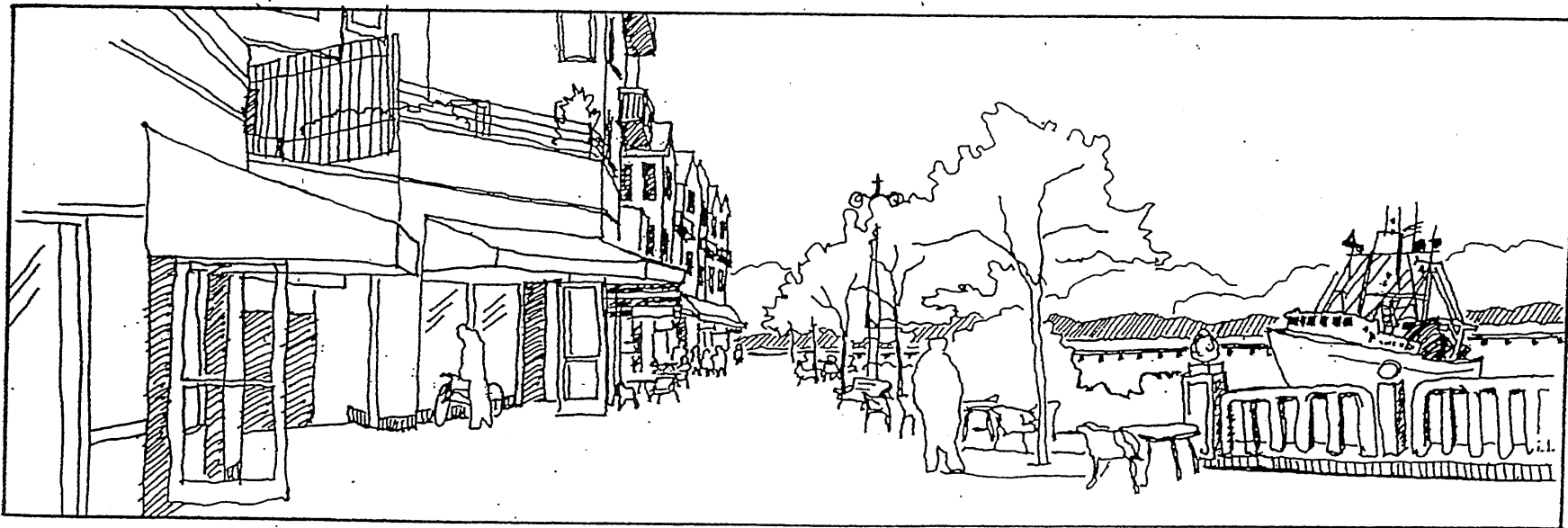


# ***Waterfront Revitalization Plan Warrenton, Oregon***

***September 1994***





ORDINANCE No. 940-A

Introduced by Commissioner Barbara Balensifer

## AN ORDINANCE ADOPTING THE CITY OF WARRENTON

### WATERFRONT REVITALIZATION PLAN

WHEREAS, the City of Warrenton has undertaken a study of the Warrenton Waterfront and provided a written plan and map for the revitalization and the maintenance of public access to the Waterfront, and

WHEREAS, the City of Warrenton Planning Commission has reviewed the proposed Waterfront Revitalization Plan, hereto attached as Exhibit A, and recommended approval to the Warrenton City Commission; and

WHEREAS, the Warrenton City Commission has held a public hearing and reviewed the Warrenton Waterfront Revitalization Plan and deemed it to be in the best interest of the city to adopt said plan;

NOW, THEREFORE, the Warrenton City Commission ordains as follows:

Section 1. It is necessary to adopt the Warrenton Waterfront Revitalization Plan as set forth in Exhibit A, which is attached hereto and by this reference made a part hereof.

Section 2. If any article, section, subsection subdivision, phrase, clause, sentence or work in this ordinance shall, for any reason, be held invalid or unconstitutional by a court of competent jurisdiction, it shall not nullify the remainder of the ordinance but shall be confined to the article, section, subdivision, clause, sentence or word so held invalid or unconstitutional.

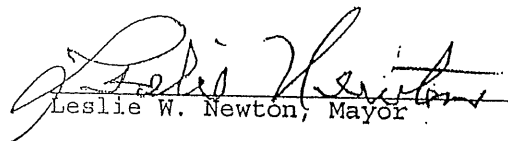
Section 3. This ordinance shall become effective thirty days after its adoption.

First reading : September 7, 1994

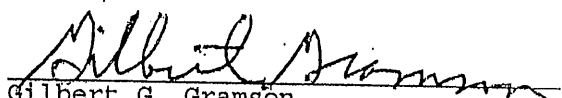
Second reading : September 21, 1994

PASSED by the City Commission of the City of Warrenton, Oregon, this 21st day of September, 1994.

PASSED by the Mayor of the City of Warrenton, this 21st day of September, 1994.

  
Leslie W. Newton, Mayor

ATTEST:

  
Gilbert G. Gramson  
City Manager/Auditor





## RESOLUTION

94-31

### ENDORISING WARRENTON WATERFRONT REVITALIZATION PLAN

WHEREAS, In 1938 the City of Warrenton quieted title to the dikes within its boundaries subject to an easement for the Port of Astoria pursuant to Clatsop County Circuit Court Case Number 15105 entitled City of Warrenton v. Clatsop County; and

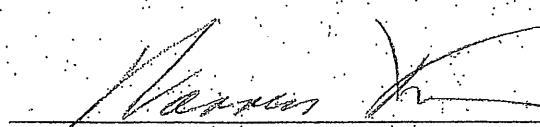
WHEREAS, in 1992 National Coastal Resources Research and Development Institute provided funding for a Warrenton Waterfront Revitalization effort by City of Warrenton/Port of Astoria as partners; and

WHEREAS, the resulting Warrenton Waterfront Revitalization Plan incorporates public access and commercial development within the waterfront to beautify and diversify Warrenton's waterfront; and

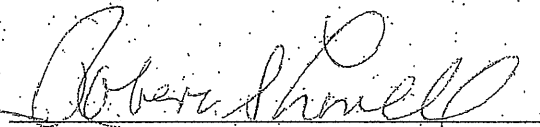
WHEREAS, while the Warrenton Waterfront Revitalization Plan is not a legally binding land-use document, but will help guide consideration on future public access, trails and waterfront development in the City of Warrenton;

NOW, THEREFORE BE IT RESOLVED the Port of Astoria Commission endorses the Warrenton Waterfront Revitalization Plan subject to the City of Warrenton indemnifying and holding the Port harmless from all liability arising out of the City's use of any dikes over which the Port holds an easement.

APPROVED this 18th day of October 1994 by the Port of Astoria Commission.



Warren Kan, President



Robert Lovell, Secretary



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# Warrenton Waterfront Revitalization Plan

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# Warrenton Waterfront Revitalization Plan

## INTRODUCTION TO THE WATERFRONT PLAN

### NCRI-Sea Grant-Community Collaboration

In the Spring of 1992 Sea Grant College Program specialists from Oregon State University and the University of Washington invited the City of Warrenton and the Port of Astoria to compete with other State of Oregon small coastal communities and their local port districts for an opportunity to participate in a unique demonstration project, to be funded by the National Coastal Resources Research and Development Institute (NCRI). NCRI and the National Sea Grant College Program are components of the U.S. Department of Commerce, National Oceanic and Atmospheric Administration. NCRI's mission is:

*To foster sustainable and environmentally responsible economic growth and prosperity in the coastal United States by engaging partnerships that move research and technology into action.*

The project - "Revitalizing two small communities' waterfronts - a national demonstration project" - was eventually funded by NCRI in September, 1992, in partnership with Oregon State University and the University of Washington Sea Grant College Programs. Because of their demonstrated readiness and political commitment to undertake a waterfront revitalization

effort, the Warrenton/Port of Astoria team was chosen to be the Oregon local partners in the demonstration project. As its goal the project sought:

*To demonstrate to a regional and national audience that the economies of small coastal river- or bay-front communities affected by severe economic dislocations can be expanded and broadened by revitalizing their urban waterfronts, using a well-structured, community-based planning approach.*

To achieve this goal the project had three objectives in its first year:

1. To engage the City, Port, waterfront businesses, and the citizenry of Warrenton in developing a demonstration waterfront redevelopment plan, utilizing the community-based planning process described in *Waterfront Revitalization for Small Cities*, authored by the two universities' principal investigators for this project in 1990.
2. To develop and train local leadership and build capacity for successful waterfront revitalization based on local values and aspirations.

3. To provide selected technical assistance and arrange for special expertise necessary to develop those waterfront plans and projects.

## **The Planning Process**

*Waterfront Revitalization for Small Cities* lays out a 3-stage process for developing a waterfront plan, each stage involving a set of well-defined tasks. In preparing this plan, the Warrenton waterfront planning team adapted this process—illustrated below—to fit the needs of the community, emphasizing some tasks over others, but attempting most of them.

### **Stage 1: Getting Started**

- Organize the Planning Team
- Outline the Planning Process
- Get the Community Involved
- Involve State and Federal Agencies

### **Stage 2: Surveying the Waterfront**

- Define the Planning Area
- Develop a Base Map
- Inventory Waterfront and Map Information
- Identify Waterfront Issues

### **Stage 3: Developing the Waterfront Plan**

- Define the Plan Elements
- Formulate Goals and Objectives
- Survey Community Design Preferences

- Develop Alternative Design Schemes
- Make Cost Estimates
- Evaluate Designs
- Synthesize Final Design Plan
- Adopt Waterfront Plan

## **Planning Team Organization**

In November, 1992, Mayor Les Newton and the City Commission, together with the Port of Astoria Commission, appointed a 34-member waterfront planning team. Represented on the team are local citizens, organizations, and interests with a stake in the future of the Warrenton downtown riverfront—wood products manufacturing, maritime, retail, sports fishing, real estate, history and culture, schools, property ownership, real estate, financial institutions, economic development, public utilities, transportation, labor, and homemakers. The City is represented by two city commissioners, with staff support from the city planner and harbor master; the Port by a commissioner and the port marketing director. Staff of the Columbia River Estuary Study Task Force (CREST) added a regional perspective and considerable technical skills to the team.

Of the 34 appointed members, one quarter to one-third attended the meetings regularly, and most of the remainder participated, at least, in major public events during development of the planning process—a



remarkable performance by busy volunteers, many of whom had other significant civic responsibilities.

Early in the planning process, the waterfront adopted a "mission" statement: To enhance and revitalize the waterfront area through community-wide involvement and sound planning.

## **Public Involvement**

While the waterfront planning team represents many diverse interests and includes public officials, it is not *the public*. To ensure broader citizen involvement—the cornerstone of the planning process—the team held a public open house event in conjunction with a community fish fry, made presentations to community organizations, and obtained, through interviews and a

slide-based "visual preference survey, the ideas and aspirations of other waterfront "stakeholders." The planning team also conducted public workshops, the first to begin development of a public access and trails system, and the second to look at development options along the Skipanon.

## **Study Area**

The study area for the Warrenton Waterfront Revitalization Plan (figure 1) extends from Hammond Boat Basin on the west to U.S. Highway 101 at Youngs Bay, and includes the Skipanon River and waterfront upriver to the 8th Street dam. However, three proposed trail projects extend beyond those boundaries. Detailed recommendations are provided for the waterfront area adjacent to downtown and Warrenton Boat Basin.

# **THE WARRENTON WATERFRONT TODAY**

## **Regional Economic Background**

The economic background of Warrenton closely reflects Clatsop County's. The rural economy has been highly dependent on its natural resource base. The 1970s were years of growth for most industries although recessions in 1970 and 1974-75 were felt by businesses and residents. Continued growth late in the decade was fueled by high inflation rates that encouraged excessive

consumer spending. When the inflationary demand ended in the early 1980s, Warrenton and the county entered the worst economic downturn since the Great Depression. The lumber and wood products industry felt the downturn first, and was hardest hit by layoffs and plant closures. The seafood processing industry also experienced major employment losses. Diminished fish stocks, foreign competition, obsolete plants and

The map is a detailed black and white line drawing of the Warrenton, Oregon area. It shows the Columbia River flowing from the top right towards the center. To the west of the river is the town of Hammond, with a population of 810. Further west is Warrenton, with a population of 2,440. The map includes several parks: Fort Stevens, Sutterly Russell, and Warrenton. There are also several lakes: Alano, Beaver, and Green and Clark. The map shows a network of streets and roads, including the Pacific Highway. The Pacific Ocean is visible on the left side of the map. The map is oriented with North at the top.

equipment, and higher operating costs resulted in the closure of major plants in the area.

Economic conditions improved gradually from the mid-1980s into the early 1990s, but broad economic figures masked a striking transition in the nature of employment growth. The shift was away from employment in natural resource extraction and processing, and toward employment in retail trade and services. This transition was fueled both by increases in tourism and retirees, and by the modernization of mills to reduce labor costs and improve competitiveness. Only one third of the county's net earnings in 1991 came from timber, commercial fishing, paper, or agriculture.

### **Current Economic Conditions**

In 1992, nonagricultural wage and salary employment in the county was 13,750. This was a net gain of 3,200 jobs from 1983. As mentioned, these new jobs were largely in non-manufacturing industries such as retail sales and services. Warrenton has capitalized on the growth in the retail industry by promoting the development of several big name food and retail chains along Highway 101. However, these industries typically offer lower wages and fewer benefits than manufacturing or specialized service industries. Per capita income rose in actual dollars between 1983 and 1991, but fell further behind the national average. Growth in new jobs has slowed since 1990 compared to the 1984-89 period. In 1991 Astoria Plywood closed its

plant and laid off 200 workers. Youngs Bay Thriftway in Warrenton closed in early 1992 and eliminated about 50 jobs. Yet, overall employment gains in non-manufacturing sectors make local jobless rates relatively low compared to the rest of the Northwest and the nation.

### **Industry Outlooks**

In the near term overall job growth will continue to be slow, with the tourist-related trade and services sectors showing the most gains. (A new Costco in Warrenton employs about 100 additional people.) The fishing industry has shifted much of its focus towards the processing of ground fish. Local fishermen face stiff competition from Seattle-based factory trawlers that catch and process the fish at sea. Restrictions on ocean harvests have greatly (this year completely) reduced the salmon catch of commercial trollers. There is expected to be little change in the county's lumber and wood products sector in the near term, but logging activity should pick up and add to the about 500 workers employed in this industry in 1992. The market should be good for stands mature enough to harvest, but uncertainties exist around future harvest restrictions due to environmental concerns.

The three expanding industries which bring in new money to the area are tourism, paper and allied products, and transfer payments. Transfer payments are primarily social security and other retirement-related payments. This growth reflects the in-migration of new

retirees, and the aging of current residents. Paper and allied products firms face uncertainty of pulp supply if restrictions on harvest of private lands result from protection afforded to threatened and endangered species. Tourism may have a larger impact on the local economy than thought. Because of the growth of tourism in the area, many support industries have expanded to meet the needs of visitors. This expansion also provides more services and goods for the local community, and therefore may prevent local dollars from leaving the area.

### **Features of Warrenton and its Waterfront**

The City of Warrenton is the northwestern most city in the state of Oregon and at the mouth of the Columbia River. Although it has a small population (3,325), Warrenton is geographically the fourth largest city in the state.

Geographically, Warrenton is comprised largely of diked wetlands intermixed with dune ridges and other uplands. It is bordered on three sides by major waterbodies—the Pacific Ocean shore to the west; the Columbia River and its main navigation channel on the north; and Youngs Bay, an arm of the Columbia River estuary, and the Lewis and Clark River on the east. Bisecting the city north to south is the Skipanon River waterway, a small but economically important tributary of the Columbia.

The study area is described in four segments: Youngs Bay, Skipanon River, Tansy Point/Alder Cove, and Hammond.

### **Youngs Bay**

This part of the study area extends from the US Highway 101 Youngs Bay Bridge west to the mouth of the Skipanon River; most of the land in this area is vacant and undeveloped, with small pockets of freshwater wetland and dredged material disposal sites inside the dikes prevent flooding of low-lying lands. Restrictive zoning (i.e., Aquatic Natural) along the estuary assures the protection of significant fish and wildlife habitats and provides for continued biological productivity and scientific research and educational needs. These natural areas include tidal marshes, tide flats, and WP and algae beds. The mean tidal range in Youngs Bay is about eight feet.

The area south of the dikes within this subarea, and bordered by Harbor Drive, is also vacant. Part of this section is zoned commercial and part is zoned for uses permitted under the Skipanon East Bank Mediated Agreement (SEBMA). That area included in the SEBMA agreement specifies appropriate types of large-scale water-dependent industrial uses that are permitted. The agreement protects the sensitive nature of the estuary by limiting those uses that would destroy the natural aquatic functions of the estuary.

## **Skipanon River**

The Skipanon River and its shorelands are one of the principal industrial and commercial areas of the city; economic activity includes a lumber mill and wood chip operation and associated barge facility (Cavenham), a fish processor (Pacific Seafoods), the city-owned and operated Warrenton Boat Basin (commercial fishing, charter, and recreational moorage), private moorage, a fish market, and charter fishing boat operations. Historically, the Skipanon area is where the city first developed; the Warren House, the restored home of the city's founder and built in the late 1800s, sits on the west bank of the Skipanon.

The Skipanon River channel has been widened and deepened, several tributary sloughs closed off, and the east and west peninsulas created by fill during the late 1920s-1930s. The channel is maintained at a depth of between 14 and 20 feet by hopper dredge.

The east bank of the Skipanon, with the exception of the boat basin and associated businesses, consists mostly of vacant land owned by the city, the Port of Astoria, and the State of Oregon. Downtown Warrenton, which includes public buildings, a few businesses, and residential areas, is located on the west bank of the Skipanon just upstream from the boat basin. The highway running directly through the downtown is one of the two principal routes to Fort Stevens State Park and the Hammond mooring basin, the principal launch point for thousands of recreational boaters that

participate in the popular Columbia River "Buoy 10" salmon fishery each summer.

## **Tansy Point/Alder Cove**

The area includes the Columbia River and its beachfront at Tansy Point and the wetlands of Alder Cove and Tansy Creek. Along the Columbia River, the shorelands include a developed park and Warrenton Fiber Company's log storage, handling, and chipping operation. There are also some areas of low density residential and recreational development, and sewage treatment ponds, but much of the shoreland is undeveloped. East of Alder Cove is the west bank of the Skipanon, dominated by Cavenham lumber. Other human use of Alder Cove is minimal and the wetlands there are heavily used by birds and wildlife. The Port of Astoria owns tidelands outside the dike on the south and west sides.

## **Hammond**

Hammond merged with Warrenton in 1991. Principal waterfront features include the Hammond Boat Basin, the beach, and adjacent deep waters of the Columbia shipping channel. Erosion is a severe problem just east of the boat basin, but the remainder of the shoreline east to Tansy Point is riprapped. Naturally occurring deep water in this river reach (up to 60 feet) is moving closer to shore, but there is a severe shoaling problem

in the mooring basin. This problem has increased since protective breakwaters have been constructed.

Land ownership is a mixture of private, corporate and federal. Residential, commercial, industrial and recreational uses coexist along this waterfront. The main commercial area is located several blocks south of the mooring basin.

## WARRENTON'S WATERFRONT IN THE YEAR 2000: THE VISION

*If most of the proposed projects and activities in this plan are carried out in the next 6 years, the paragraphs below will be how local residents might describe Warrenton and its waterfront.*

Warrenton's waterfront trails system, now including more than 10 miles of pedestrian trails along the Columbia, the Skipanon, and Youngs Bay, is enjoyed by residents and visitors alike. Small parks and access points at strategic locations along the trails are particularly popular. Many have special facilities for disabled access and interpretive exhibits explaining the history, natural resources, and attractions in the area. Several of the new access points deserve special mention.

- At 3rd Street Waterfront Park on the Skipanon adjacent to downtown, we find one of the community's favorite places for lunchtime picnics or short evening walks. Children in the neighborhood use the dock there to safely launch a small boat, or fish from the dock.

- Alder Cove Estuarine Natural Area, with its boardwalk out over the marsh and wildlife viewing blinds, attracts birders and other nature lovers from around the region and is a highlight on the trails system.

- At the Youngs Bay Windsurfing Park, we find another success story. The park attracts experts who use it as a jumping off point for the challenging Columbia, and beginners too, who take a class offered at the site. The public viewing area is also popular, attracting many visitors passing by on the nearby Highway 101.

Although the commercial complex along U.S. 101 is still the region's shopping center, changes in downtown Warrenton have established it as a popular shopping and browsing area for local residents and visitors. We find many of the same small retail businesses present, but there are new ones as well—a candy shop, several antique dealers, a specialty clothing store, and a new coffee shop and restaurant. Storefronts have been spruced up too, sidewalks have been installed or repaired and there are street trees and seating where retired fishermen congregate, spinning sea stories.

Safely crossing N. Harbor Street on well-marked crossings at the new traffic light, we come to a nice new motel that could be mistaken for a old fish cannery building from the rear. Inside, on the second floor, there is an outstanding but reasonably-priced seafood restaurant that draws raves from locals and visitors. It overlooks a new boardwalk that extends north along the

Skipanon Drive waterfront. Other retail businesses have moved in along the first floor, serving the thousands of visitors that come through Warrenton, most on their way to Fort Stevens State Park, but many who are coming to take one of the Columbia River tours offered by Charlton Maritime Center. Local residents visit the area too, buying fresh crab and halibut at the fish market, or going out on a deep sea fishing charter—recreational salmon fishing is open again this year!

Crossing over the river on the pedestrian walkway attached to the Harbor Street bridge, the new Warrenton Fishermen's Terminal can be seen on the far side of the boat basin. More than 60 large bottomfish and shrimp trawlers now call Warrenton home port, in large part because the City and Port have teamed up to develop one of the premier fishing service centers in the northwest. Anchoring this facility will be the new shipyard, now under construction. Orders for ship

repairs, including local trawlers, U.S. Navy minesweepers and several coast guard vessels, will keep the shipyard and its 75 employees busy for several years to come. The new terminal also attracts tourists, who walk on the boardwalk adjacent to but separated from the moorages and fish offloading dock, or climb up the viewing tower for a better look over the whole area. From there, other area industries can be seen, including Cavenham and Pacific Seafood, which has expanded its Pacific whiting operation.

Warrenton's waterfront in the Year 2000 has been transformed, thanks to the hard work and foresight of Warrenton city officials, the Port of Astoria, and the local citizens who dreamed the dream and then worked to achieve it.



# FROM VISION TO REALITY: A PLAN FOR THE WARRENTON WATERFRONT

The Planning Team spent many hours discussing current problems and possible opportunities for the Warrenton waterfront. The results of these discussions, along with some public input, lead to an outline of issues, goals, and objectives, as well as a list of potential projects. Two major workshops, one on public access and trails (August 1993) and another on the Skipanon waterfront (April 1994), were used to translate goals and objectives into actions that might be taken on the ground, or things that might be done by the City of Warrenton or the Port of Astoria to facilitate implementation of ideas in the plan.

One particular project, the proposed 3rd Street Waterfront Park, was selected as a possible demonstration project for the NCRI-Sea Grant-Warrenton/Port of Astoria joint planning project. The city applied for and received federal Coastal Zone Management Section 306A grant to help construct the park, trail, and associated small boat launch. Details on this project are presented later.

This plan is organized into several elements, based on the issues and opportunities identified by the Warrenton Planning Team. These elements are

- ☐ Public Access and Trails
- ☐ Commercial and Industrial Development

- ☐ Tourism Activities, Facilities, and Management
- ☐ Circulation and Parking
- ☐ Urban Design, Beauty, and Attractiveness

For each element, there is a discussion of background information and the issues identified by the Planning Team, a list and description of proposed actions (these are in a number of formats, depending on the topic), and the tasks required to implement the proposed projects or policies.

In order to provide a sense of priority and to help in the phasing of development project or actions, each of the proposed projects or actions is assigned a *Priority*, either A-high priority, B-medium priority, or C-lower priority. These priorities are not absolute, but just meant as a guide. In some cases, for example, a Priority C project may go forward before some Priority A project because there is a sponsor and funding.

## Public Access and Trails

### Issues and Goals

The waterfront planning area, extending from Hammond Boat Basin to the Youngs Bay Bridge causeway, and up the Skipanon to the 8th Street dam, has more than 10 miles of shoreline. Although some of this area is

accessible for public use and enjoyment, much of it is not, or at least, it is not inviting and clearly open to the public.

There are two waterfront parks along this entire shoreline: Seafarers Park at the west end of the Hammond Boat Basin, E.H. Carruthers Park along the Columbia River. There are boat launches at the Hammond and Warrenton Boat Basins that are used extensively during the summer sports fishing season. Other informal water access points are used by some local residents and windsurfing enthusiasts, notably just off U. S. 101 on Youngs Bay. There are no marked waterfront "trails" anywhere in the city, yet there is an extensive city-maintained diking system and abandoned railroad beds that are natural components of a potential trails network. In some areas, there are physical or visual barriers to the waterfront; signage is inadequate, confusing, or non-existent. At existing access points, public restrooms are limited. During busy boating periods, such as the Buoy 10 salmon fishery, boating access may also be limited. There are few opportunities for canoe, kayak, and other small boat access into wetlands, sloughs, and creeks that make up part of Warrenton's waterway resources.

Safety and security are also important community issues when considering public access. Both visitors and locals are not always aware of the dangers along the waterfront. Small boats users, windsurfers, and swimmers in the Columbia or Youngs Bay are especially

vulnerable to swift currents, open water, and wakes of ships and other large boats. Personal and property security at existing and proposed public access points and trails are another concern, not only for the visitor but for the adjacent businesses and homes. Vandalism is a major problem at public facilities in the city and a serious constraint to further facility development. The potential for loss of traditional, historic uses of the waterfront by local residents, such as driftwood and firewood collection, and fishing is a major concern for some citizens.

Goals for improving public access to the waterfront and trails along the waterfront are

Goal 1: Improve existing public access sites and develop new waterfront access points.

Goal 2: Create links along the shore between access points by developing a trails system along dikes, abandoned railroad beds, and where necessary to connect area, along the sides of city streets.

Goal 3: Develop Tansy Point for public access consistent with industrial and barge shipping activity there, with interpretive exhibits on shipping, local history, and the timber industry.

Goal 4: Provide local citizens and visitors with information to increase awareness of waterfront public access, trails, use opportunities, and dangers.

✓ Goal 5: Provide for "utility" on the waterfront; that is, a full range of waterfront activities and access opportunities, such as birding, windsurfing, fishing from piers, small boat rental, wood-gathering, festivals, and viewing; provide for parking and ensure disabled access.

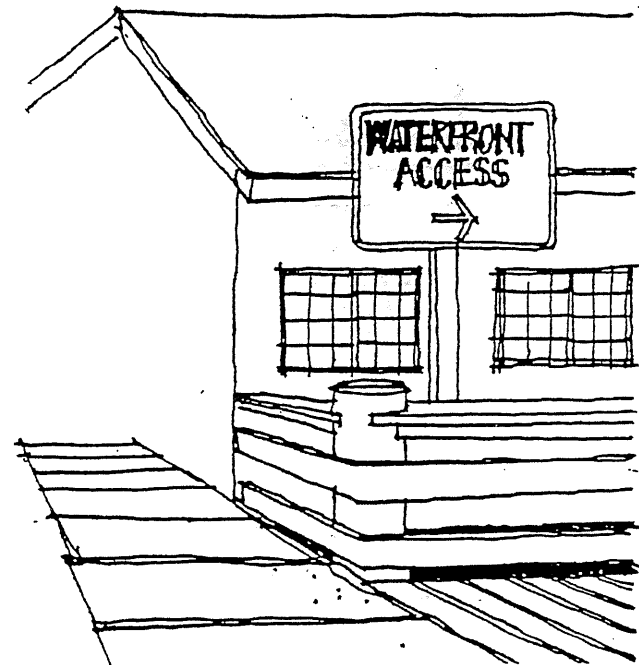
✓ Goal 6: Make the waterfront a safe, secure place for residents, visitors, and for adjacent businesses, residences, and other private and public facilities; stamp out vandalism.

## Public Access and Trails System

Improving public access to and along the waterfront for residents and visitors alike is a major focus of this plan. The overall concept for improving public access to the waterfront is to establish a continuous waterfront trails system with anchor points at existing public parks, city-owned streetends, other public property, or privately-owned areas where property owners see economic benefits to participating. This system is described below as a series of access sites (the "anchors") and trail segments connecting the access sites. Most of the trail segments are along the shoreline, but there are also two water trails for small boaters. For each access site or trail segment, the site and proposed improvements are described, a development priority suggested (A-top, B-middle, C-lower), and specific "implementation actions" that will be needed to make the project happen. The priority

✓ attached to a given site is reflective of the desire to get a full access-trails system in place as soon as possible. Consequently, where there is already developed access, proposed improvements are often a lower priority than where there is no access or trail. "General implementation actions" applicable to some or all access sites and trail segments are:

1) Verify land ownership, identify easements and other restrictions, and acquire or resolve related legal issues as needed.



2) Identify and resolve security and liability concerns for public use and for adjacent private property owners; in all cases, prior to formally opening a section of trail or an access point, the city should take all possible actions to minimize security and liability problems, including signage, fencing, etc.

3) Identify financing options for proposed site improvements, focusing on public grant opportunities and volunteer efforts.

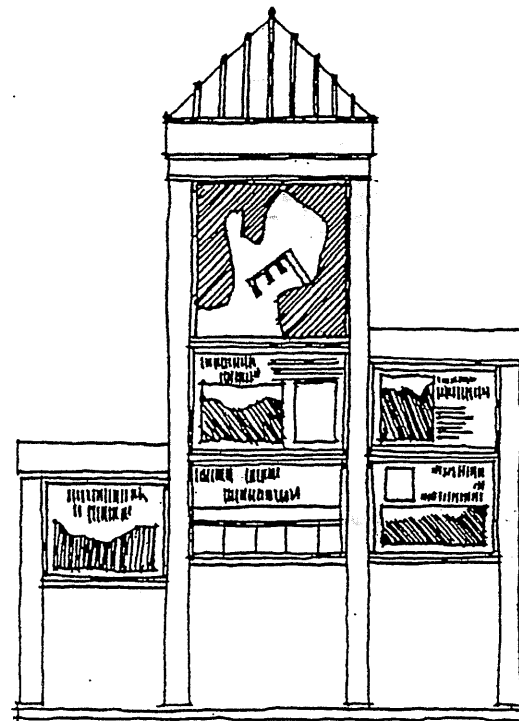
4) As sites and funding become available, design, engineer, and construct access sites and trails.

✓ 5) Develop uniform signage for waterfront access points and a logo for the Warrenton Waterfront Trails System for use along trails and at access points; consider a sign with a simple trails/access point map.

6) Develop interpretive exhibits at waterfront access points and along trails as an educational supplement to physical and visual access facilities; consider site isolation and vandalism potential when designing and locating such exhibits.

7) Market the waterfront access and trails system as a recreational resource to both residents and visitors, perhaps establishing parts of the system as a "volkswalk" course, by having foot races along the trails as part of a festival, such as the crab feed, and so on.

8) In making decisions on land use within the city, the Planning and City Commissions should factor in existing and proposed segments of the access and trails system, ensuring that opportunities for access are not foreclosed. This includes the opening up of dikes for wetland restoration; trails should be rerouted as needed.



## Specific Public Access and Trails Improvements

### ACCESS 1: Seafarers Park/Hammond Boat Basin - Priority C

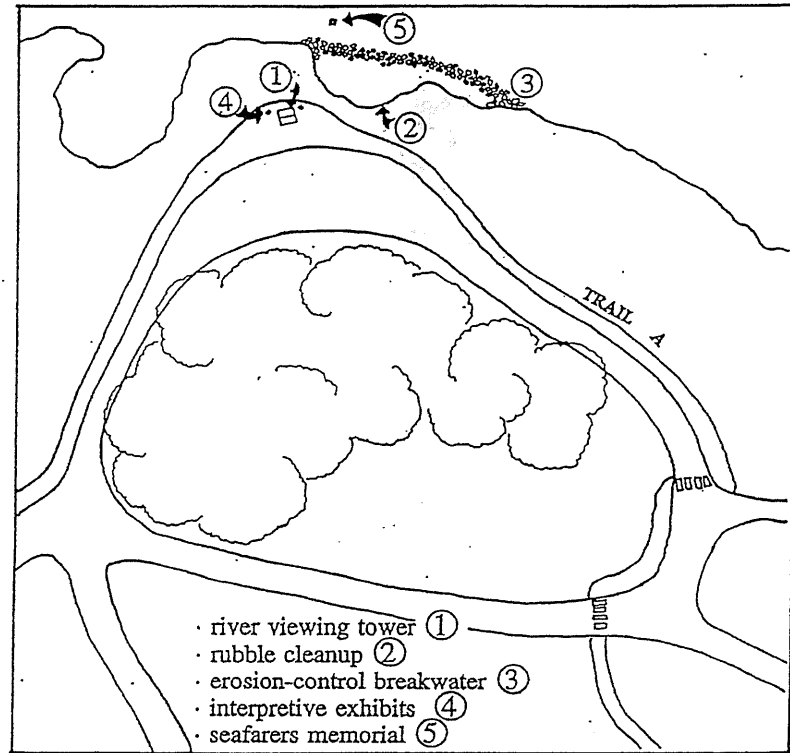
This site is the western terminus for the public access trails system, but it could connect with the Fort Stevens bike/pedestrian trail system, one of the largest in the state. This site offers visual access to the Columbia River for motorists in parked vehicles or pedestrians. The broad panorama includes the Columbia River entrance, ships passing by in the channel, and the Washington shoreline across the river.

Existing features are a gravel parking area adjacent to the water, a gazebo used for summer band concerts, picnic tables and benches, an open grassy area, and a Seafarers Memorial marker. However, the shoreline is eroding near the present parking lot, probably due to adjacent channel maintenance operations. The Corps of Engineers has not been willing to assist with repairs, so the community has placed a temporary buffer of unsightly concrete riprap that is unstable and dangerous. Constraints for site improvements include vandalism and potential restrictions in the city's lease of the property from the owner, the Corps of Engineers.

Proposed improvements include:

- construction of a sturdy viewing tower next to the present parking area;

- interpretive exhibits on natural processes and history (maps of the pre-jetty and present river mouth and channels showing changes due to jetty construction), jetty construction and military history/mine-loading operation, and shipping of the Columbia, seafaring history;



- a volunteer historical interpretation program using local people with a long history in the area;

- a perched or open breakwater just offshore, linking the breakwater on the west side of the boat basin with the erosion area to the west (in front of park); this will help minimize erosion problems and keep visitors off dangerous riprap areas currently accessible from the parking lot.

- the Seafarers memorial, a 22-foot bronze statue, facing the sea, approximately 50 yards offshore. On shore, a beautifully landscaped viewing area will be incorporated into Seafarers Park.

### Implementation Actions

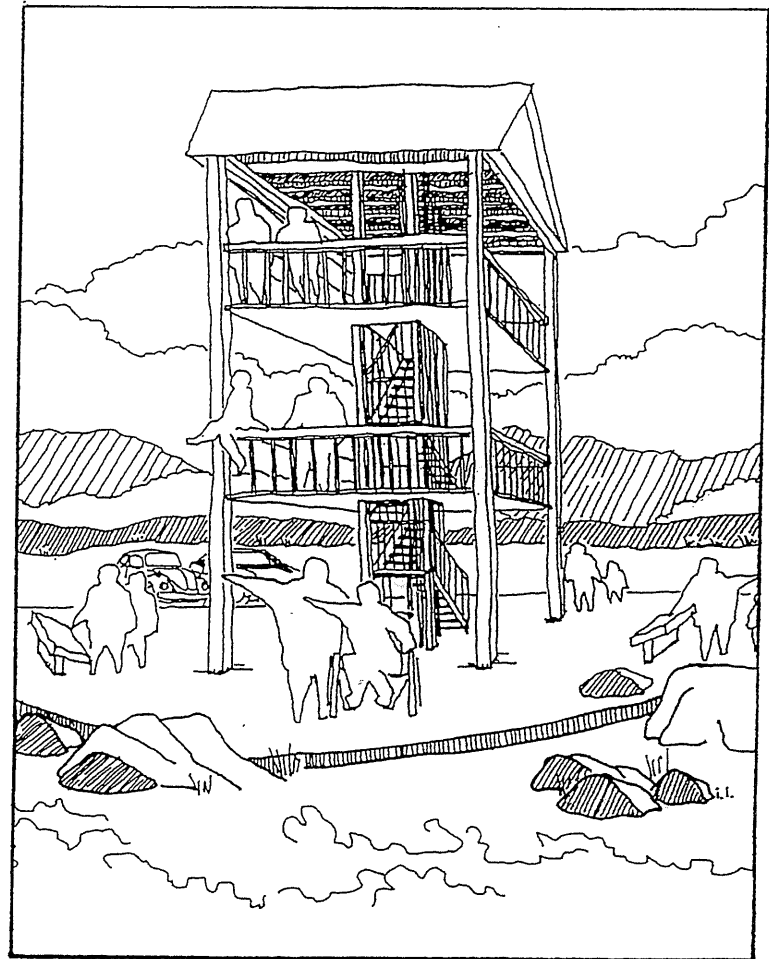
- 1) Seek assistance from the Corps of Engineers or OSU Ocean Engineering program to identify causes of erosion and erosion-control options for Seafarers Park.

- 2) Research ownership issues that could preclude proposed site improvements.

- 3) Seek funding for development of a viewing tower and interpretive exhibits at the site, following with design, engineering, and construction.

- 4) To minimize vandalism, control vehicle access to the park after dark by closing at sunset or at another specified time; take displays down during the off-season.

- 5) Work with Oregon Parks and Recreation Department to get the adjacent Fort Stevens gate open to allow access by pedestrians and visitors in and out of the park at this location.



## Seafarers Memorial

The Seafarers Memorial will memorialize the men and women of all nations whose lives have been lost at sea and on the Columbia River bar. The 22-foot memorial will be sited 50 yards offshore where the tide will rise and fall about it, never completely covering it. The figure will face toward the sea of which it is a part, no longer tied to the lands and its concerns. Its setting will offer the thousands of visitors who use the site a broad view of the river's entrance and of the maritime commerce that passes close by on the river channel.





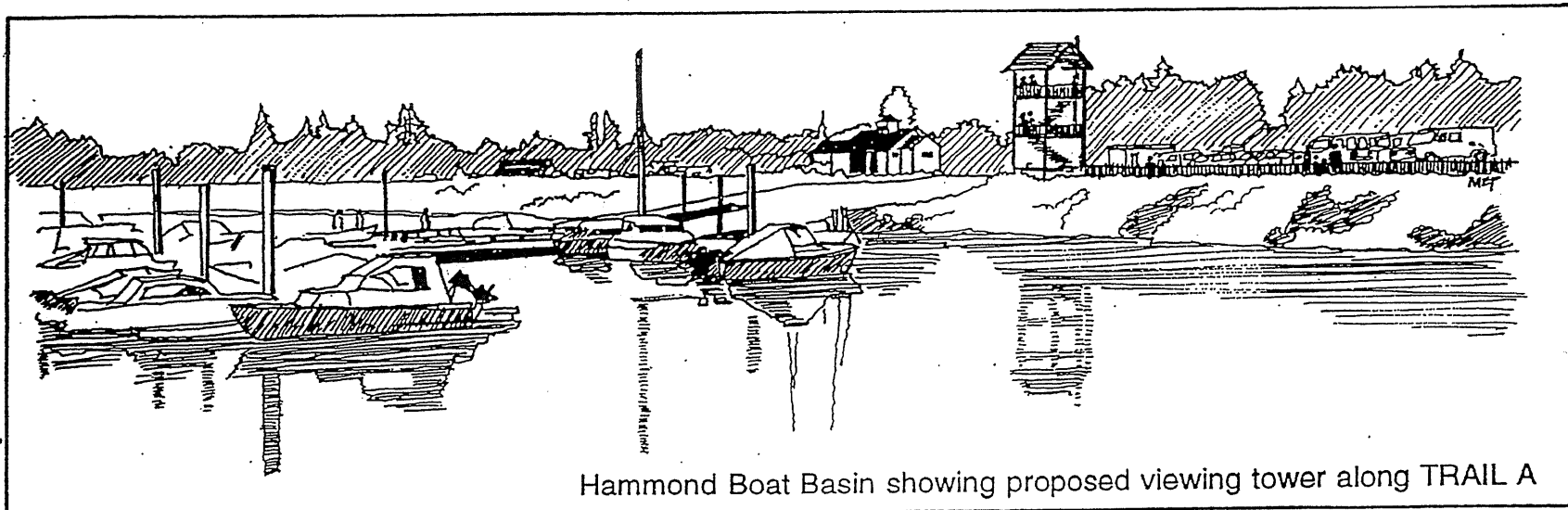


**TRAIL A: Seafarers Park (ACCESS 1) to East Hammond Basin Access (ACCESS 2) - Priority C**

This trail segment links the west side of the Hammond Boat Basin to the east side for pedestrians, loosely following roads, going around the boat launching area, and following the shore and road to the now-improved east side parking area. Because pedestrian access by the launching area is difficult and dangerous during busy use months, special attention will need to be given to this part of the trail. For bicycles, the trail from Seafarers Park goes south along Lake Drive, east at Pacific Drive to Heceta Street, where it jogs south to Warrenton Drive, then east along Warrenton Drive to E.H. Carruthers Park (ACCESS 3).

**Implementation Actions**

- 1) Evaluate alternative west-east pedestrian routes through the heavily used boat basin area, based primarily on safety, including the option of an elevated walkway over the launch.
- 2) Install trail markers, directing pedestrian traffic from Seafarers Park through the open grassy area, to and through the boat launch area, and to the east side access point and parking lot. Similarly, install bike trail markers along the above route. Improve other informational signage at the main junction of the Hammond Basin.
- 3) Seek funding for trail design and construction (underway 8/94).



Hammond Boat Basin showing proposed viewing tower along TRAIL A

## ACCESS 2: East Hammond Basin Access - *Priority B*

This informal river beach access point, located in the sheltered lee of the Hammond Basin east breakwater, attracts retirees and others who fish from shore or picnic on the beach. There is an unimproved, sandy access road into the site where cars can (and do) get stuck. At high water, there is some erosion of the bank, but this is likely limited by the breakwater to the west and the riprapped bank at the Point Triumph condominiums about 100 yards to the east. Because the beach drops off quickly offshore and is next to the shipping channel, swimming here may be dangerous. The area adjacent to this site is zoned for hotel/motel use.

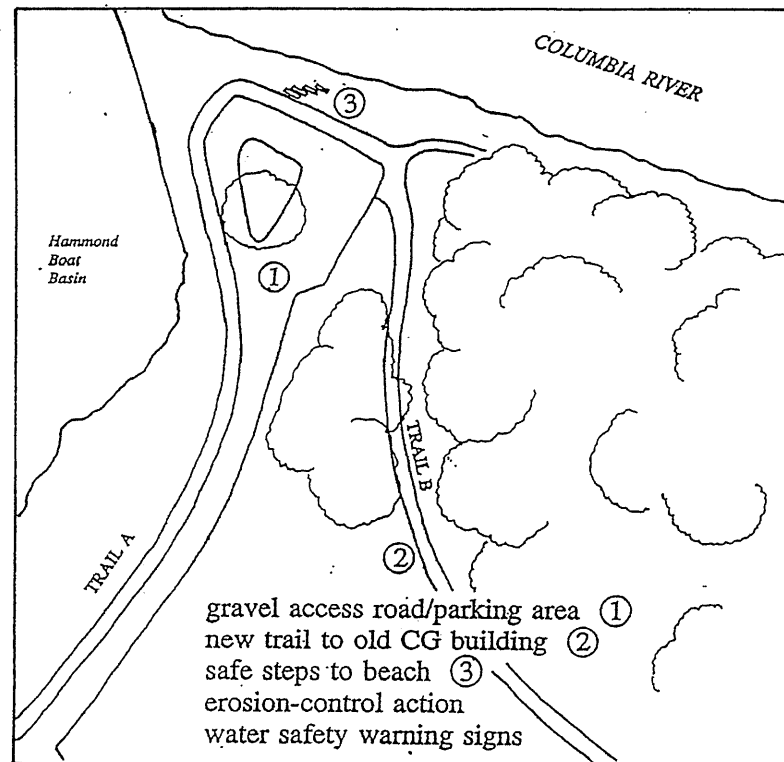
The breakwater at this site is used by some for fishing, crabbing, or other activities, despite not being permitted by Corps regulations. To provide for future uses at the site, no permanent, expensive facilities should be built.

Proposed improvements include

- a graveled access road and well-defined parking area and walkway/steps to the beach;
- protection of the upper bank from erosion using small riprap or some other alternative such as beach nourishment using dredged channel sand; if riprap is

used, connect this with the riprap at the Point Triumph condominiums;

- a new walking trail that goes from this site east to the old Point Adams Coast Guard station (National Marine Fisheries Service Lab), and interpretation that discusses the history of the old U.S. Life Saving Service that was once located here.



- signs that warn swimmers of dangerous currents and ship wakes close to shore, and trail markers directing walkers and/or bicyclists east and west.

### **Implementation Actions**

- 1) The city should investigate alternatives for road and parking improvements and make feasible changes.
- 2) Solicit assistance from the Corps of Engineers or OSU Ocean Engineering program to identify causes of erosion and options for solving the problem, such as beach nourishment or riprap (see ACCESS 1).
- 3) Investigate with the Corps the possibility of putting a fishing pier adjacent to or extending out from the breakwater.
- 4) Develop and mark a pedestrian trail from this site to the old Coast Guard Station (see TRAIL B).
- 5) Install warning signs about the dangers of swimming at this site.

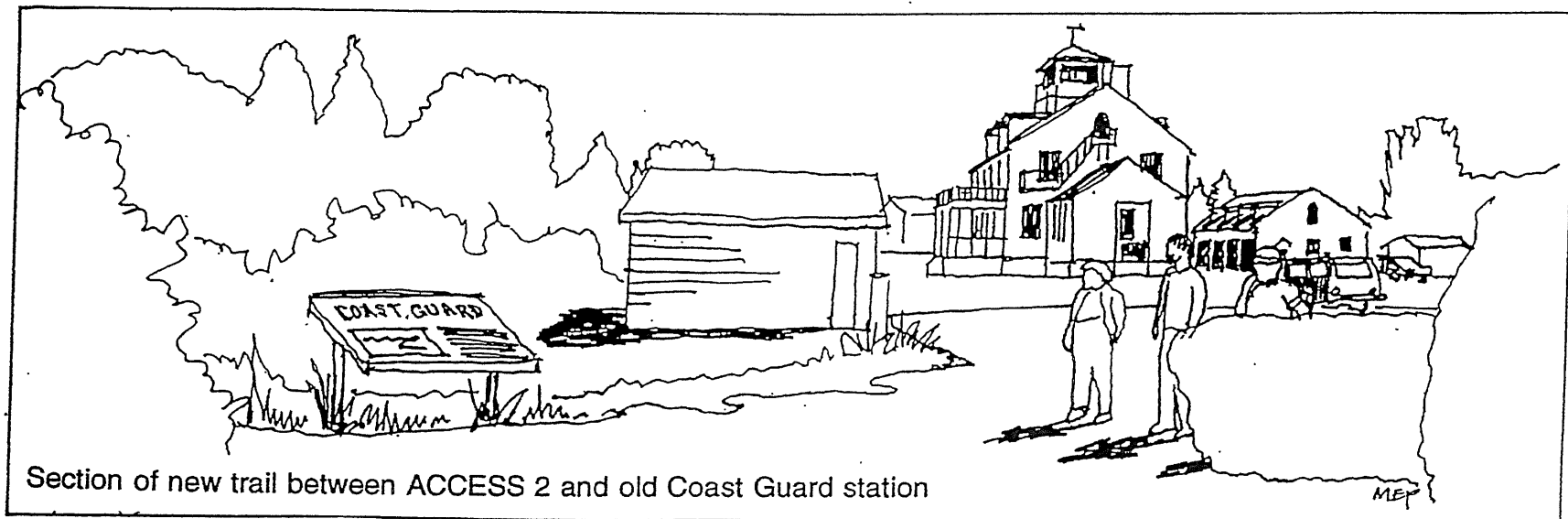
**TRAIL B: East Hammond Basin (ACCESS 2) to E.H. Carruthers Park (ACCESS 3) - Priority B**

This segment of the pedestrian trail extends from the beach on the east side of Hammond Boat Basin through Hammond to E.H. Carruthers Park. The actual route needs further definition, but effort should be made to keep as much of the trail as possible along the waterfront. The wooded natural area located just behind the East Hammond Basin beach offers an excellent location for a pedestrian trail to the old Coast Guard station. From there, the trail continues south along Heceta Place to Pacific Drive (old Ft. Stevens Highway), then east on Pacific. At Gray Street and Pacific, the trail splits into two alternative routes, with one route

heading north on Gray to the waterfront and east along the shore and old rail bed to E.H. Carruthers Park; the alternative route continues east along Pacific to Enterprise, then north to the waterfront and east along the old rail bed to E.H. Carruthers Park. At the waterfront, the first of these routes would pass on the channel side of Point Adams Packing Company; a possible danger along this route is the crossing at Point Adams Packing Company's fish unloading dock.

**Implementation Actions**

- 1) Cut and mark a new pedestrian trail between ACCESS 2 and the old Coast Guard station.



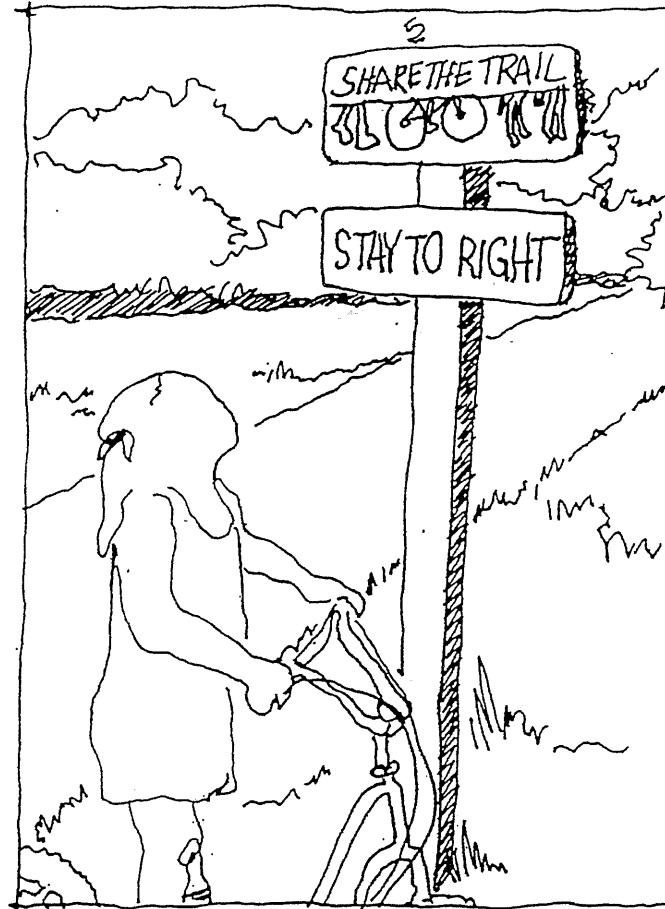
2) Refine the actual location of the route between the old Coast Guard station and E.H. Carruthers park, investigating potential problems, particularly related to security and safety; then clearly mark and publish information for both the pedestrian and bicycle routes.

3) At Point Adams Packing Company, place a blinking red (or yellow) light warning pedestrians when the loading dock is being used.

4) Enforce auto speed limits along Pacific Drive (pedestrian route) and Warrenton Drive (bike route) more vigorously, especially during high use periods.

5) Design, develop, and place interpretive panels along the trail at safe, high use locations. Potential interpretive topics include local fisheries, such as species fished, gear, processing, ships and shipping of the Columbia. Get cooperation and technical/financial assistance from Point Adams Packing Company for fish-related signage.

6) Seek funding for trail design and construction (underway 8/94).

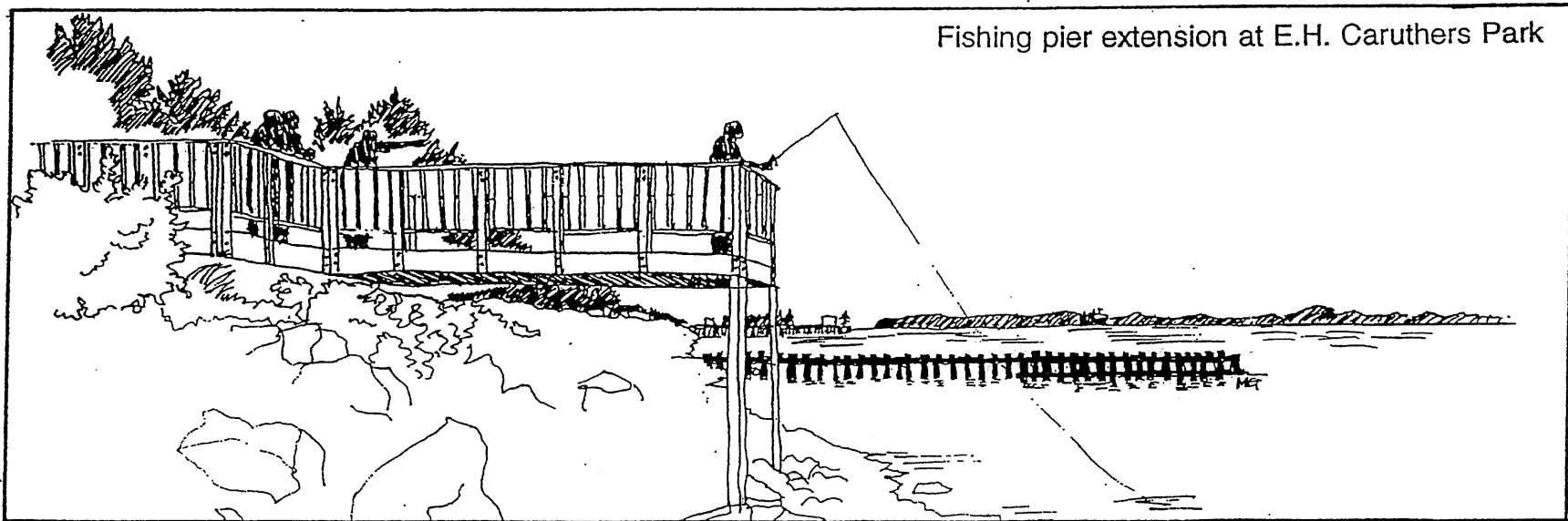


### **ACCESS 3: E.H. Carruthers Park Improvements - Priority C**

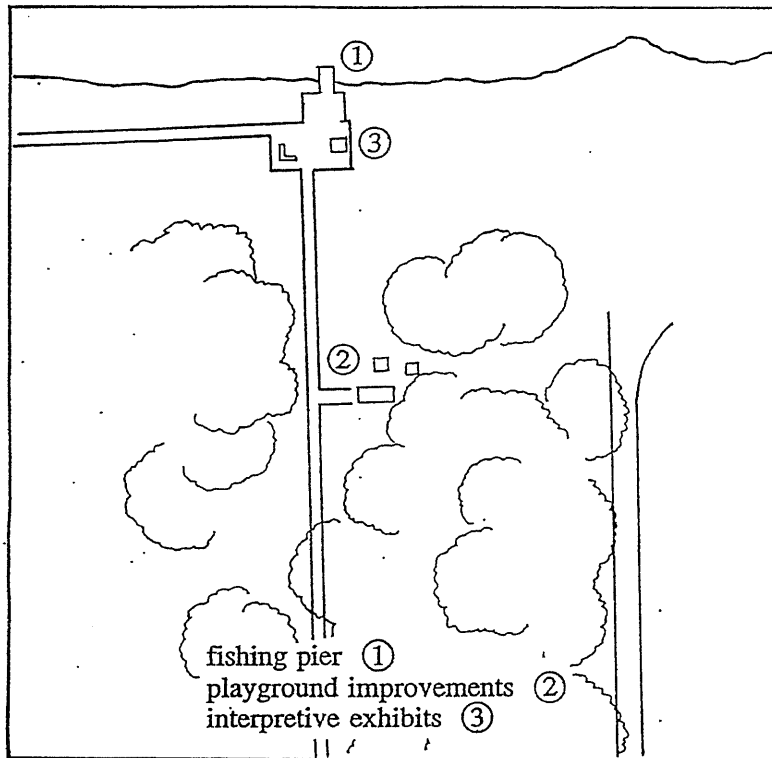
This is one of two well-developed access points in Warrenton, with restroom facilities, picnic areas and shelters, a waterfront viewing platform (built with a federal CZM 306A grant), and a stable riprapped bank. The view here encompasses both the natural environments of the Columbia River and mountains and forests in Washington, Astoria and the Columbia River bridge to the east, and industrial and maritime activity, such as shipping and log handling and storage. This park has a history of vandalism, which has sometimes led to closures of restrooms.

### **Implementation Actions**

- 1) Investigate the feasibility of construction a fishing pier out into the Columbia River, either as a piling structure adjacent to the existing pile dike or as an extension to the existing viewing platform.
- 2) Widen and resurface walking paths along the dikes, using gravel or other appropriate material.
- 3) Design, construct, and install interpretive exhibits at present viewing platform on such topics as shipping, pile dikes and what they are used for, or the timber industry.



- 4) Make playground improvements (for example, a play ship modeled after ships that frequent the Columbia).



**TRAIL C: E.H. Carruthers Park (ACCESS 3) to N.W. 13th Street (ACCESS 4) - *Priority C***

This trail segment starts at E.H. Carruthers Park and goes along Warrenton Drive adjacent to Warrenton Fiber Company's log handling and storage yard, turning onto N.W. 13th Street to its end at the Alder Cove Trailhead. Although Warrenton Drive has been widened and marked for a bike lane, the road is still considered dangerous for bicyclists and pedestrians. This trail segment is essentially a bypass around the log yard and has few amenities.

**Implementation Actions**

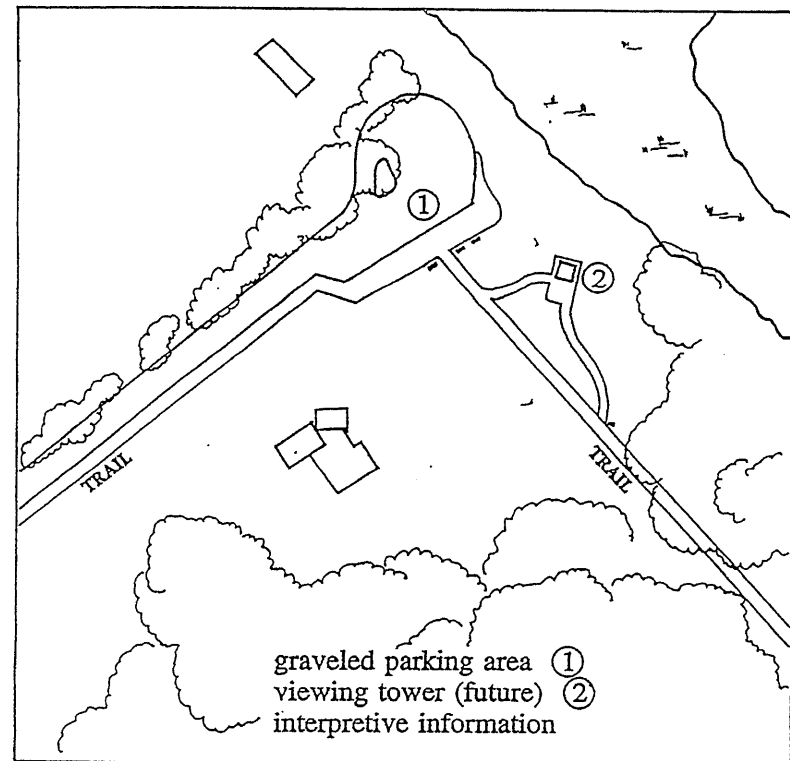
- 1) Mark this route with waterfront rail signs and better marking of bike/pedestrian lane on Warrenton Drive.
- 2) Enforce auto speed limits more vigorously, especially during high bicycle/pedestrian use periods.
- 3) If and when the Tansy Point site is no longer used as a log handling and storage yard, continue the trail system along the waterfront.

#### **ACCESS 4: N.W. 13th St. (Alder Cove Trailhead) - Priority A**

N.W. 13th St. is the southern boundary of the Warrenton Fiber Company's log handling facility at Tansy Point. At the end of the road, there is a small turn-around, but no parking. The site itself does not have good access to the marsh or water, but it is an excellent trailhead for the Alder Cove estuarine natural area and trail proposed for the abandoned rail bed. Adjacent to the site is a small wetland mitigation site of questionable value; a nearby industrial area is very noisy.

#### **Implementation Actions**

- 1) Widen the road at its end and construct a parking area to serve as a trailhead for the Alder Cove bicycle and pedestrian trail and estuarine natural area.
- 2) At the trailhead, provide interpretive brochures and other user information.
- 3) Examine the potential for building a viewing tower just beyond trailhead overlooking Alder Cove to the east and the log yard to the west.







N.W. 13th Street Trailhead leading to Alder Cove

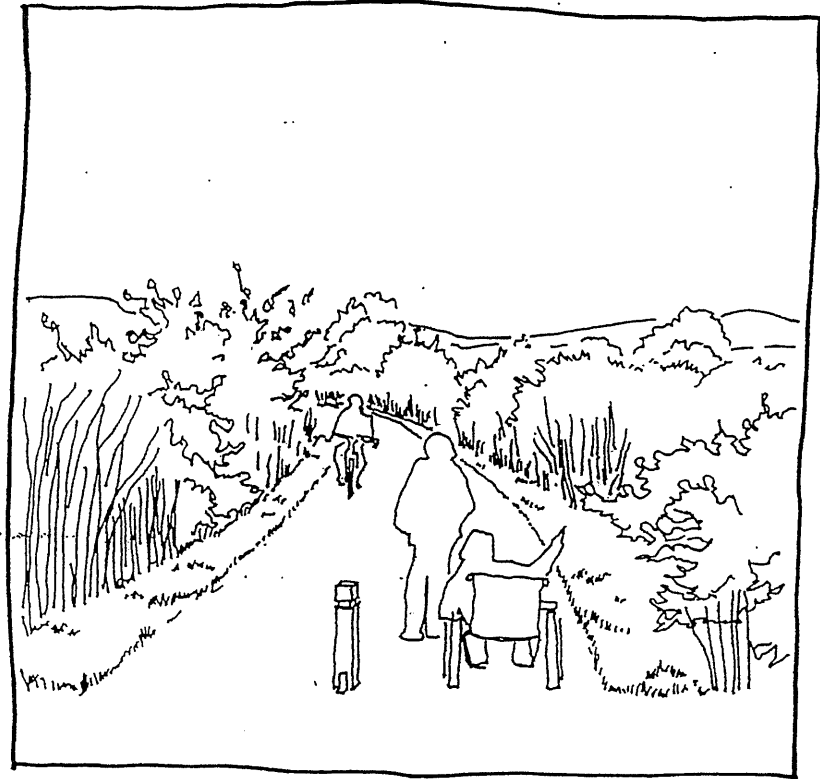
**TRAIL D: N.W. 13th Street Trailhead (ACCESS 4) to Alder Cove (ACCESS 5) to Lighthouse Park (ACCESS 8) - Priority A**

Beginning at the N.W. 13th Street trailhead, the trail extends south to Alder Cove estuarine natural area along the abandoned railroad right-of-way, now owned by the city. The trail here is grassy, fairly level, bordered by native trees, shrubs and wild flowers, and surrounded by open space. About ¼ mile down the trail just beyond the tidegate crossing at Alder Creek (where there is also a proposed boardwalk and birding area—see ACCESS 5), the trail splits. One route continues along the railroad right-of-way all the way to Lighthouse Park. The alternate route follows the dike to the sewage treatment ponds, following the dike on the west side of the sewage ponds to N.E. 6th Street; it then heads west on 6th for a short distance and joins the railroad trail southeast to Lighthouse Park. Deer and other animals use the railroad right-of-way as a feeding and travel corridor.

**Implementation Actions**

1) Investigate all ownership and safety-security problems along these routes, particularly with respect to the sewage treatment ponds; include warning signs and appropriate separation, such as fencing, along the sewage treatment pond section.

- ✓ 2) Mark the trail with appropriate signage, including interpretive signs; keep in mind the relative isolation of this trail and the potential for vandalism.
- ✓ 3) Design and seek funding for trail improvements, such as leveling and hard surfacing, that will allow for bicycle passage and disabled access.
- ✓ 4) Rezone the portion of the trail along the dike and sewer lagoon as open space.



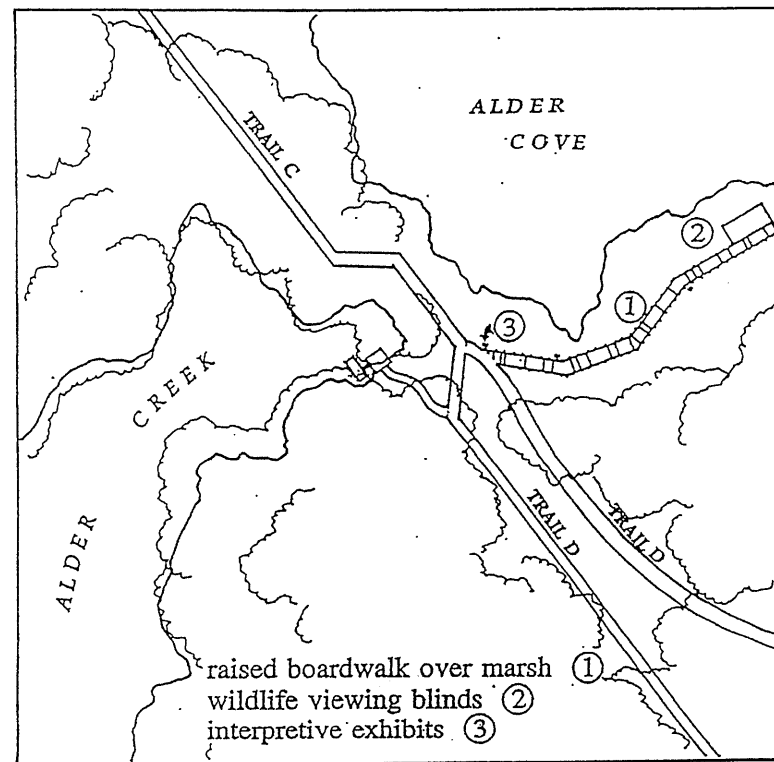
### **ACCESS 5: Alder Cove Estuarine Natural Area - Priority A**

Alder Cove is one of the premier estuarine natural areas within the more urbanized part of Warrenton; the cove was created in part by the filling of the west bank of the Skipanon River when the waterway was dredged out by the Corps of Engineers early in the century. Despite its location between two industrial areas (Cavenham on the east and Warrenton Fiber on the west), it is home to many waterfowl, wading birds, raptors, songbirds, and other wildlife. The area is zoned "natural area" in the Warrenton Comprehensive Plan, so will always be protected. Tansy and Alder Creeks drain into the cove through a tidegate, where the old railroad bed and dike separate. The site has excellent potential for development as a nature-viewing area; care would have to be taken in developing any facilities because of the remoteness of this area and concern over security, safety, and vandalism.

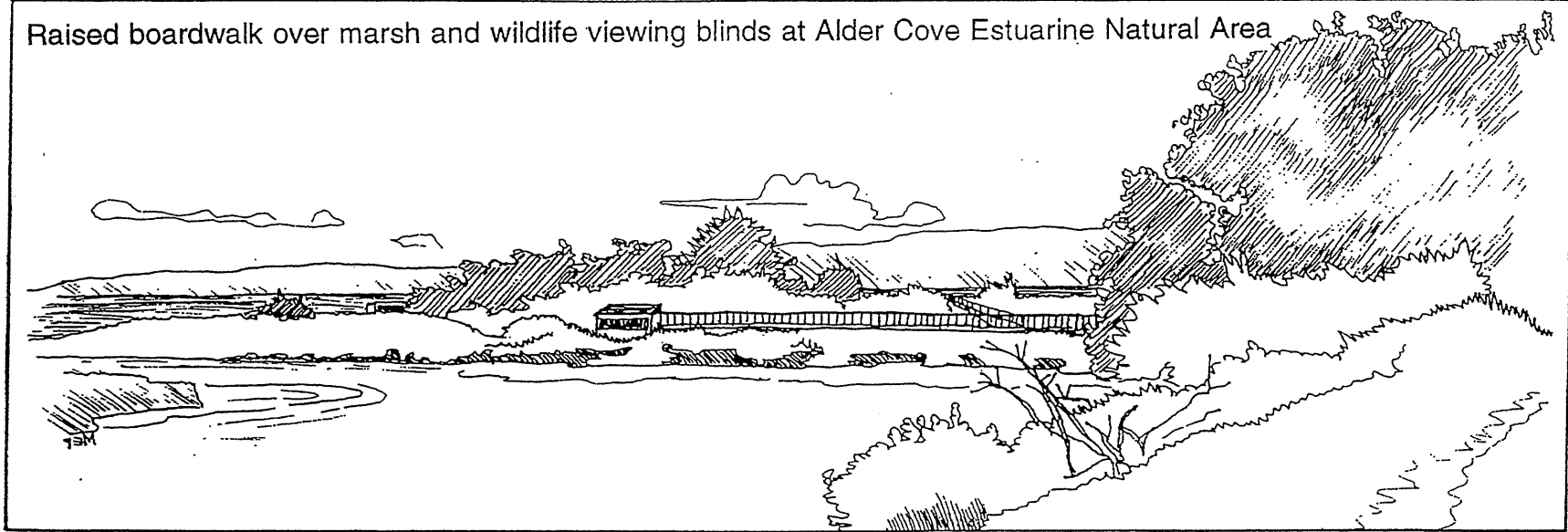
#### **Implementation Actions**

- 1) Inventory birds and wildlife at the site to determine actual potential for birding and nature-watching; utilize local Audubon Society or other birding experts.
- 2) Seek an Estuarine Resources Goal 16 land use exception to allow construction of the boardwalk across the Aquatic Natural Zone marsh.

- 3) Develop a raised marsh walkway extending from the dike out into the marsh with bird blinds and wildlife and natural history interpretive exhibits, considering vandalism concerns. Develop a detailed site plan, make cost estimates, identify and seek funding, and construct.
- 4) Market this site in brochures and other regional tourist information as one of the finest birding areas on the lower river that is easily accessed by visitors.



Raised boardwalk over marsh and wildlife viewing blinds at Alder Cove Estuarine Natural Area

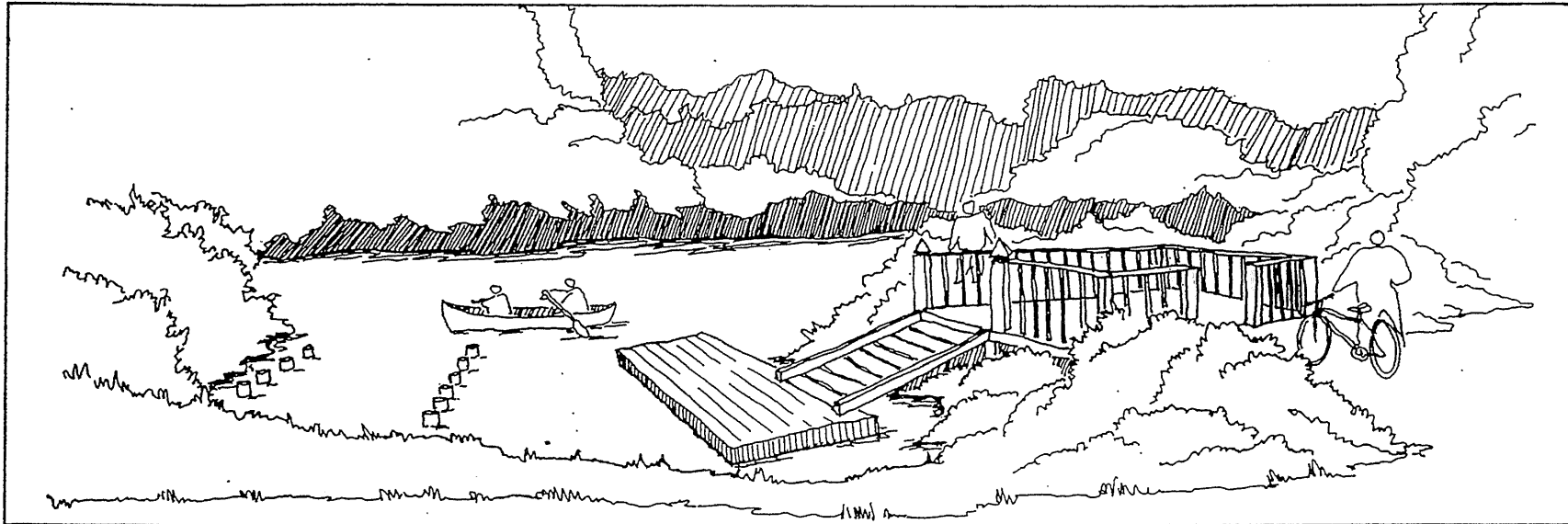


## **WATER TRAIL 1: Alder Creek - *Priority B***

This water trail is an approximately 1-mile stretch of navigable creek, beginning at ACCESS 5 and extending south up the creek through urban and natural settings. There are obstacles along the trail, including submerged aquatic vegetation that makes paddling difficult. Another constraint is that the  $\frac{1}{4}$  mile walk into the proposed launch site might be too long for many people to portage a canoe or kayak. There are also concerns about liability of the City of Warrenton with respect to water safety.

## **Implementation Actions**

- 1) Identify obstacles and alternative launch sites along Alder Creek, considering, for example, its junctions with Warrenton Drive and N.W. 1st Street.
- 2) Construct a canoe/kayak launch-landing in the creek on landward side of dike; also construct other convenient launch-landing sites that are identified; include signage with a map of the water trail.



## **ACCESS 6: Lighthouse Park/Charlton Center Access Improvements - Priority B**

Lighthouse Park is a proposed deep-sea fishermen's memorial being developed by the Deep Sea Fishermen's Benefit Fund and other local organizations. When completed, this park will feature a gazebo, lawn space, benches, and lighthouse museum and interpretive center. Lighthouse Park will be a focal point for the city, linking the downtown, the western and eastern sections of the waterfront trails system, the proposed mixed-use commercial development at "Charlton Center," and 3rd Street Waterfront Park to the south. Proposed Charlton Center commercial improvements are outlined in COMM-IND 2 later in this plan.

### **Implementation Actions**

- 1) The City and other organizations should continue to give full support to development of Lighthouse Park, assisting in grant writing and fund-raising.
- 2) Mark distinct pedestrian pathways, incorporating a traffic light on Skipanon Drive, signage for amenities, points of interest, and pedestrian circulation.
- 3) In conjunction with development at Charlton Center (see COMM-IND 2), construct a waterfront walk extending from just west of Warrenton Boat Yard west

and north along the water to Skipanon Marina; it would include a transient moorage dock, be well-lighted and have seating, outdoor dining, and interpretive displays relating to both the human the natural history of the area; overwater portions would be boardwalk on pilings, rather than fill.

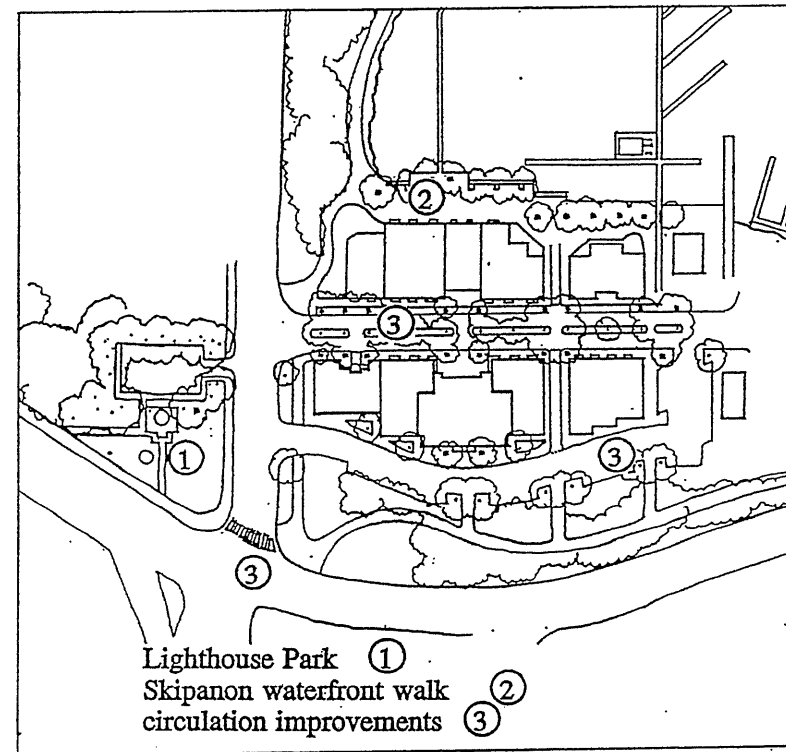




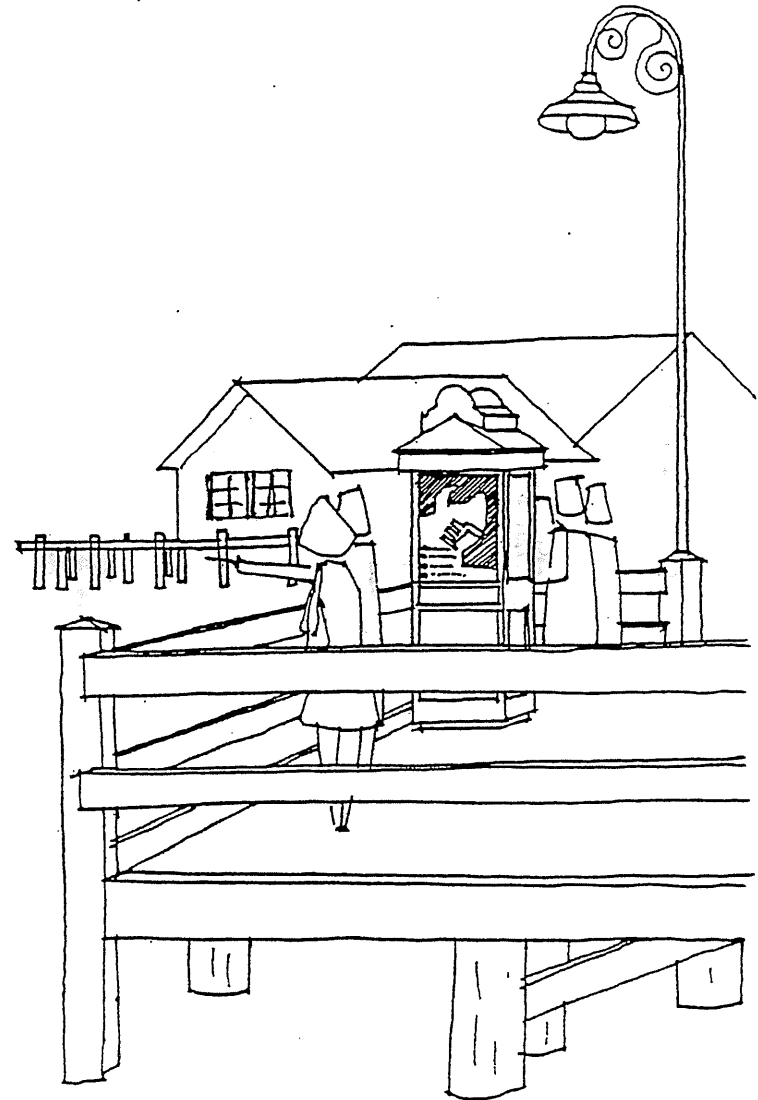
Illustration of Lighthouse Park museum and visitor center

**TRAIL E: Lighthouse Park/Charlton Center (ACCESS 6) to Skipanon Marina/Restaurant - *Priority B***

This section of the trails system begins at Lighthouse Park and the proposed Charlton Center mix-use development and runs along the shoreline and N.E. Skipanon Drive north to Skipanon Marina and the adjacent restaurant. This area has interesting visual features, such as marinas, boats, views of Charlton Center and the Warrenton Boat Yard. However, at present, the road is busy, noisy, lacks a sidewalk and bike lane, and is heavily traveled by industrial truck traffic from Cavenham and Pacific Seafood.

**Implementation Actions**

- 1) Design and build a boardwalk along the waters edge connecting the Charlton Center/Lighthouse Park area to the Skipanon Marina (see COMM-IND 2).
- 2) Widen N.E. Skipanon Drive, mark a bike lane, and build sidewalks.
- 3) Reroute industrial traffic off N.E. Skipanon Drive onto N.E. 6th Street and Main Street (see CIRC 1) .



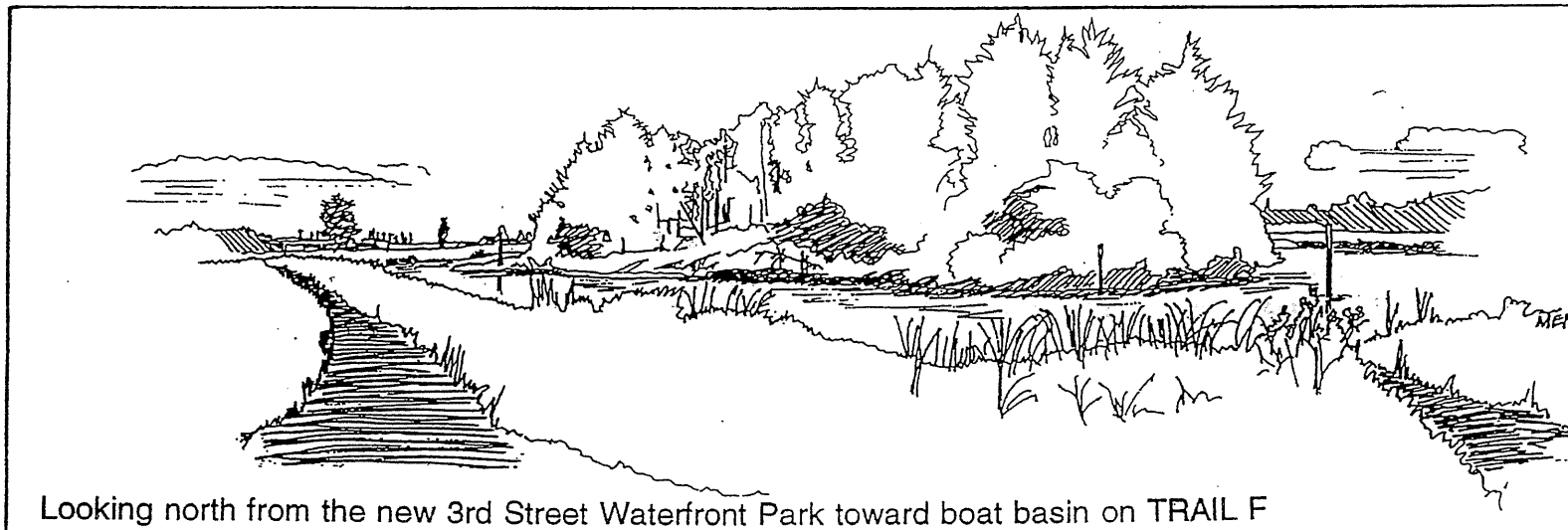


**TRAIL F: Lighthouse Park/Charlton Center (ACCESS 6) to 3rd Street Waterfront Park (ACCESS 7) - Priority A**

This downtown trail segment links Lighthouse Park and the proposed Charlton Center mixed-use development with the 3rd Street Waterfront Park to the south via a natural greenway along the Skipanon. Starting at Lighthouse Park the trail crosses N.E. Skipanon Drive, and continues east along N.E. Harbor Place to the Skipanon waterfront. From here, the trail turns south, passing under E. Harbor Street Bridge along the dike and continuing to 3rd Street Park (ACCESS 7). This section of dike is level and provides an excellent base for a trail. A canoe/kayak launch will be constructed at the foot of 2nd Street as part of the park, offering another activity along this trail.

**Implementation Actions**

- 1) Identify specific improvements needed to implement this key section of trail: preliminary actions are the following:
  - a) contact property owners and get permission to cross private property, if and where needed, obtaining letters of permission or formal conservation easements where possible
  - b) establish and mark preliminary trail
  - c) seek and obtain a grant to resurface this trail segment to provide disabled access, but select materials to maintain a "greenway" feeling.



## **ACCESS 7: 3rd Street Waterfront Park (NCRI-Sea Grant-Warrenton Demonstration Project) - *Priority A***

Located along the Skipanon River adjacent to downtown and between Second and 3rd Streets, this park will be a major feature and anchor for the Warrenton public access and trails system. As such, it is the NCRI-Sea Grant-Warrenton "demonstration project." It is expected that the park, because of its proximity to downtown, will get extensive use by local residents. The site is owned by the City of Warrenton, including part of the adjacent waterway. Last used as a log scaling area, it is well-suited to provide physical access to the Middle Skipanon for canoeing, kayaking, and shore fishing. It is also an aesthetically pleasing site, with views of undeveloped islands, wildlife, and vegetation across the river. A \$20,650 grant for constructing Phase I of the project has been approved; receipt of funding awaits a final site plan. Components of the project include

### **Phase I**

- a gravel road access to the park at 2nd street, terminating as a turnaround for dropping off people or small boats;
- parking adjacent to the access road on site;
- a small dock to launch non-motorized boats on the city-owned portion of the waterway; the launch site will

include a 20'x40' floating dock constructed by the City, a gangway extending 45 feet from the bank down to the dock. All will have full disabled access;

- a disabled access trail from the turn-around/drop-off and the parking area;

- a park entrance sign with appropriate credits, as well as an interpretive display, identifying historical and/or wildlife features of the area.

### **Phase II**

- a small, porch-like viewing platform with visual access up and down the Skipanon;

- a disabled access waterfront trail from the turnaround at 2nd Street (which connects with TRAIL F—the dike trail on the north) to 3rd Street on the south; the trail will include a few well-placed benches and picnic tables inviting visitors to sit and enjoy the surroundings.

### **Implementation Actions - Phase I**

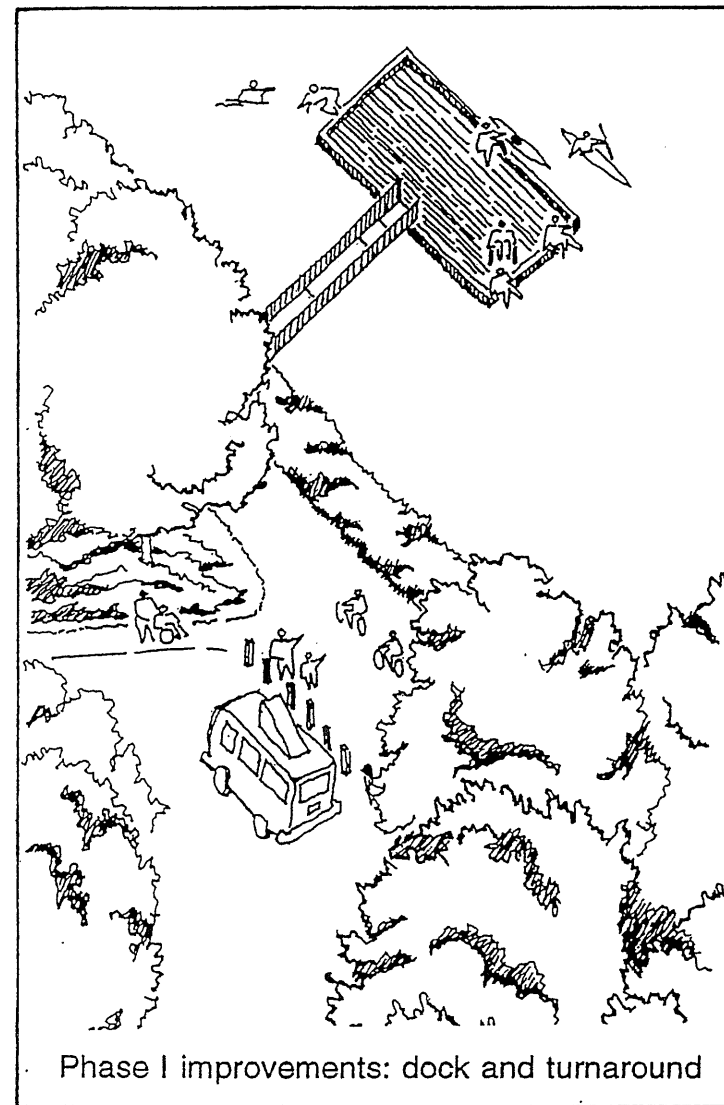
- 1) Research land ownership and acquire or lease land and water area for all phases (3/94); some land adjacent to park owned by Cavenham—seek donation for additional park open space.

- 2) Identify and acquire funding source for Phase I (completed 7/94, \$20,650 CZM 306A Grant/city match).

- 3) Prepare site plan for all phases of project (7/94).
- 4) Do detailed design and engineering work for Phase I site development and construction, following site plan.
- 5) Apply and obtain a Section 10 permit from the Corps of Engineers for the boat dock construction (no state Removal/Fill permit needed).
- 6) Develop concepts and designs for signs and interpretive exhibit;
- 7) Select an appropriate historical name for the park;
- 8) Construct Phase I of the project according to plans: access road, parking area, disabled access trail, boat launch dock and gangway, picnic facilities, entrance sign and interpretive exhibit;
- 9) Dedicate the park.

#### **Implementation Actions - Phase II**

- 1) Identify and acquire funding source for Phase II.
- 2) Do detailed design and engineering work for Phase II site development and construction.
- 3) Construct Phase II of the project according to plans: 2nd Street to 3rd Street waterfront trail, seating at visual access points.

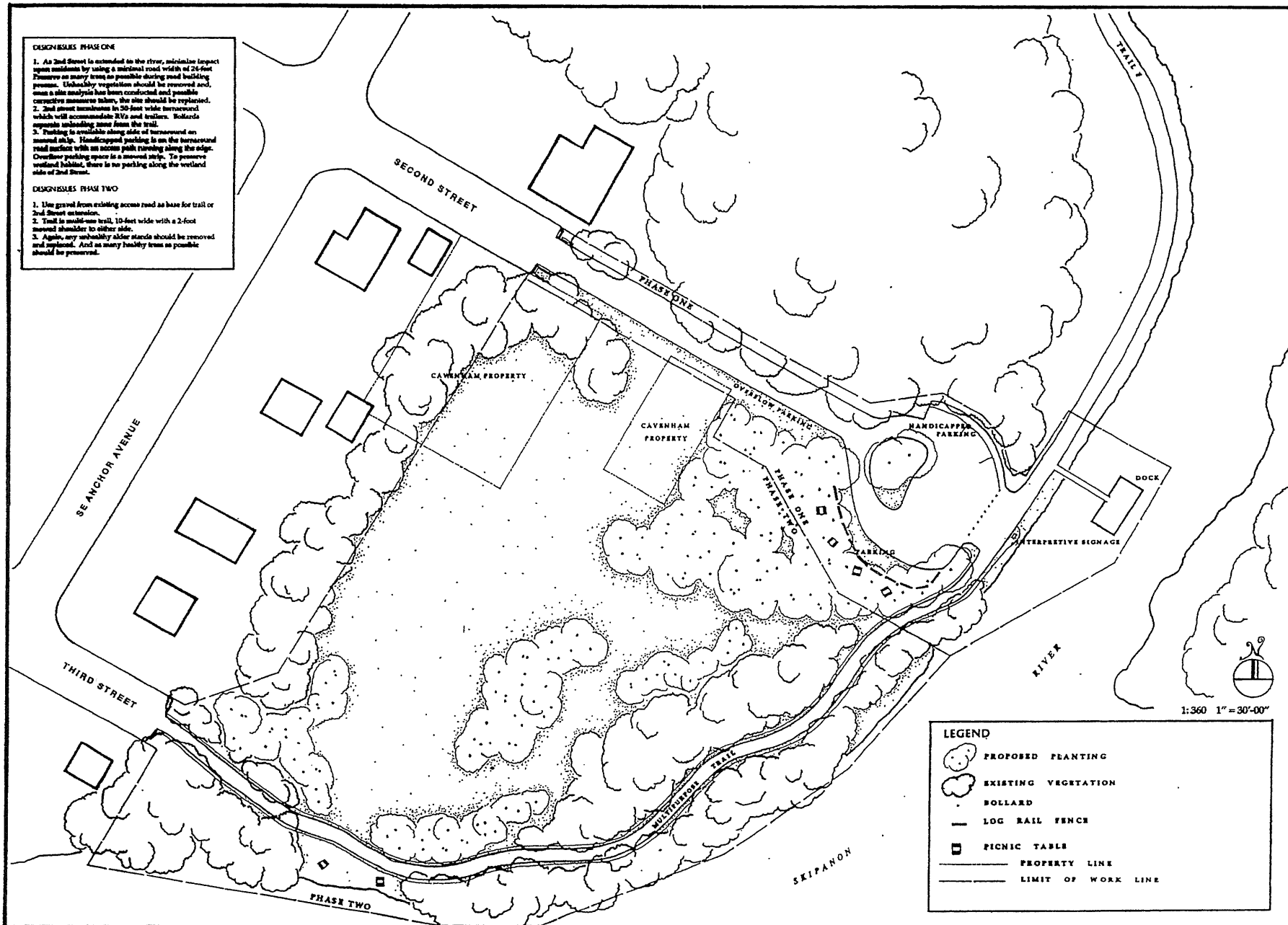


# DESIGN ISSUES PHASE ONE

1. As 2nd Street is extended to the river, minimize impact upon wetlands by using a minimal road width of 24-foot. Preserve as many trees as possible during road building process. Unhealthy vegetation should be removed and, once a site analysis has been conducted and possible corrective measures taken, the site should be replanted.
2. 2nd Street turnstones in 50-foot wide inner roadway which will accommodate RVs and trailers. Bollards separate unloading zone from the trail.
3. Parking is available along side of turnaround on moved strip. Handicapped parking is on the turnaround road surface with an access path running along the edge. Overflow parking space is a moved strip. To preserve wetland habitat, there is no parking along the wetland side of 2nd Street.

## DESIGN ISSUES PHASE TWO

1. Use gravel from existing access road as base for trail or 2nd Street extension.
2. Trail is multi-use trail, 10-foot wide with a 2-foot mowed shoulder to either side.
3. Again, any unhealthy older stands should be removed and replanted. And as many healthy trees as possible should be preserved.



NCRI-SEA GRANT-  
WARRENTON, OREGON  
DEMONSTRATION  
PROJECT

CITY OF WARRENTON  
THIRD STREET WATERFRONT PARK  
WARRENTON WATERFRONT REVITALIZATION PROJECT  
ACCESS 7  
JULY 14 1994

ILLUSTRATIVE  
PLAN

DRAWN BY  
Lowrance Nunn  
University of Oregon

REVISIONS

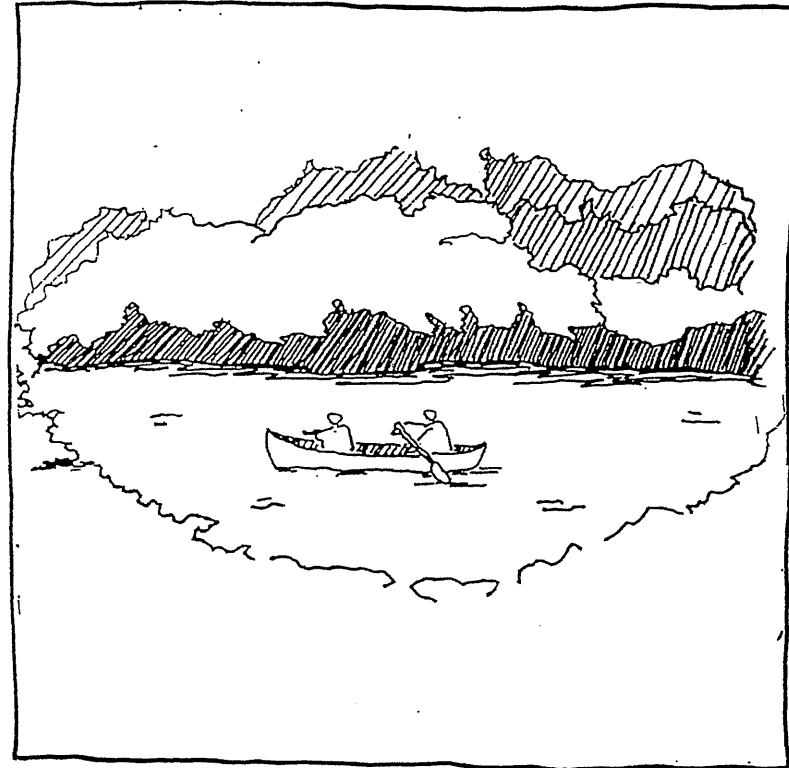
## **WATER TRAIL 2: Middle Skipanon River and Beyond**

### **- Priority A**

The middle Skipanon River, extending from the E. Harbor Street bridge upstream, is a long stretch of navigable water that winds through residential and natural landscapes, with portage required over 8th Street dam. This same dam also limits upstream fish passage, an issue that should be investigated further. Possible constraints include water safety and liability issues, but this is true all along the waterfront. At present, there is limited access for small boats.

### **Implementation Actions**

- 1) Design and build a floating dock for small boats at 3rd Street Waterfront Park (ACCESS 7).
- 2) Identify and mark a safe portage over 8th Street dam.
- 3) Identify other sites on the river that would benefit from a dock, ramp, and steps for small craft put in or take out (for example, the 8th street dam where portage is necessary).
- 4) Evaluate the need, potential, and constraints and possible impacts of a fish ladder over the 8th Street dam.



**TRAIL G: 3rd Street Waterfront Park (ACCESS 7) to Warrenton Boat Basin (ACCESS 8) (Middle Skipanon Trail) - Priority A**

This trail segment is primarily on the Skipanon dikes, all of which are owned and maintained by the City of Warrenton. The trail begins at the 3rd Street entrance to the 3rd Street Waterfront Park, heading west to S. Main Avenue, then turning south on Main to S.E. 8th Street, then east on 8th to the dike on the west side of the Skipanon. From here, the trail turns south along the dike, crossing over the Skipanon to the east bank dike at Fort Stevens Highway (old U.S. 101), then north along the dike, terminating at the Warrenton Boat Basin. The west side of the Skipanon has some obstacles where public access is impaired, hence the jog along S. Main Avenue. Privacy and security of adjacent landowners may be an issue at some sites along the dike, and walkers will need to stay on the dike. At the end of the trail on the east bank, traffic on Warrenton Drive is busy and pedestrian crossing may be dangerous. The east side is primarily a natural area. An alternate Skipanon crossing is at the dam at 8th Street, creating a shorter loop.

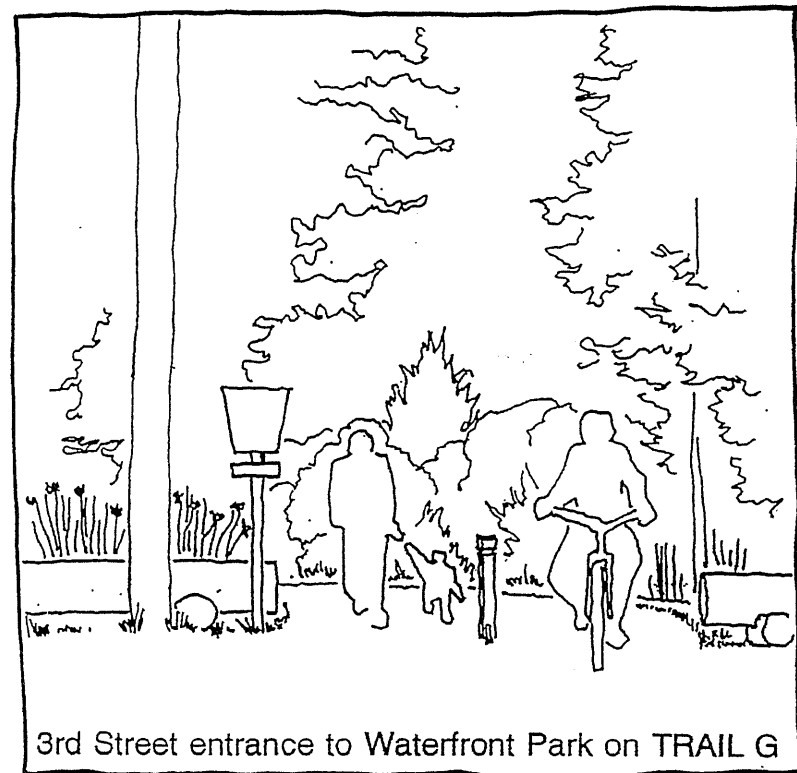
**Implementation Actions**

1) Research land use and adjacent ownership conflicts on the west bank south of 3rd Street to determine obstacles to a full waterfront route along the west bank.

2) Design and build a multi-use path along both sides of the dike following the above route as much as possible.

3) Identify particularly scenic spots and build simple benches for walkers to rest and view wildlife and boaters; consider vandalism potential.

4) Just south of the Boat Basin, locate a crosswalk and trail marker on E. Harbor Street at Galena Avenue.

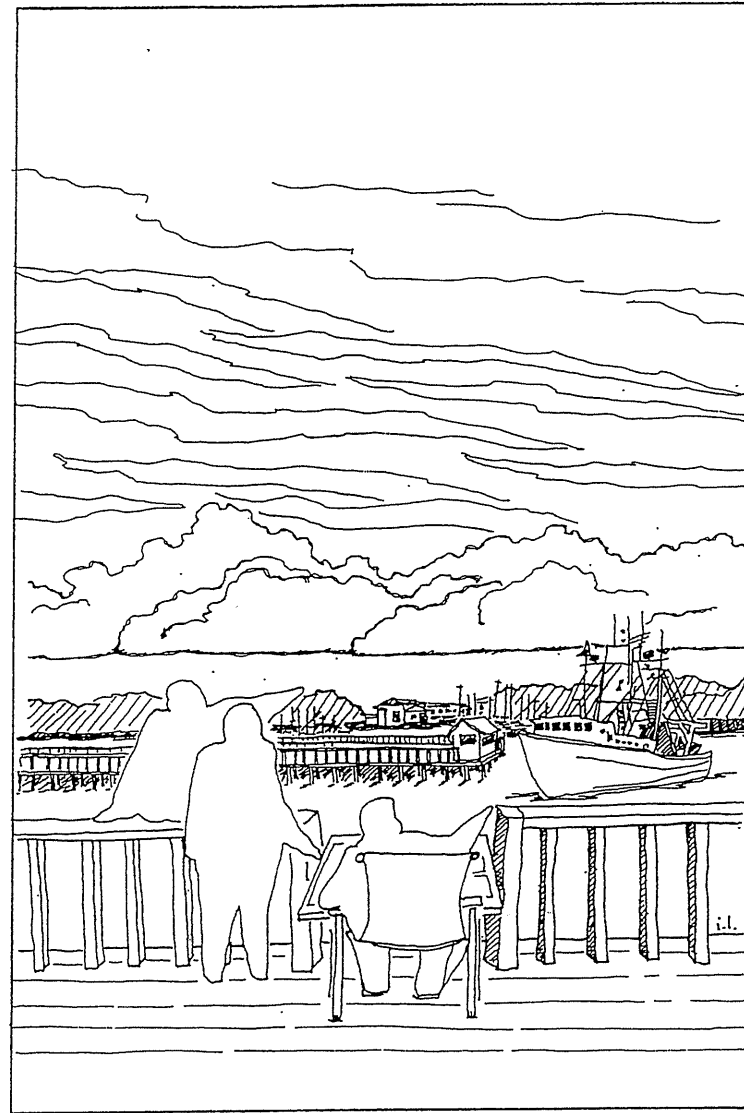


## **ACCESS 8: Warrenton Boat Basin Access Improvements - *Priority B***

This area has a diversity of uses and activities, including a working waterfront, recreational boat use (sailing, fishing, general pleasure craft), marine support businesses, parking, and public facilities. Some of these uses and activities require separation from the visiting public, but there is potential for integrating public access using fenced-off boardwalks, elevated viewing areas, and interpretation; this is particularly true for the commercial trawl fisheries moorage, staging, and loading areas.

### **Implementation Actions**

- 1) Considering need for private boat and property security and public safety, develop a master public access plan for the Warrenton Boat Basin.
- 2) Design and build a viewing platform with commercial fishery interpretation at an appropriate location between the recreational and commercial moorages; provide nearby parking for visitors.
- 3) Integrate appropriate public access, interpretation, and walkways into the proposed Fishermen's Terminal development (see COMM-IND 1 Warrenton's Fishermens' Terminal).

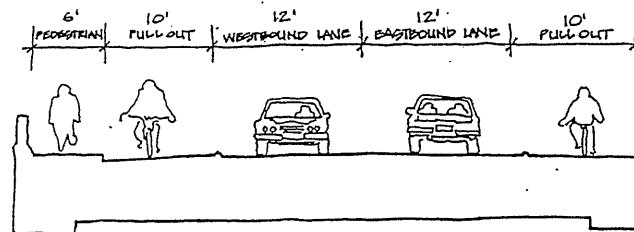
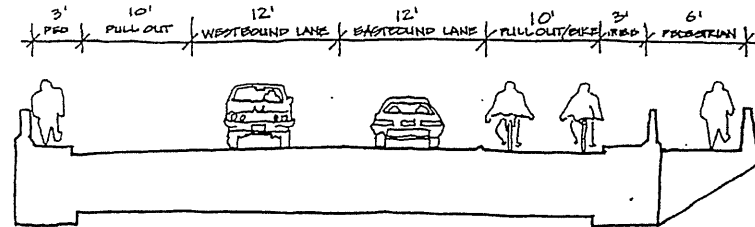


**TRAIL H: Lighthouse Park/Charlton Center (ACCESS 6) to Warrenton Boat Basin (ACCESS 8) - Priority B**

This trail segment will connect the downtown and west bank of the Skipanon with the Warrenton Boat Basin and east bank across the E. Harbor Street bridge. The bridge is a full four lanes wide; a pedestrian "lane" is marked on the bridge but no barrier exists between pedestrians and motorists, creating an unsafe feeling and making crossing for families and most visitors unlikely. While the existing design of the bridge may limit possible walkway alternatives, it does have some potential.

**Implementation Actions**

- 1) Research potential pedestrian/bicycle crossing alternatives with the ODOT and city.
- 2) Develop improved pedestrian/bicycle crossing on the bridge, either as a foot bridge hung off the existing bridge or as a walkway/bikeway, physically separated from motorized vehicular traffic.





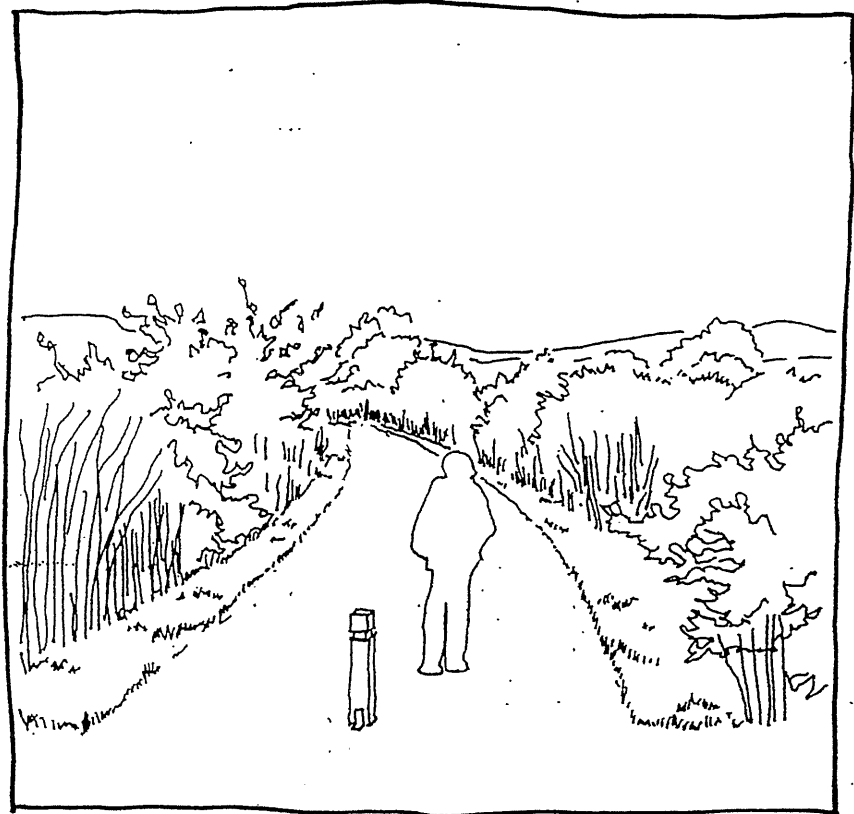
**TRAIL I: Warrenton Boat Basin (ACCESS 8) to East Skipanon Point Picnic Area (ACCESS 9) - Priority C**

This trail would begin at the Warrenton Boat Basin, proceeding north through lands owned and managed by Port of Astoria and the State of Oregon, to a junction with TRAIL J. Users would then continue north on Trail J to reach East Skipanon Point, or southeast on TRAIL J to Windsurfing Park (ACCESS 10). There is some question as to what lands on this point belong to the State and which to the Port. This area is sandy with little vegetation and the port land is zoned for marine industrial uses; there is some concern that a trail not preempt future development of the site. No developed road exists at present. The point on the trail adjacent to the Skipanon and directly across from Cavenham is an interesting site for viewing river industrial activities.

**Implementation Actions**

- 1) Develop a temporary use trail to the East Skipanon Point access site that connects to TRAIL J part way out the peninsula, recognizing that future industrial use of the site may require relocation or removal of the trail.
- 2) When this site is developed for industrial use in the future, incorporate a multi-use trail to the point as feasible, minimizing conflicts.

- 3) Construct a temporary viewing platform/tower overlooking the Cavenham operation at the point on the Skipanon where the trail turns east; relocate to an appropriate site when this area is developed for industrial use.



## **ACCESS 9: East Skipanon Point Picnic Area - Priority C**

This site is located at the north end of the east Skipanon peninsula, an area that was created by placement of dredged material when the Skipanon waterway was constructed by the Corps of Engineers earlier in the century. The area has a wide sandy beach, a great view of the Columbia River, incoming Skipanon boat traffic, Astoria, Youngs Bay and wetlands, and Washington State. It is an excellent place to watch ships, picnic, or to do some birding. A few large trees offer shade and some wind protection and it is mostly a natural area. The site is used by expert windsurfers, but because of the proximity to the ship channel, deep water, and strong currents, it is not appropriate for beginners. Because the area used to be deep water, ownership of the site is claimed by the State of Oregon and it is managed by the Division of State Lands. However, there are differences of opinion between the State and Port of Astoria about who owns what parts of the East Bank of the Skipanon. The area is zoned for marine industrial development by the City of Warrenton and there are limitations on non-water dependent development in the CREST estuary mediation agreement.

### **Implementation Actions**

1) Resolve ownership boundary question between the Port and DSL.

2) Develop a site plan in cooperation with prospective users, including the windsurfing community.

3) Obtain agreement from the State Land Board, DSL, and the Port of Astoria to develop a low intensity, temporary recreational development at this site; the agreement should note that eventual conversion to marine industrial development, as called for in the mediation agreement, may require relocation or removal of the access.

4) Design and build a small park area with picnic tables and benches situated under the trees at the far end of the point; no in-water construction.

## ACCESS 10: Youngs Bay Windsurfing Park - Priority A

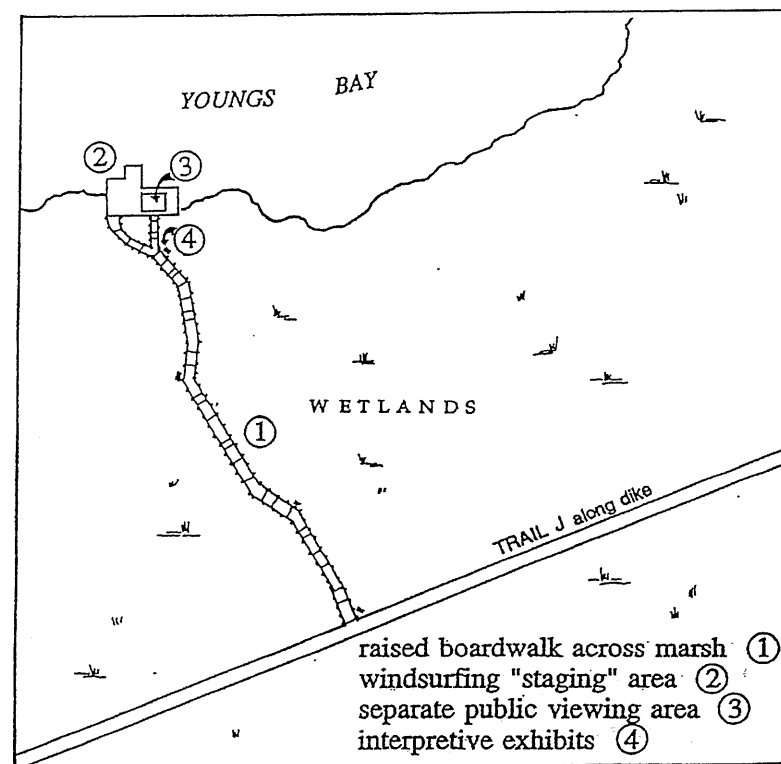
One of the premier jumping off points for windsurfing on the estuary, this site is appropriate for all skill levels because the water nearshore is shallow, waves are small, and there are no strong currents. Although it is mud flat at low tide, the site is extensively used when at mid-tide and higher water levels. Access to the site requires traversing the dike adjacent to the Premarq Center, crossing a makeshift trail across high marsh out to the water's edge. Marsh vegetation at the launch site has been trampled and there is litter at the site. Windsurfing in this area continues to grow and there is a windsurfing equipment rental adjacent to the site at Premarq Center. The Port of Astoria applied for and received a permit to develop this park several years ago, but funding for construction did not become available.

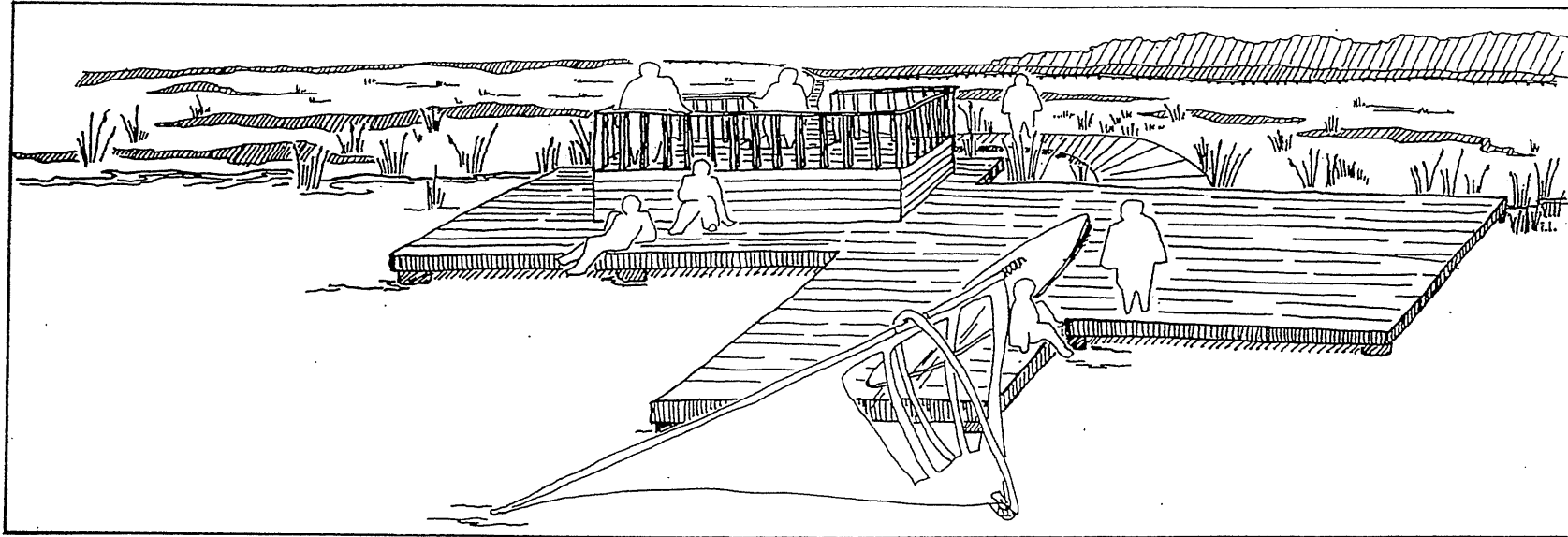
### Implementation Actions

- 1) Build a raised access trail/boardwalk from the dike over the marsh with a raised "staging area" platform, launch, and a raised public viewing platform at the water's edge.
- 2) Protect the tidal marsh by providing for litter control, building any improvements above the high water level, and by incorporating educational interpretive exhibits on

tidal marshes and other natural resources of the Columbia River estuary.

- 3) Incorporate other interpretive exhibits that promote education and water safety (for example, tides and currents of the estuary, including a place for current tide information at the trailhead).





Windsurfers and viewers at staging area on Youngs Bay

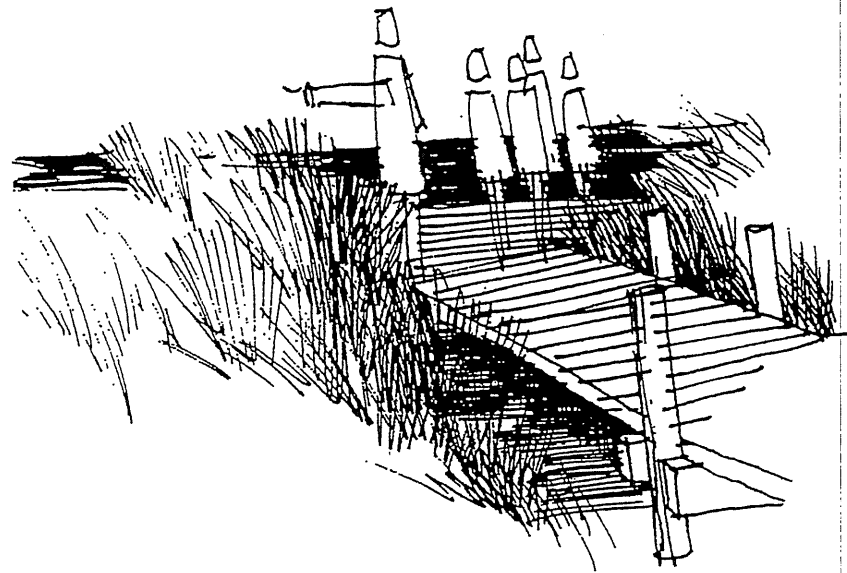
**TRAIL J: Youngs Bay Windsurfing Park (ACCESS 10) to East Skipanon Point Picnic Area (ACCESS 9) - Priority C**

This trail segment begins at the Windsurfing Access at Premarq Center (U.S. 101 and Youngs Bay Bridge) and follows the dike west and then north along the upland-wetland boundary out to East Skipanon Point. The trail provides views of Youngs Bay, Astoria, extensive estuarine wetlands, and Holbrook Slough. Wildlife, windsurfing, and the ships of the Columbia are all within sight. There is some disagreement between the Port of Astoria and the DSL over ownership of some of the uplands along this route. Few improvements would be needed along the dike section of this trail.

**Implementation Actions**

- 1) Resolve ownership boundary question between the Port and DSL.
- 2) The city, in cooperation with DSL and the Port of Astoria, should develop a low intensity, temporary recreational trail in the upland along the marsh, recognizing that future marine industrial use planned for the site may require relocation or removal of the trail.
- 3) Level the top of the dike and place surfacing materials (for example, crushed gravel).

- 4) Place signs that identify the trail system at both ends and at points along the trail.



**TRAIL K: Youngs Bay Windsurfing Park (ACCESS  
10) to Lewis and Clark Bridge (U.S. 101 Bus.) -  
Priority C**

This trail segment is out of the planning area, but is a logical extension of the proposed trails system. It begins at U.S. 101 at the Youngs Bay bridge, going east along the dike the runs along the outer boundary of the airport. This walk would include viewing of estuarine and freshwater wetlands with abundant birds and other wildlife. There are security and safety issues because of the proximity of the airport, which has regular Coast Guard and small air carrier service.

**Implementation Actions**

- 1) Determine FAA and local aviation constraints and concerns through coordination with the local airport manager and the Seattle Airport District Office for design constraints (for example, 1,200 feet ground clearance from end of runway).
- 2) Improve the dike surface for walking and provide signs for directions and warnings regarding airport traffic hazards.
- 3) Provide any other safety structures and signage depending on what is required by FAA and local aviation regulations.

## **Waterfront Commercial and Industrial Development**

### **Issues and Goals**

Industrial and commercial activity along Warrenton's Columbia River and Skipanon waterfronts contribute significantly to the economic vitality and job base in the area, yet there are a number of opportunities for increasing related activity, particularly in the fishing sector. Important waterfront industry and commercial uses include:

- log storage, handling, barking, and chipping at Tansy Point on the Columbia (Warrenton Fiber);
- lumber mill, chipping operation, in-water log storage, and chip barging facility on the west bank of the Skipanon (Cavenham);
- fish processing facilities, including Point Adams Packing Company in Hammond on the Columbia and Warrenton Deep Sea and Pacific Seafood on the Skipanon; the latter operation has recently expanded its bottom fish processing capacity to handle Pacific whiting;
- commercial fishing industry support facilities on the Skipanon, including Warrenton Deep Sea (35 small commercial moorages); Warrenton Boat Basin (63 small commercial [ $<55'$ ] and 48 large commercial moorages [ $<100'$ ], a new commercial loading dock, marine

propeller, motor repair, electronics, and hardware services, gear assembly/storage area); Warrenton Boat Yard (ship repair up to 85'); and other smaller businesses.

- recreational fishing support facilities, including charter operations out of Warrenton Deep Sea and the Warrenton Boat Basin and recreational moorages (150 at Hammond Boat Basin, 285 at Warrenton Boat Basin, and about 100 at Skipanon Marina); and various support services also supporting commercial fishing.

For the last several decades, the area surrounding Warrenton has had high unemployment and a shortage of good, family-wage jobs; this problem has been made worse in recent years with the general downturn of both the forest products and fishing industries. Warrenton's waterfront has significant potential for expansion of its industrial and commercial base. Existing industries on the west bank (Cavenham and Pacific Seafood) have available land in reserve for expansion over the long term, but traffic circulation adjacent to the Skipanon and through downtown creates noise and other hazards. Similarly, Warrenton Fiber's Tansy Point facility has had noise and traffic conflicts with residential development in the area. On the east bank of the Skipanon, 175 acres of waterfront land slated for marine development has been vacant for several decades; most of this land is in public ownership (State of Oregon, Port of Astoria, and City of Warrenton) but there is no overall development plan. Industrial and

fishing support facilities have potential here and may even be compatible with proposed public access and trails improvements in the area. Transportation infrastructure available to the Warrenton waterfront is limited to truck and water transport; rail lines were removed more than a decade ago.

Moorage and services for the fishing industry have expanded in the Skipanon area in recent years. While the future is uncertain for several types of fisheries, the industry outlook is not all doom and gloom. Fisheries for which the outlook is good include bottom fishing, crab, shrimp, black cod, and tuna. Even salmon will likely regain some of its past importance, especially if environmental conditions in the ocean improve. Warrenton has the opportunity to build on its recent fishing industry support facility improvements. For example, there is a need for repair and maintenance facilities for mid- to large-size vessels (85-120'), for a cold storage facility, ice facility, a fuel dock, more gear storage, etc.

Goals for Waterfront Commercial and Industrial Development are to:

Goal 1. Prepare an action plan for the east bank of the Skipanon to provide for marine industrial development.

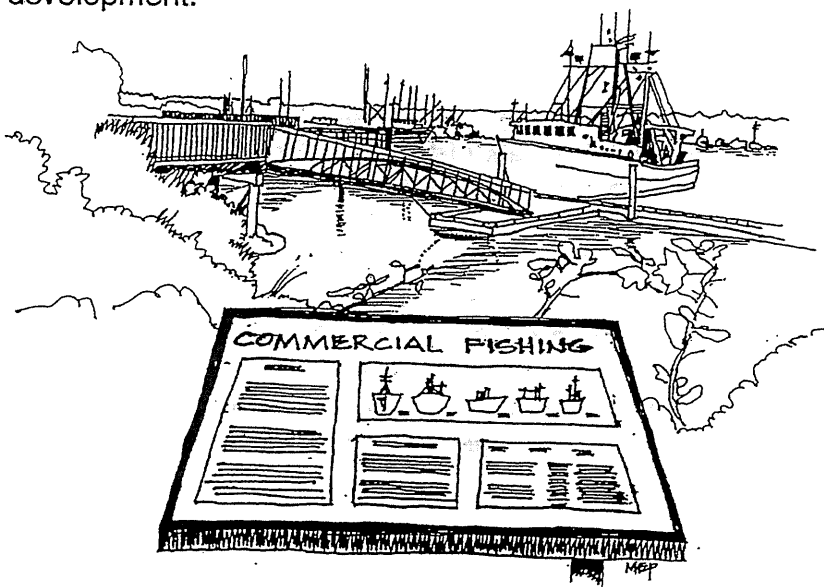
Goal 2. Develop the Warrenton Boat Basin, the Skipanon waterway, and adjacent east Skipanon lands

into a regional fish port with complete moorage, service and supply, and repair facilities.

Goal 3. Expand fish processing capacity in the Warrenton area, including secondary products processing.

Goal 4. Control waste and runoff of contaminated water at the log handling and processing facility at Tansy Point to minimize conflicts with adjacent waters and wetlands; and to control noise pollution to minimize conflicts with residential areas.

Goal 5. Incorporate appropriate environmental protections into new industrial and commercial development.





## **Specific Commercial and Industrial Development Actions**

### **COMM-IND 1: Warrenton Fishermen's Terminal - Priority B**

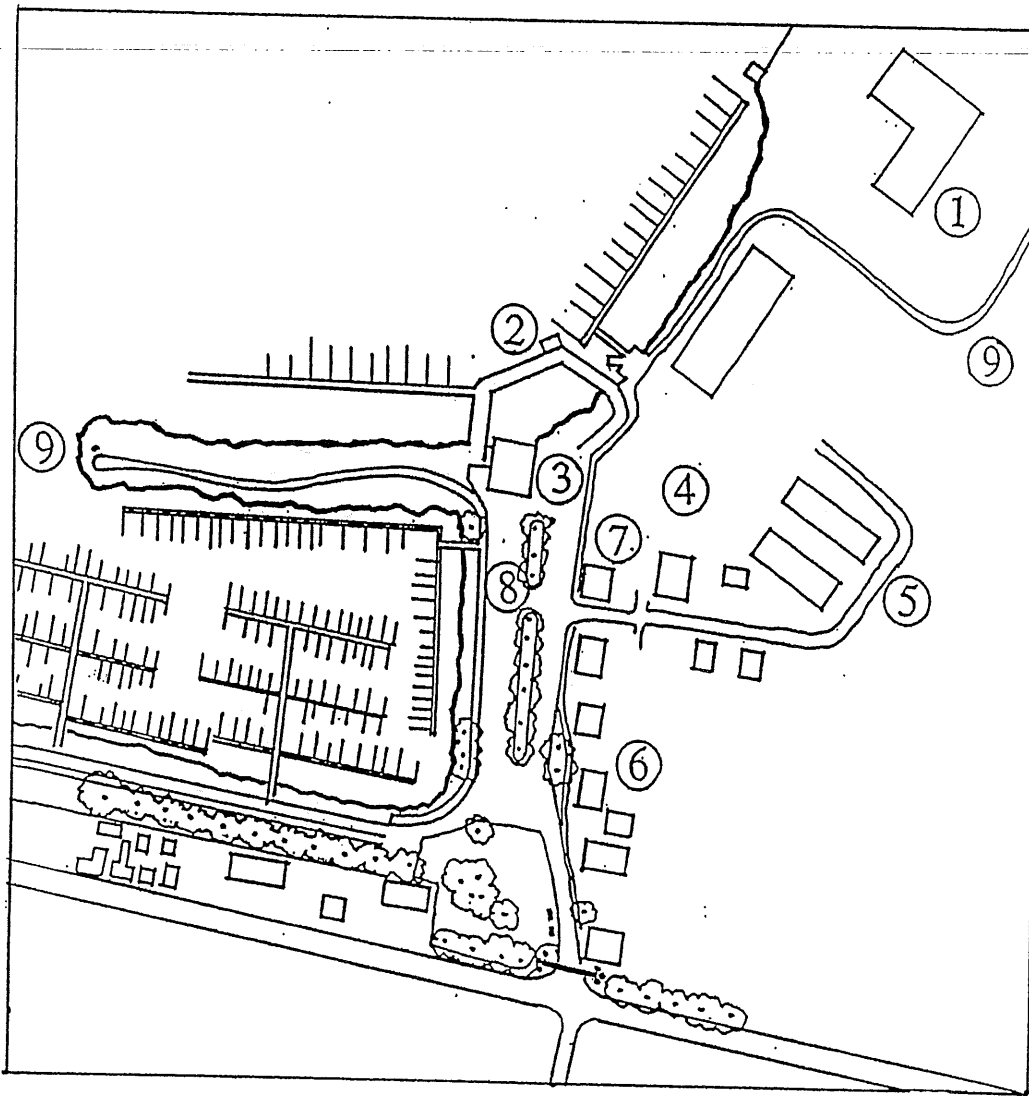
Establish a major fishing industry support and repair complex, developed on city-owned lands surrounding the Warrenton Boat Basin and, if needed, a portion of the adjacent Port of Astoria or state lands to the north of existing facilities. Possible facilities and services at the proposed fishermen's terminal include:

- a ship repair facility for large vessels (>85'), including a travel lift and dry dock
- diesel fuel dock and storage
- ice and cold storage facilities
- gear staging and repair area
- a net and gear storage area
- expanded ship services, including hardware, stores, electronics, etc.
- restaurant and coffee shop
- parking areas for all facilities

- a public access viewing tower adjacent to commercial fish moorages, with interpretive signage about marine fisheries and the fishing industry (see ACCESS 8)

### **Implementation Actions:**

- 1) Establish a fishing industry advisory group to develop a more detailed proposal based on the above outline; the group should include the City, the Port, and representatives of the Warrenton fishing industry, fish processors, and marine support and service businesses.
- 2) Seek funding for and undertake a detailed market study for the project as a whole and each of its particular components.
- 3) Develop a cooperative agreement between land owners (city, port, state, private lands may be involved) for marketing and development of the proposed facility.
- 4) Identify any wetlands on the site or in the vicinity that may need to be filled to accomplish the project; ensure that they are identified for development in the Warrenton Wetlands Conservation Plan; this may likely include wetlands adjacent to (east and north) of the existing moorage facilities, as well as fringing wetlands along the Skipanon.



# COMM-IND 1: Warrenton Fishermen's Terminal *Priority B*

- ship repair facility (>85') ①
- diesel fuel dock ②
- ice plant & cold storage ③
- net/gear staging & repair ④
- net/gear storage ⑤
- expanded services ⑥
- restaurant & coffee shop ⑦
- parking areas ⑧
- viewing tower/trails ⑨

Preliminary Concept Plan for Warrenton Fishermen's Terminal

## **COMM-IND 2: Charlton Center—A Mixed-Use Waterfront Commercial Complex - *Priority B***

A mixed-use waterfront commercial complex on the west bank of the Skipanon, just north of Harbor Drive, on waterfront and adjacent land mostly in a single ownership. One of the small ownerships is the old railroad right-of-way bordering E. Harbor Street. Possible components to incorporate into the project include

- small fish cannery and market (existing)
- existing/expanded charter boat service, with both fishing and eco-tour trips (whale-watching, estuary ecology, etc.); also waterfront taxi service between Warrenton, Hammond, and Astoria
- expanded moorage facilities
- quality motel and restaurants
- first floor retail businesses along the boardwalk
- a waterfront walk extending from Warrenton Boat Yard west and north along the water to Skipanon Marina; it would include a transient moorage dock, be well-lighted and have seating, outdoor dining, and interpretive displays relating to both the human the natural history of the area;

overwater portions would be boardwalk on pilings, rather than fill (see ACCESS 6)

- parking area off the waterfront, possibly to the west of N.E. Skipanon Drive, with a drop-off area adjacent to the waterfront
- the re-routing of industrial traffic off N.E. Skipanon Drive south of N.E. 6th Street (re-route to west on N.E. 6th., onto Main Street)
- improved, safe pedestrian circulation between the project area, the adjacent downtown, the Warrenton Boat Basin on the east side of the Skipanon, and the overall waterfront trails network.

### **Implementation Actions:**

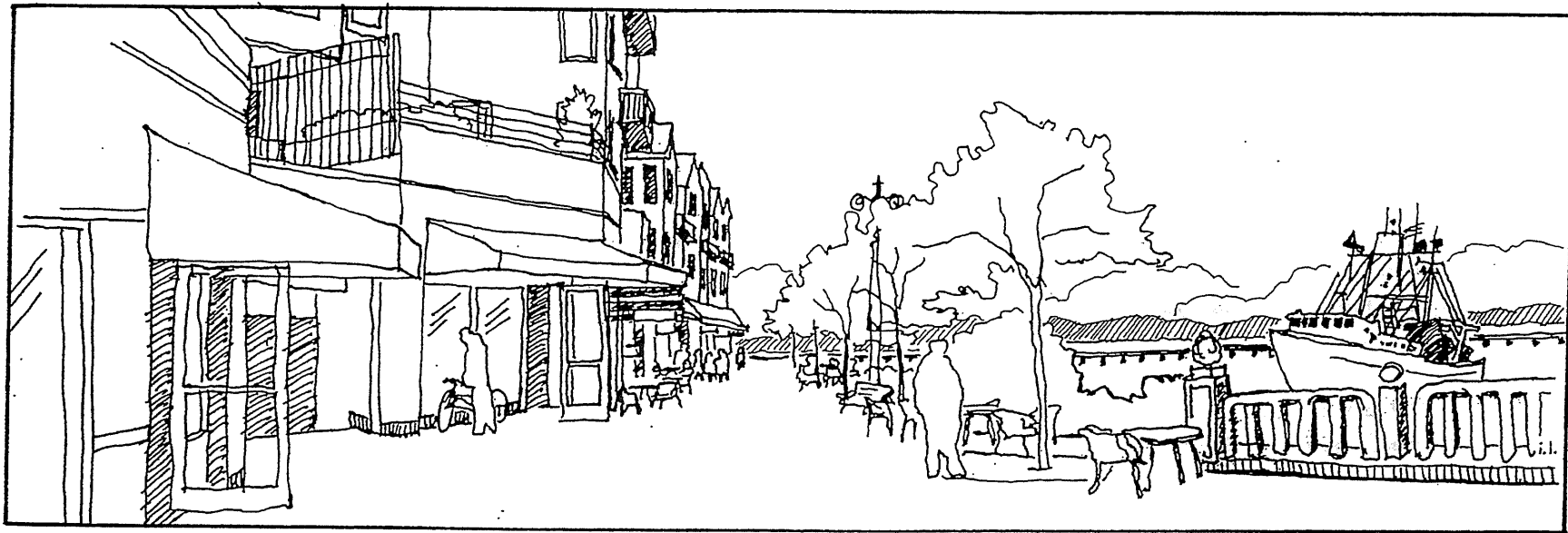
- 1) Bring together landowners in the proposed development area (Charlton, City, a representative of Burlington Northern, and others) and develop a cooperative land development agreement. The City should use its powers to assist in assembling needed land parcels.
- 2) Seek funding for and conduct a market feasibility study for the proposed public-private development project.

3) Using the above project description, the cooperative land development agreement, and the market feasibility study as guides, prepare a detailed concept proposal for redevelopment of the west Skipanon waterfront, including public and private components, cost estimates, needed permits, phasing of project components.

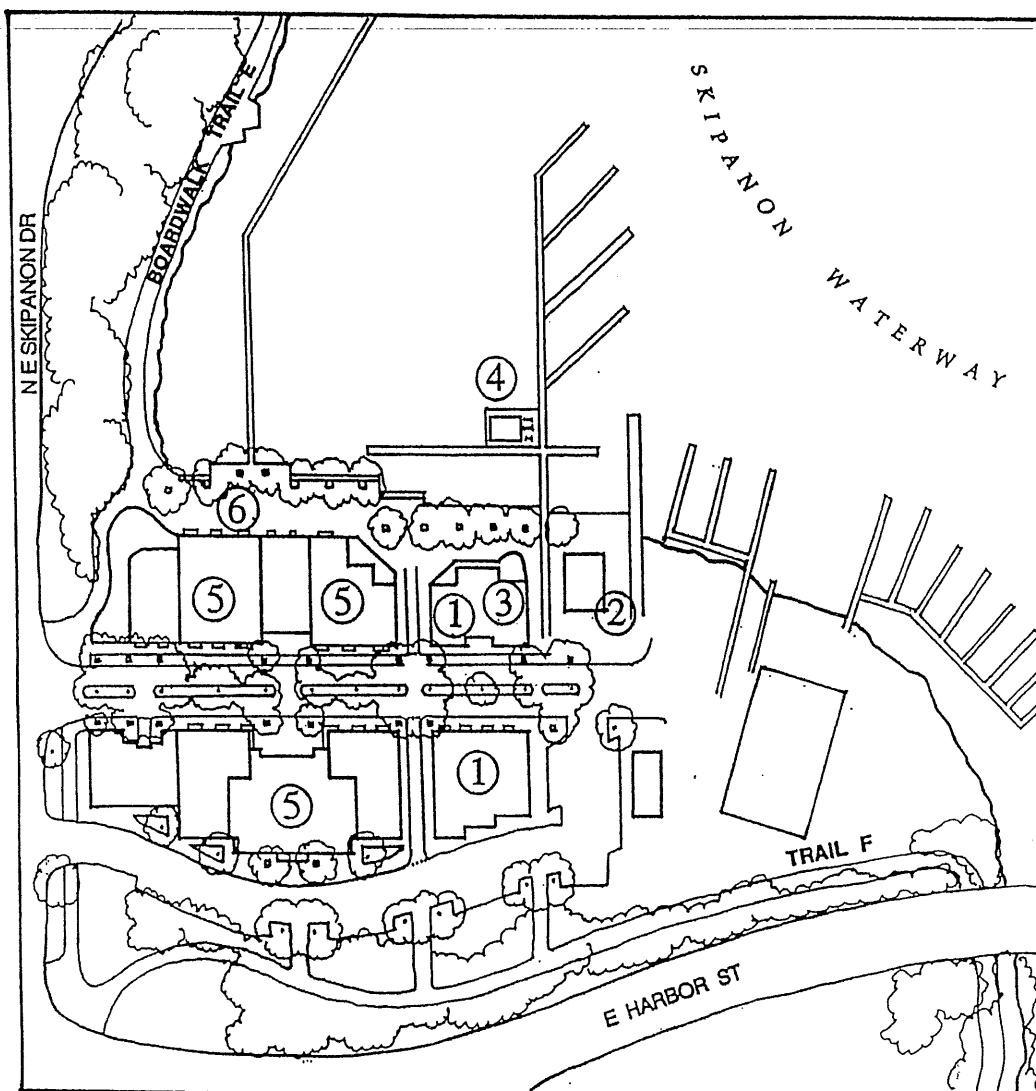
4) Develop a traffic circulation plan for the proposed development site and adjacent areas, providing for both motorized and non-motorized (bike, pedestrian) needs, and tying in with the waterfront trails network (see CIRC 2).

5) Develop a marketing plan for the proposed project, with the intent of attracting one or more private investors to develop private components of the project.

6) Seek and apply for public and private grants to develop the public components of the project, consistent with priorities for each phase of the project.



Waterfront walk with retail businesses, restaurant, and motel at Charlton Maritime Center



## COMM-IND 2: Charlton Center - Mixed-Use Development

### *Priority B*

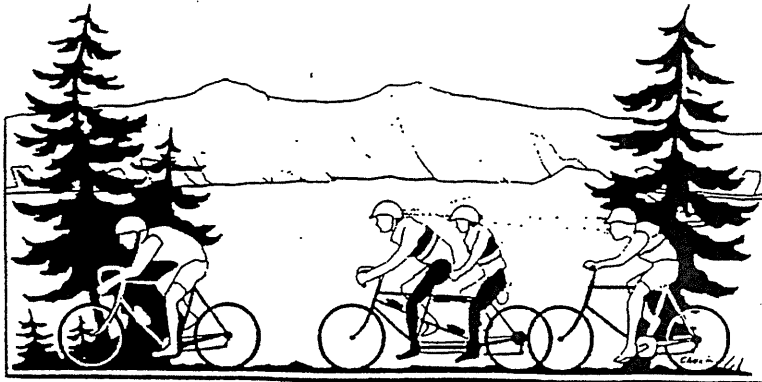
- fish cannery & market ①
- eco-tour charter service ②
- water taxi ③
- expanded moorage ④
- motel and restaurants ⑤
- first floor retail on waterfront walk
- waterfront walk: (ACCESS 6) transient moorage, lighting, seating, outdoor dining, & interpretive exhibits ⑥

### **COMM-IND 3: Expanded Services for Bicyclists and Walkers - *Priority A***

Provide for expanded services for bicyclists, walkers, and other users of the Warrenton Waterfront Parks and Trails Network, including bike and other equipment rentals, repair services, food and other refreshments, etc.

#### **Implementation Actions:**

- 1) Survey local residents and visitors using waterfront parks and trails as to the kinds and location of services they would desire.
- 2) Market opportunities for small retail service businesses to support use and development of the parks and trails system; encourage local entrepreneurs.
- 3) The city should encourage retail services development by removing any barriers for small business entrepreneurs.



### **COMM-IND 4: Fees for Moorages and Services at Boat Basins - *Priority C***

Survey local moorage fee structures in the area and establish an appropriate fee structure for public marinas.

#### **Implementing Tasks:**

- 1) Develop and administer a simple survey of moorage fees and waiting lists in Warrenton and nearby areas to ascertain moorage demand.
- 2) Establish a new moorage fee structure for the Warrenton and Hammond Boat Basins consistent with moorage demand, so as to not unfairly compete with private sector marinas.

## **Tourism Activities, Facilities, and Management**

### **Issues and Goals**

Historically, Warrenton's economy has been dominated by family wage jobs in the forest products industry and fishing industry. As these industries have declined, diversification of Warrenton's economy has become an important goal for the city. At present, Warrenton relies on some monies generated from tourism: as a sport-fishing center, the home of an annual crab festival, and as the location of Fort Stevens Park, one of the busiest parks in the state. Unwilling to have an economy dependent primarily on tourist dollars and minimum wage service industry jobs, or a community overrun by tourists, Warrenton's tourism focus is on recreational activities that are compatible with community needs that can, in turn, be shared with visitors.

Activities and facilities that draw visitors to Warrenton today include:

- Fort Stevens State Park, featuring 3,763 acres of campgrounds, lakes, bike trails, beaches, historical areas, and nature activities. This park is the North Coast's largest camping facility and maintains 603 camping sites during the summer months, serving nearly one million visitors a year. Since November of 1993, 7% of the campground fees go to the city of Warrenton; for the 1992-1993 season 61,840 campground fees were collected (@ \$16-18 per site).

- Fort Clatsop, located on the Lewis and Clark River is a reconstructed fort opened to the public and part of the National Park System. This Fort was the 1805-06 wintering location for the Lewis and Clark expedition. The facility includes historical exhibits and reenactments, a canoe landing, trails, and visitors center.

- Old Coast Guard Station, now used by the National Marine Fisheries Service as a research facility.

- Warrenton Boat Basin, Hammond Boat Basin, and Skipanon Marina offering commercial as well as recreational/charter fishing support services.

- Sport fishing in the ocean, rivers, and lakes of Warrenton.

- Windsurfing in Youngs bay and off the South Jetty.

- Shilo meeting facilities and Premarq Shopping Center.

- The Annual Crab Festival, now at the Hammond Boat Basin, but with no permanent home.

- Charter boat businesses, now underutilized because of salmon fishing closures.

Goals for Tourism Facilities, Activities, and Management are to:

✓ Goal 1. Preserve the local character and activities that make Warrenton a nice place to live; this will attract the kind of visitors we want.

Goal 2. Focus Warrenton's tourism efforts on our potential as a fishing port, a water sports center, and as a nature-based recreation area.

Goal 3. Find out what other communities are doing with underutilized charter boats and expand opportunities for charter boat activities (for example, river transport, luxury cruises, tourism trips for birders, whale watchers, and other natural and cultural resource trips).

Goal 4. Expand water-oriented recreation services (windsurfing, small boat rentals, etc.).

Goal 5. Improve/expand quality tourist support facilities and services in Warrenton along the waterfront (for example, lodging and restaurants).

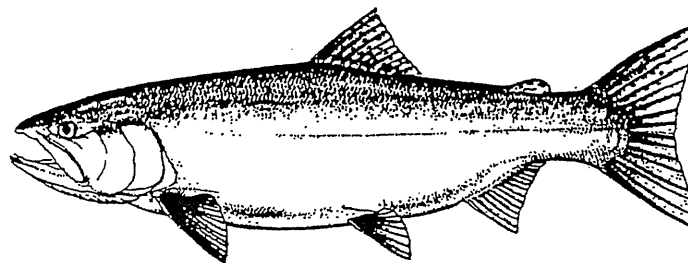
## Specific Tourism Actions

### TOURISM 1: Market Warrenton's Waterfront Attractions - *Priority A*

Publicize existing waterfront businesses, natural and historical points of interest, potential and existing recreational activities, and festivals.

### Implementation Actions:

- 1) Develop a waterfront "symbol" for the Warrenton waterfront to be used on signs, brochures, etc.
- 2) Coordinate with the Chamber and Business Association the promotion of charter/eco industries (for example, brochures).
- 3) Create a tourist information brochure that focuses on waterfront access and "things to do" on the waterfront.
- 4) Get city to distribute waterfront brochure with existing Warrenton information pamphlet.
- 5) Put brochures in places where information is distributed (for example, the Triple A office at the mall).
- 6) Get city to improve street signage, especially for facilities and access points.



Adult coho salmon (*Oncorhynchus kisutch*)

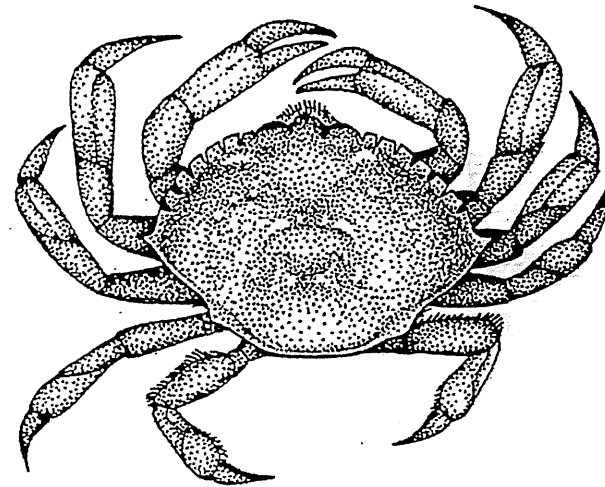


## **TOURISM 2: Crab Feed Festival - *Priority A***

Develop new facilities for the annual Crab Feed festival and improve the marketing of the event.

### **Implementation Actions:**

- 1) Develop a list of desired site and facility characteristics for the Crab Feed festival to evaluate alternative sites and facilities (for example, desired size of the festival, size of building needed, land and building costs, highway accessibility, parking needs, other kinds of festivals and uses that might want to be accommodated at other times of the year, etc.).
- 2) Identify all potential sites and facilities and evaluate them using above criteria.
- 3) Based on this analysis, select preferred and alternate site, begin negotiations, develop site plans, seek funding for development.
- 4) Develop a marketing plan for the Crab Festival event and facility, including other festivals and events.

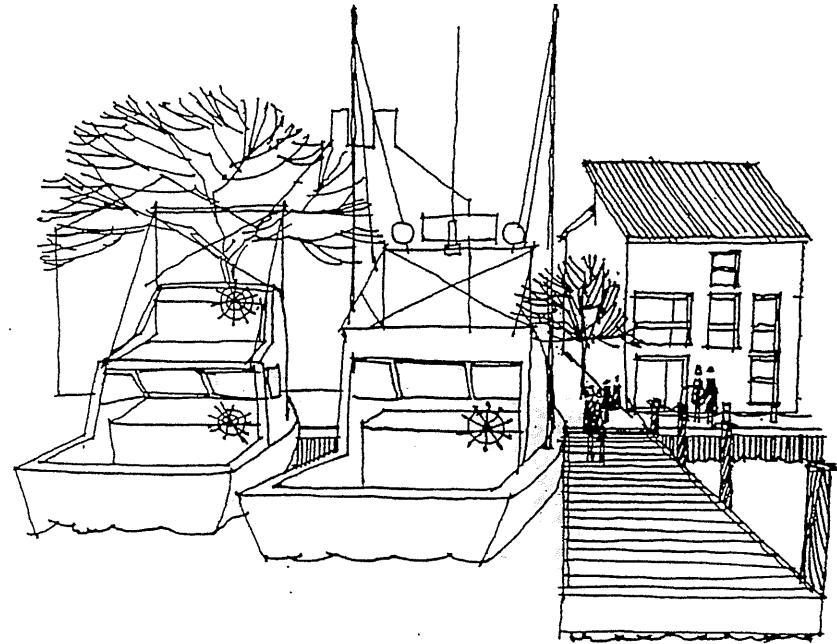


### **TOURISM 3: Expand underutilized charterboat industry - *Priority A***

Foster new recreational opportunities aimed at underutilized charter boat industry, particularly nature-based tourism.

#### **Implementation Actions:**

- 1) Identify coastal communities whose economies are stable or growing and who use charterboats for ecotours.
- 2) Contact these coastal communities and find out general information about the industry, including growth, revenue, stability.
- 3) Market ecotourism opportunities to local charter businesses and provide assistance and advice for expansion into this area.



## **Circulation and Parking**

### **Issues and Goals**

Vehicular traffic circulation in the Warrenton area is good, with certain important exceptions. U.S. Highway 101 carries through traffic heading north or south between Astoria and Seaside and points beyond. Several major attractions in Warrenton—Fort Stevens State Park, the Hammond Boat Basin, and the Warrenton Boat Basin—siphon off traffic into the city. From the south, travelers reach Fort Stevens and Hammond Boat Basin via Ridge Road, whereas they have several options for the Warrenton Basin, some of which take them through downtown. From the north, most visitors approach all three sites via Harbor Street, creating a great deal of traffic congestion downtown, particularly at the junction of Harbor and Main Streets. Added to the congestion at this four-way stop is forest products and seafood processing industry-related traffic from all directions. Peak traffic periods are in the summer when cars with boats/trailers spend hours waiting for launches at both the Hammond and Warrenton Basins. Another outcome of these traffic congestion problems is increased danger to pedestrians at crossings and along roadsides, particularly at the primary downtown four-way junction.

Within the Warrenton boat basin, traffic circulation and parking is a problem during peak usage and potential conflicts between recreational and commercial

users persists. Also, basin entrances off Harbor Street are not well-marked, leading to further congestion.

Along the west Skipanon, log trucks and other industry-related traffic use N.E. Skipanon Drive, creating a significant constraint for future commercial and tourism-related development. Other log truck and industrial traffic from Warrenton Fiber's log operation at Tansy Point and fish processing and other industry in Hammond.

Goals for improving traffic circulation and parking along the waterfront are

Goal 1. Decrease traffic congestion through street improvements in the downtown area, access limits, and alternate routing.

Goal 2. Provide for increased bicyclist and pedestrian safety through sidewalk and road-crossing improvements.

Goal 3. Improve signage for entrances to the Warrenton Boat Basin; improve the north side entrance to the basin.

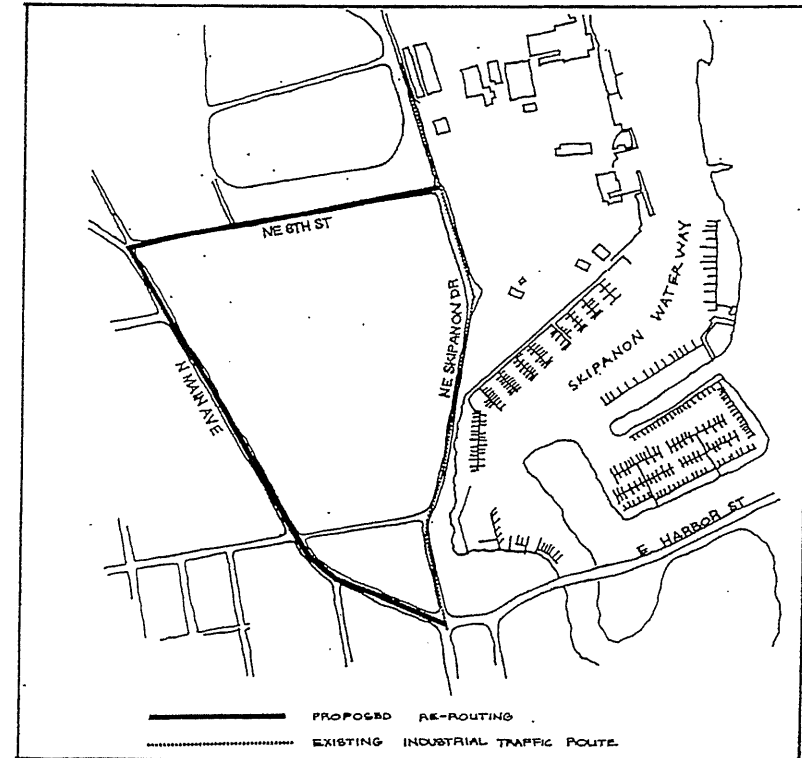
## Specific Circulation and Parking Actions

### CIRC 1: Industrial Traffic Re-routing - *Priority B*

Re-route industrial traffic off N.E. Skipanon Drive, using N. Main Street and N.E. 6th Street as the new route. This will minimize conflicts with existing and proposed commercial development and other improvements at Lighthouse Park and Charlton Center.

#### Implementation Actions:

- 1) The City should evaluate alternatives to N.E. Skipanon Drive as routes for Cavenham and Pacific Seafood truck traffic; the primary alternative route for evaluation is N.E. 6th Street; N.E. 1st Street is a second, but less satisfactory alternative from a location standpoint. Possible constraints at both sites include accessibility at the junctions of these streets with Main Street (ODOT approval will be needed); potential conflicts with residential uses in both areas; questions as to who will pay the costs associated with widening and improvement of the preferred alternative route.
- 2) Develop and implement a re-routing plan, in collaboration with ODOT, the City, and industrial users.



## CIRC 2: Downtown Pedestrian Improvements - Priority A

Increase pedestrian and bicyclist safety in the downtown area through sidewalk and road-crossing improvements, and bicycle lane marking on streets.

### Implementation Actions:

- 1) The City, in conjunction with ODOT, should conduct a study of pedestrian circulation in the downtown area, considering proposed park and trail improvements in this plan, proposed waterfront commercial improvements, re-routing of industrial traffic, etc.
- 2) Seek funds, possibly from ISTEA, for agreed-upon pedestrian and bicycle improvements adjacent to existing roadways.

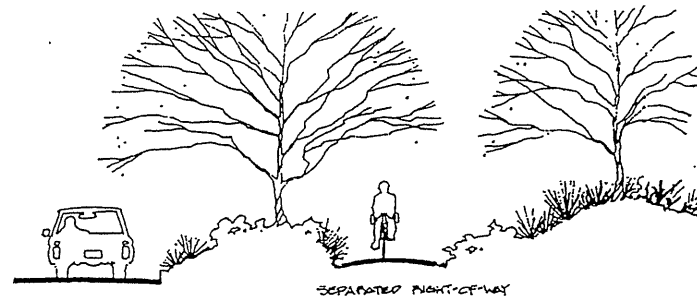


Figure 341-1 Bicycle path (Class I).

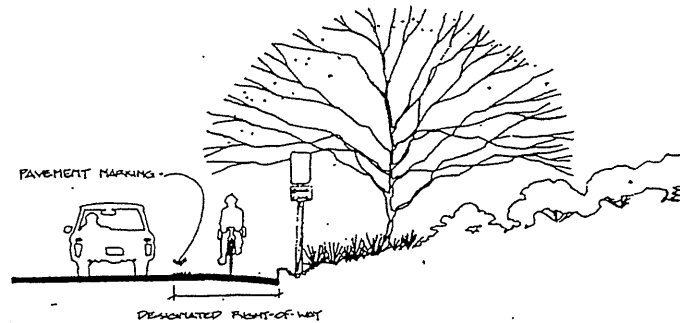


Figure 341-2 Bicycle lane (Class II).

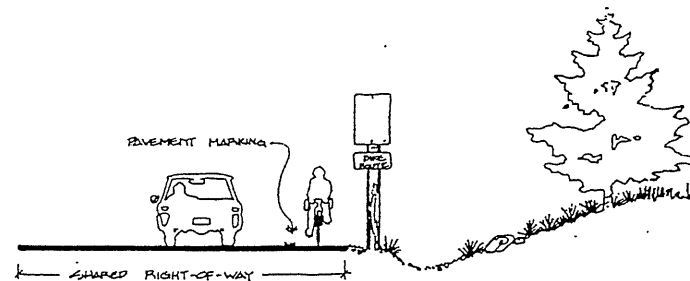


Figure 341-3 Shared roadway (Class III).

### **CIRC 3: Warrenton Boat Basin Entrance and Signage - *Priority A***

Improve the north side entrance to the Warrenton Boat Basin by repaving and installing curbs and sidewalks; install highway sign markers well east of the basin on Harbor Street for traffic entering from the north and east and develop an attractive sign marking the entrance, based on a theme that incorporates the fishing industry center outlined in project COMM-IND 1 above. For example, the basin might be called "Warrenton Boat Basin and Fishermen's Terminal" or something similar.

#### **Implementation Actions:**

- 1) The City should use boat basin or other related revenues to improve the north side entrance as outlined above.
- 2) The City should work with ODOT to install an improved highway marker (for example, at 1/2-mile) on Harbor Street for the Warrenton Boat Basin.
- 3) The City should design and install attractive entrance signs at both the north and south side entrances to the Warrenton Boat Basin.

## Urban Design, Beauty, and Attractiveness

### Issues and Goals

The design features and condition of buildings in Warrenton's downtown and adjacent waterfront district are generally unattractive and uninviting to residents and visitors alike. The central downtown core is small, includes abandoned, run-down, haphazardly remodeled buildings, cluttered and confusing signs, and does not reflect the growing business pride of the community. Sidewalks are absent or in disrepair in waterfront areas and downtown, contributing further to the uninviting nature of the area. Many existing businesses are automobile- rather than pedestrian-oriented. Litter, industrial debris, and pollution are problems along some of the waterfront and downtown.

At the same time, much of Warrenton's waterfront is in active marine industrial and commercial use, for example, Cavenham Lumber with its log storage and barge shipping facility, Pacific Seafood on the Skipanon and Point Adams Packing in Hammond with their off-loading docks for fishing boats, the Hammond and Warrenton Boat Basins, the latter with a large commercial fleet of active trawlers, boat repair and service businesses, and charter boat operations and other similar uses. It is an authentic "working waterfront" and as such, has an attractiveness and beauty all its own. Residents value this waterfront and it is attractive to visitors as well. However, as noted earlier, there are not enough vantage points to see,

hear, or smell the waterfront. There is no interpretive information to explain the work and other activity going on at the waterfront. Further, waterfront facilities need to be attractively designed. Many commercial waterfront uses are housed in temporary, unattractive buildings that are not particularly well-maintained, and evoke little of the areas's maritime past.

Goals for urban design, beauty, and attractiveness for the waterfront are

- Goal 1. Recognize and promote the "working waterfront" of Warrenton as a visual asset.
- Goal 2. Provide vantage points and other opportunities to see, hear, smell, and even taste the waterfront.
- Goal 3. Give careful attention to the design and character of waterfront facilities, such as access points, parks, fishing piers, etc.; build for beauty as well as function.
- Goal 4. Clean up and prevent industrial and other pollution along the waterfront; promote good industrial practices.
- Goal 5. Develop an integrated master design plan the downtown, Hammond center, and the waterfront.
- Goal 6. Improve signs in the waterfront and downtown parts of the community.

## Specific Urban Design, Beautification, and Attractiveness Actions

### DESIGN 1: Downtown and Waterfront Design Appearance - *Priority A*

Improve the design appearance of the downtown and adjacent waterfront on both sides of the Skipanon River.

#### Implementing Actions:

- 1) Establish an "identity" for the area that is authentic to Warrenton that draws upon the fishing-timber community past and present.
- 2) Develop a "streetscape" plan, consistent with this identity, for the downtown and adjacent waterfront area; in the plan, suggest improvements in sidewalks, landscaping, flowers, signs, public access points, parks, fishing piers, etc. Also suggest simple, inexpensive design improvements for individual storefronts.
- 3) Incorporate simple design guidelines for new or remodeled buildings and surroundings into local development ordinances, based on the identity established for the community.
- 4) Encourage building owners to improve storefronts and adjacent landscaping; provide design assistance to ensure compatibility with the streetscape plan.

- 5) Ensure all public improvements are consistent with the community identity and streetscape plan.





## **DESIGN 2: Downtown and Waterfront Cleanup - Priority A**

In cooperation with local industry and businesses, evaluate the downtown and waterfront area for debris, trash, and other features that detract from the area's beauty and attractiveness, taking care not to completely sanitize the authenticity of our working waterfront; develop and implement a plan for removing unwanted debris and sprucing up the downtown and waterfront. Also conduct an annual cleanup, perhaps in conjunction with the annual spring beach cleanup.

### **Implementing Actions:**

- 1) Contact all industry and businesses in the downtown-waterfront area asking them to participate in a community cleanup and improvement project.
- 2) Conduct an inventory of unattractive sites and features of the downtown-waterfront area, with photo documentation.
- 3) Establish a voluntary timetable for cleaning up the downtown-waterfront area; integrate the cleanup with design improvements outlined in the streetscape plan.
- 4) Establish a regular spring cleanup of the downtown, the waterfront, and other parts of the community; for

litter control, arrange for "adoption" of particular areas by local businesses and groups.



## IMPLEMENTING THE PLAN

This waterfront plan includes many proposed actions. Some are relatively simple and can be undertaken almost immediately with positive results. Others are more complex and ambitious and may take years to come to pass. Implementation will involve a commitment on the part of a group assigned to coordinate implementation. Land use controls and incentives for development will be needed. In some cases, land parcels will have to be consolidated or acquired. Not all projects are of equal importance and development will have to be phased (the A-B-C priority system established by the Planning Team is designed to help that process). More detailed feasibility studies will be needed for some projects (for example the Warrenton Fishermen's Terminal or the Charlton Center), and project sponsors and funding sources and mechanisms identified.

There are numerous specific "implementation actions" identified for each of the projects or proposals in this plan. In addition, there are some general actions that the City of Warrenton and Port of Astoria need to undertake to make sure that this plan does not gather dust on the shelf. These actions follow:

**1. APPOINT A WATERFRONT REVITALIZATION ADVISORY COMMITTEE.** At the time of adoption of this plan, the City of Warrenton and Port of Astoria

should appoint a Waterfront Revitalization Advisory Committee. The primary responsibilities of the committee would be:

a) to advise the Warrenton City and Planning Commissions and the Port of Astoria on needed actions to implement the projects in this plan;

b) to encourage and assist in organizing the special groups or feasibility studies needed to foster or undertake specific projects or actions in the plan (for example, the fishermen's advisory committee for the Warrenton Boat Basin);

c) to help identify project sponsors, funding sources, specific land use constraints, permit needs and requirements, etc.; and

d) to undertake additional projects as desired by the city and port.

Staff assistance for the Waterfront Action Committee would be provided by the city, port, and CREST with continued technical assistance from OSU Extension Sea Grant.

**2. IMPLEMENT LAND AND WATER USE CONTROLS.** There are several specific comprehensive plan and

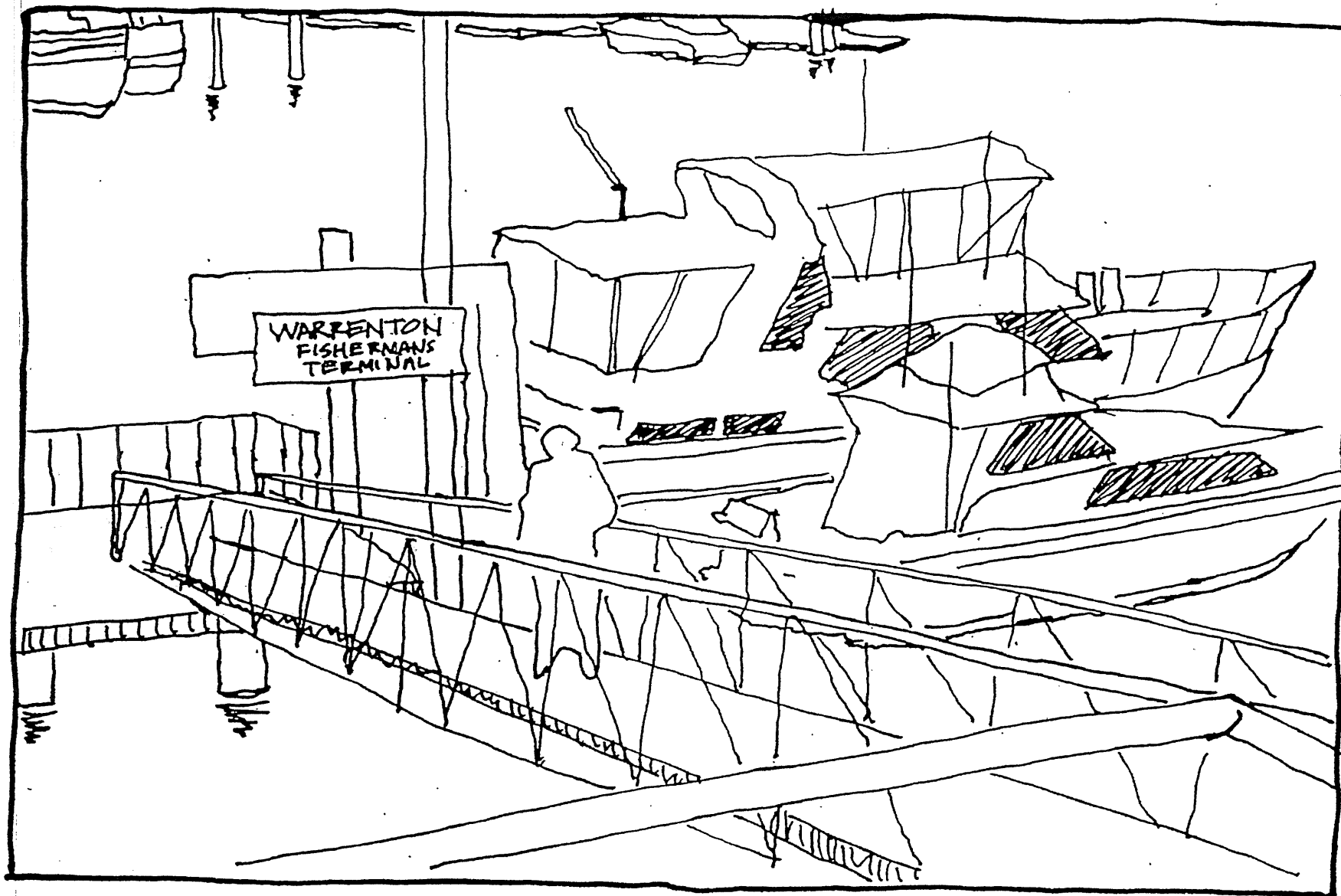
implementing ordinance changes that will need to accompany this plan. Some of these are included in the implementing actions for specific projects. Others needed land use plan actions are more general, including the following:

- a) evaluate plan decisions in light of existing zoning and rezone areas as needed to implement desired projects;
- b) evaluate plan decisions in the context of the ongoing Wetland Conservation Plan development effort; ensure compatibility between decisions in the waterfront plan and proposals for development and protection in the wetlands plan;
- c) consider adoption of the public access and trails element of the waterfront plan as the missing "Public Access" element of the Warrenton Comprehensive Plan; include this in the city's periodic review as an explicit task;
- d) consider integration of other elements of the waterfront plan into the Warrenton Comprehensive Plan as part of the periodic review process, such as design review guidelines, etc.;

3. LAND ACQUISITION. Nearly all of the areas included in the plan are in public ownership, including city, port, and state lands. For example, the city owns or controls the dikes which form the backbone of the proposed trails system. The city and port own the area

proposed for a fishermen's terminal. The only exception to public ownership is the area proposed for the mixed use development along the Skipanon and most of that land is in a single ownership and the project (COMM-IND 2) is supported by the principal land owner. There are several parcels in the latter area that need to be acquired and consolidated for the project to work well. These include the old railroad bed owned by Burlington Northern. It is currently on the market, but at an inflated price (\$139,000). Selected other parcels in the area also need to be acquired in the COMM-IND 2 area, and the city will need to vacate some streets for the project to be feasible; details should await overall feasibility studies.

*This is just the beginning...*



**APPENDIX A**

**CONTACTS FOR WATERFRONT GRANTS AND TECHNICAL ASSISTANCE  
APPLICABLE TO WARRENTON'S PROPOSED WATERFRONT PROJECTS**



## **PUBLIC GRANTS AND TECHNICAL ASSISTANCE**

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- 1. Oregon State Marine Board  
Boating Facility Grant**

**Contact:** David Obern, Manager  
Boating Facilities Grant Program  
Oregon State Marine Board  
435 Commercial Street, NE  
Salem, OR 97310  
(503) 373-1405 Ext. 252
- 2. Oregon Department of Transportation  
Transportation Enhancement Program**

**Contact:** Robin McArthur-Phillips  
Oregon Department of Transportation  
Transportation Enhancement Program  
9002 S.E. McLoughlin  
Milwaukie, OR 97222  
(503) 653-3269  
or Marty Andersen  
(503) 653-3229
- 3. Oregon State Parks and Recreation Department  
Land and Water Conservation Fund**

**Contact:** Marilyn Almero  
Grants Project Officer  
Policy and Planning  
Oregon Parks and Recreation Department  
1115 Commercial Street, NE  
Salem, OR 97310-1004  
(503) 378-6378 Ext. 241
- 4. Oregon Department of Land Conservation and  
Development (DLCD)  
Oregon 306A Grant, Coastal small-scale construction  
and land acquisition**

**Contact:** Don Oswalt, Coastal Specialist  
DLCD  
1175 Court Street, NE  
Salem, OR 97310  
(503) 373-0091
- 5. Oregon Economic Development Department  
Oregon Community Development Programs  
Special Public Works Fund (SPWF)**

**Contact:** Special Public Works Fund  
Community Development Programs  
Oregon Economic Development  
Department  
775 Summer Street, NE  
Salem, OR 97310  
(503) 378-3732
- 6. Department of Fish and Wildlife  
Realty Section/Wallop Breaux Funds (W-B Funds)**

**Contact:** Wayne Rawlins  
Department of Fish and Wildlife  
Realty Section  
2501 S.W. First  
P.O. Box 59  
Portland, OR 97207  
(503) 229-5410 Ext. 455

## **PUBLIC GRANTS AND TECHNICAL ASSISTANCE**

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7. **United States Department of Agriculture  
Cooperative Forestry/State and Private Forestry  
Economic Diversification Studies and Economic  
Recovery Program**

**Contact:** USDA Forest Service  
Cooperative Forestry  
333 First Avenue, SW  
P.O. Box 3623  
Portland, OR 97204  
(503) 326-2727

8. **National Park Service/Pacific Northwest Region  
Urban Park and Recreation Recovery Program (UPARR)**

**Contact:** Bob Karotko, Chief  
Recreation Programs Division  
National Park Service  
Pacific Northwest Region (AK, ID, OR, WA)  
83 South King Street, Suite 212  
Seattle, WA 98104  
(206) 442-4720

9. **National Endowment for the Humanities  
Humanities Projects in Museums and Historical  
Organizations**

**Contact:** Museums Program, Room 420  
National Endowment for the Humanities  
1100 Pennsylvania Avenue, NW  
Washington, DC 20506  
(202) 606-8284  
(202) 606-8282 (TDD for hearing-impaired)

10. **National Endowment for the Arts  
Design Arts**

**Contact:** Design Arts Program, Room 627  
National Endowment for the Arts  
Nancy Hanks Center  
1100 Pennsylvania Avenue, NW  
Washington, DC 20506-0001  
(202) 682-5437  
(202) 682-5496 (Text-telephone, a  
telephone device for hearing impaired  
individuals)

11. **National Coastal Resources Research & Development  
Institute (NCRI)**

**Contact:** Steve Olsen  
NCRI  
P.O. Box 751  
528 S.W. Mill, Suite 222  
Portland, OR 97207  
(503) 725-5725

12. **North West Oregon Economic Alliance for Clatsop,  
Columbia and Tillamook Counties**

**Contact:** Mary McArthur  
North West Oregon Economic Alliance  
4336 S.W. Condor Ave.  
Portland, OR 97201  
(503) 228-5565



## **PUBLIC GRANTS AND TECHNICAL ASSISTANCE**

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**13. National Park Service, Pacific Northwest Region  
Rivers, Trails and Conservation Assistance Program**

**Contact:** Christine Carlson  
Landscape Architect, Rivers and Trails  
Program  
Pacific Northwest Region  
National Park Service  
83 South King Street, Suite 212  
Seattle, WA 98104  
(206) 442-5366

**14. Oregon Children and Youth Services Commission  
Oregon Youth Conservation Corps (OYCC)**

**Contact:** Becky Eklund  
OYCC Program Director  
530 Center Street, Ne  
Suite 300  
Salem, OR 97310  
(503) 373-1283

**15. North West Youth Corps**

**Contact:** Art Pope  
North West Youth Corps  
5120 Franklin Blvd., #7A  
Eugene, OR 97403  
(503) 746-8653

## **PUBLIC LOANS**

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16. **U.S. Department of Agriculture  
Farmers Home Admin./Community Facility Loans**

**Contact:** **Contact Appropriate District Office**  
*FmHA State Administration Office Contact:*  
Dave Wilson, Community and Business  
Programs Specialist  
Farmers home Administration  
1220 3rd Avenue, S.W.  
Room 1590, Federal Building  
Portland, Or 97204  
(503) 326-2735 (State House)  
(503) 655-7185

17. **Oregon Economic Development Department  
Business Finance Program/Entrepreneurial  
Development Loan Fund (EDLF)**

**Contact:** Oregon Economic Development  
Department  
Business Finance Section  
775 Summer Street, NE  
Salem, OR 97310  
(503) 373-1240 Ext. 337

18. **Oregon Economic Development Department  
Business Finance Programs/Oregon Capital Access  
Program (CAP)**

**Contact:** Oregon Economic Development  
Department  
Business Finance Section  
775 Summer Street, NE  
Salem, OR 97310  
(503) 373-1240

19. **Oregon Economic Development Department  
Business Finance Programs/Oregon Business  
Development Funds (OBDF)**

**Contact:** Oregon Economic Development  
Department  
Business Finance Section  
775 Summer Street, NE  
Salem, OR 97310  
(503) 373-1240 Ext. 337

## **PRIVATE FOUNDATIONS**

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**20. Meyer Memorial Trust**

**Contact:** Meyer Memorial Trust Fund  
1515 SW Fifth Ave., Suite 500  
Portland, OR 97201  
(503) 228-5512

**21. The Oregon Community Foundation**

**Contact:** The Oregon Community Foundation  
American Bank Building  
621 SW Morrison, Suite 725  
Portland, OR 97205  
(503) 227-6846

**22. Rose E. Tucker Charitable Trust**

**Contact:** Rose E. Tucker Charitable Trust  
900 SW Fifth Avenue, Suite 2300  
Portland, OR 97204-1268  
(503) 224-3380

**23. Jackson Foundation**

**Contact:** Jackson Foundation  
C/O Robert H. Depwe, CFP, CTFA  
Trust Group, U.S. Bank  
321 SW Sixth Avenue  
Portland, OR 97208-3168

**24. Oregon Wildlife Heritage Foundation**

**Contact:** Allan Kelley, Executive Director  
Oregon Wildlife Heritage Foundation  
P.O. Box 8301  
Portland, OR 97207  
(503) 225-6059

**GRANTS AND TECHNICAL ASSISTANCE  
APPLICABLE TO WARRENTON'S PROPOSED WATERFRONT PROJECTS**

(Note: funding option numbers refer to programs described at beginning of Appendix A)

**ACCESS 1:**

**Hammond Seafarers Park**

*Priority C*

- construct river viewing tower
- interpretive exhibits
- rubble cleanup
- erosion-control breakwater

*Possible Funding Options: 1,4,5,8,12,24*

**TRAIL A:**

**Hammond Basin West to East**

*Priority C*

- trail bypass around launch
- viewing tower at boat launch
- safety/directional signage

*Possible Funding Options: 1,4,6,12*

**ACCESS 2:**

**East Hammond Basin Access**

*Priority B*

- gravel access road/parking area
- safe steps to beach
- erosion-control action
- new trail to old CG building
- water safety warning signs

*Possible Funding Options: 3,11,14,12*

**TRAIL B:**

**Hammond Basin - Carruthers Park**

*Priority B*

- trail--ACCESS 2 to old CG Station
- CG Station-Gray St.-Waterfront
- alternate route to WF at Enterprise
- safety/directional signage

*Possible Funding Options: 11,12,14,15*

**ACCESS 3:**

**E.H. Carruthers Park**

*Priority C*

- fishing pier
- interpretive exhibits
- playground improvements

*Possible Funding Options: 3,4,5,12,24*

**TRAIL C:**

**Carruthers Park to N.W. 13th St.**

*Priority C*

- safe log yard bypass along street
- safety/directional signage

*Possible Funding Options: 2*

#### **ACCESS 4:**

##### **N.W. 13th St/Alder Cove Trailhead**

###### *Priority A*

- graveled parking area
- interpretive information
- viewing tower (future)

*Possible Funding Options: 1,3,5,12*

#### **TRAIL D:**

##### **13th St. - Lighthouse Park**

###### *Priority A*

- trailhead map/exhibit
- trail surfacing along old railbed
- disabled access
- directional signage

*Possible Funding Options: 2,12,13,14,15,24*

#### **ACCESS 5:**

##### **Alder Cove Estuary Natural Area**

###### *Priority A*

- raised boardwalk over marsh
- wildlife viewing blinds
- interpretive exhibits

*Possible Funding Options: 4,12,13,14,15,21,24*

#### **WATER TRAIL 1:**

##### **Alder Creek**

###### *Priority B*

- canoe-kayak landing at Alder Cove
- other feasible access points

*Possible Funding Options: 1,3,4,6,12,15*

#### **ACCESS 6:**

##### **Lighthouse Park/Charlton Center**

###### *Priority B*

- continue fundraising for park
- circulation improvements
- waterfront boardwalk-Skipanon

*Possible Funding Options: 1,2,9,10,12,20,21,22,23,24*

#### **TRAIL E:**

##### **Lighthouse Park - Skipanon Marina**

###### *Priority B*

- waterfront trail/boardwalk
- lighting/seating
- bike route along N.E. Skipanon
- directional signage
- reroute industrial traffic

*Possible Funding Options: 1,2,12,14*

#### **TRAIL F:**

##### **Lighthouse Park - 3rd St. Park**

###### *Priority A*

- trail surfacing
- disabled access
- directional signage

*Possible Funding Options: 2,12,13,14,15*

#### **ACCESS 7:**

##### **3rd St. Waterfront Park**

###### *Priority A*

- small boat launch dock
- gravel access road
- turnaround and parking
- picnic facilities
- links--waterfront trail system
- viewing platform/seating
- full disabled access

*Possible Funding Options: 1,3,4,6,14,15,24*

#### **WATER TRAIL 2:**

##### **Middle Skipanon River**

###### *Priority B*

- canoe-kayak landing at 3rd St. Park
- portage over 8th St. dam

*Possible Funding Options: 1,3,4,12,14*

#### **TRAIL G:**

##### **3rd St. Park - Warrenton Basin**

###### *Priority A*

- trail surfacing along dikes
- seating/scenic rest spots
- directional signage

*Possible Funding Options: 1,4,12,14,15,24*

#### **ACCESS 8:**

##### **Warrenton Boat Basin**

###### *Priority B*

- viewing platform
- fishing industry interpretation

*Possible Funding Options: 8,12,23*

#### **TRAIL H:**

##### **Lighthouse Park - Warrenton Basin**

###### *Priority B*

- safe pedestrian/bike crossing on bridge
- directional signage

*Possible Funding Options: 1,2*

#### **ACCESS 9:**

##### **East Skipanon Point**

###### *Priority C*

- temporary, low-intensity access
- picnic facilities

*Possible Funding Options: 3,12,14,15,24*

#### **TRAIL I:**

##### **Warrenton Basin - E. Skipanon Pt.**

###### *Priority C*

- industrial/security - safety precautions
- temporary, multi-use trail
- connect with TRAIL J
- directional signage

*Possible Funding Options: 12,13,14,15*

**ACCESS 10:**

**Windsurfing Park**

*Priority A*

- raised boardwalk across marsh
- windsurfing "staging" area
- separate public viewing area

*Possible Funding Options: 1,3,4,10,14,12,24*

**TRAIL J:**

**Windsurf Park - E. Skipanon Pt.**

*Priority C*

- temporary, multi-use trail along dike/upland
- directional signage

*Possible Funding Options: 12,13,14,15*

**TRAIL K:**

**Windsurf Park to L & C Bridge**

*Priority C*

- improved multi-use trail
- aircraft hazard signage
- directional signage

*Possible Funding Options: 3,13,14,15,24*

**COMM-IND 1:**

**Warrenton Fishermen's Terminal**

*Priority B*

- ship repair facility (>85')
- diesel fuel dock
- ice & cold storage
- net/gear staging & repair
- net/gear storage
- expanded services
- restaurant & coffee shop
- parking areas
- viewing tower/trails

*Possible Funding Options: 5,7,10,12,16,17,18,19*

**COMM-IND 2:**

**Charlton Center - Mixed-Use**

*Priority B*

- fish cannery & market
- eco-tour charter service
- water taxi
- expanded moorage
- motel and restaurants
- first floor retail on waterfront walk
- waterfront walk: (ACCESS 6) transient moorage, lighting, seating, outdoor dining, & interpretive exhibits

*Possible Funding Options: 1,5,6,7,10,12,16,17,18,19*

**COMM-IND 3:**

**Bicycle/Walker Services**

*Priority A*

- bike & equipment rentals
- repair services
- food & refreshments
- link to access/trails system

*Possible Funding Options: 7,12, local private industry*

**COMM-IND 4:**

**Moorage Fees/Services**

*Priority C*

- evaluate fee structure
- establish market-based fees

*Possible Funding Options: city govt.*

**TOURISM 1:**

**Market Waterfront Attractions**

*Priority A*

- waterfront "symbol"
- coordinate eco-tour promotion
- brochure: waterfront trails/access

- improved visitor signage

*Possible Funding Options: 11,12, local business organizations, private industry, chamber of commerce, etc.*

**TOURISM 2:**

**Crab Feed Festival Facility**

*Priority A*

- site list and criteria
- select new facility site
- marketing plan

*Possible Funding Options: 7,12*

**TOURISM 3:**

**Underutilized Charter Boats**

*Priority A*

- define opportunities
- focus on eco-tours
- assist business expansion & training

*Possible Funding Options: 7,11,12*

**CIRC 1:**

**Skipanon Industrial**

**Traffic Re-routing**

*Priority B*

- document NE Skipanon Drive traffic
- work with industry/city/ODOT
- evaluate alternative re-routing
- if selected, improve NE 6th St to N Main Ave

*Possible Funding Options: 2, ODOT, local government and industry*



## **CIRC 2:**

### **Downtown Pedestrian Improvements**

#### *Priority A*

- define needed improvements
- bicycle and pedestrian crossings/lanes
- consider access/trails system being developed

*Possible Funding Options: ODOT, local government and businesses*

## **CIRC 3:**

### **Warrenton Basin Entrance**

#### *Priority A*

- north: curbs, sidewalks, paving
- new entrance signs
- ½-mile markers (ODOT)

*Possible Funding Options: 2,12, local government and businesses, ODOT*

## **DESIGN 1:**

### **Downtown/Waterfront Design**

#### *Priority A*

- develop "identity"
- streetscape design plan
- storefront design improvements program
- simple design guidelines ordinance
- consistent public/private design

*Possible Funding Options: 7, 10,12, local government and local businesses*

## **DESIGN 2:**

### **Downtown/Waterfront Cleanup**

#### *Priority A*

- industry, business, & city agreement
- inventory downtown & waterfront
- voluntary cleanup timetable
- annual cleanup program

*Possible Funding Options: Local citizenry, government, and local businesses and industry*



The Warrenton Waterfront Trail is 4.5 miles long and parallels the Columbia River estuary. There is a lot to see and do along Warrenton's Waterfront. The trail starts at the 2nd Street Park and heads west to the Hammond Mooring Basin. Restroom facilities are available at Lighthouse Park, E.H. Carruthers Park and the Hammond Mooring Basin. Please be courteous and respect private property and please pack your trash out. Here are a few of the things to watch for while walking on the trail:

- There is a canoe/kayak launch at the 2nd Street Park for those interested in exploring the backwaters of the Skipanon River.

- The Warrenton Mooring Basin is home to many different types of commercial fishing vessels. They fish for salmon (both gillnet and trolling), albacore tuna, shrimp, Dungeness crab, rock fish, sable fish, starry flounder, and pacific whiting.

- Lighthouse Park is a memorial to fisherman and their boats. The park was purchased and built by fisherman and community members and houses an information center and museum depicting sea fishing vessels and fishermen who have fished the Pacific Ocean and the lower Columbia River.

- The straight stretch from Lighthouse Park to Tansy Point runs along a shrub/scrub wetland. One of the most biologically diverse areas of the trail is where Alder Creek enters Alder Cove and the Columbia River. The sediments of Alder Cove are teeming with life: over 100,000 benthic invertebrates (bugs living in the sediment) per square meter. These benthic invertebrates form the base of the food chain in Alder Cove. Juvenile salmonids, crabs, diving ducks, dabbling ducks, herons, and raptors (birds of prey, such as eagles and hawks) all use Alder Cove and the marsh around it. The City of Warrenton has protected Alder Cove as a natural area. Looking inland up Alder Creek, you can see one of the original "Chinese Dikes" built in the late 1880's by Chinese laborers.

- At Tansy Point the Warrenton Fiber Company grinds timber into wood chips for pulp and paper production.

- At E.H. Carruthers Park, the viewing platform overlooks the Columbia River and its main navigation channel. You can see bulk cargo, container and car carrier vessels steam close to shore here. Over \$10 billion worth of products are shipped overseas from the Columbia River (mostly grain and wood products). Do not climb down to the water's edge because it is slippery and the ships' wakes can be dangerously large.

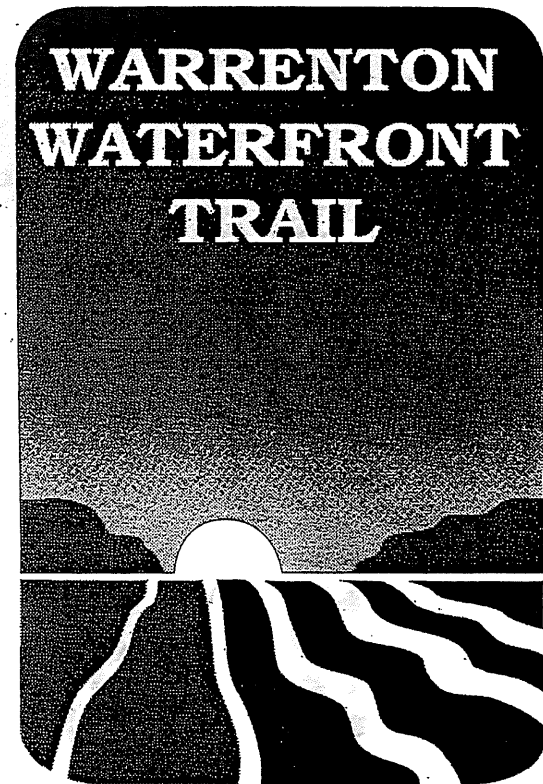
- Along the straight stretch from Carruthers Park to Enterprise Street watch for bald eagles overhead and cormorants, mergansers, and buffleheads in the water.

- At Enterprise Street, the trail follows the road and passes Bioproducts, Inc. and Point Adams Packing Company. Bioproducts utilizes fish waste generated in processing plants to make fish meal and pellets used to feed hatchery fish. Point Adams Packing Company makes surimi from Pacific Whiting for Japanese and European markets. Surimi is used to make imitation Krab, among other things.

- At Heceta Place the trail goes past the National Marine Fisheries Service Field Station, the site of the old Point Adams Coast Guard Station.

- Follow the trail through a coastal pine grove and out to a small pocket beach adjacent to the Hammond Mooring Basin. The mooring basin is primarily used by sports fishermen.

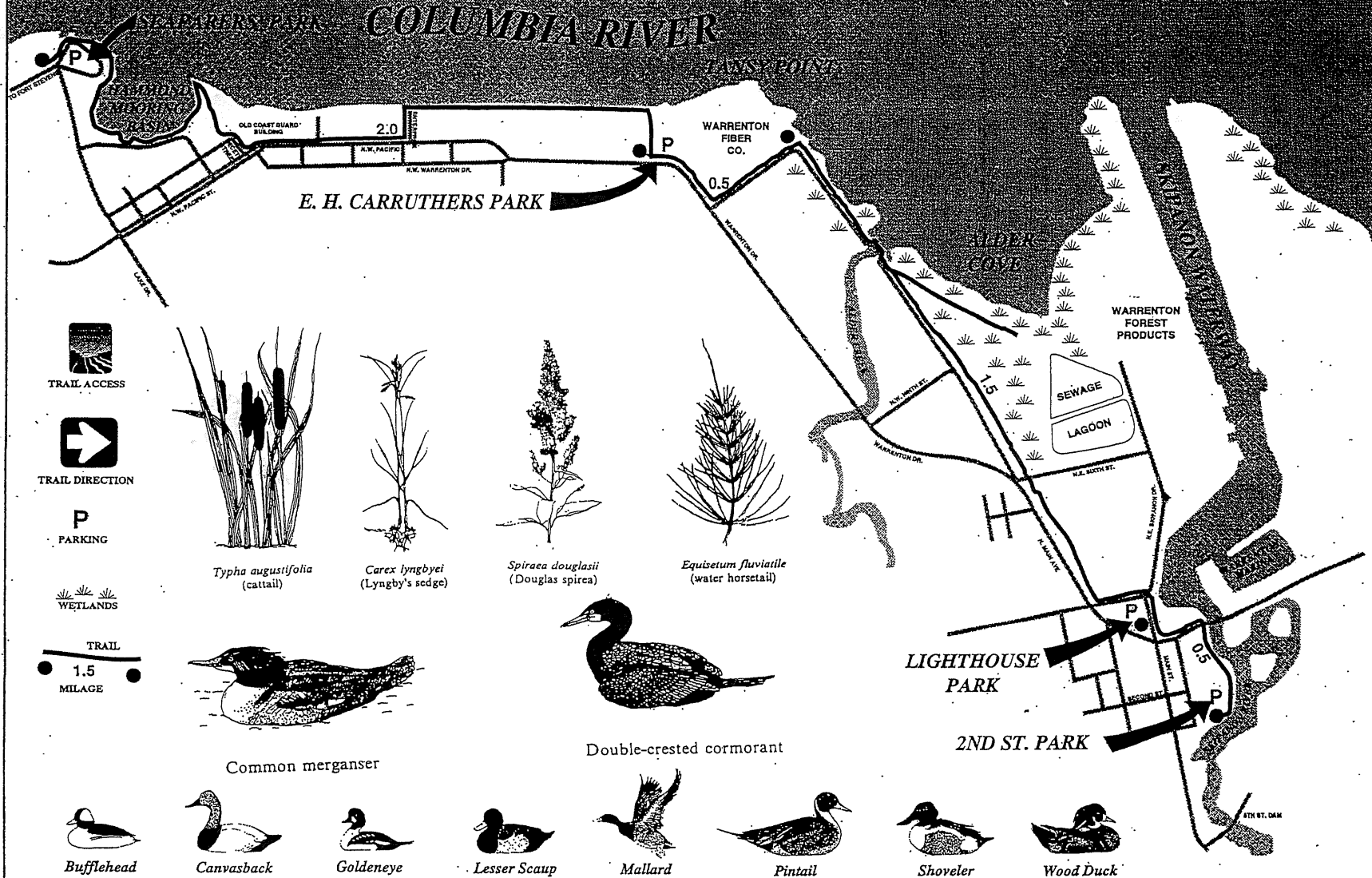
- At Seafarers Park you can see the beginning of the South Jetty. The South Jetty extends 6.6 miles out to sea. Most of the land to the west of this point was created by sand being trapped on the south side of the jetty. The piling that are seen at the beginning of the jetty were used as a barge docking terminal to receive jetty rock quarried from all over Western Oregon. The rock was loaded onto trolley cars and brought to cranes which placed the rock for the construction of the Jetty, which began in 1885. This area was originally used as a mine loading dock to mine the mouth of the Columbia River. The trail ends at the Seafarers Park.



**Walk along abandoned railroad beds, flood control dikes and roads to see wetlands, birds and the Columbia River estuary.**

This brochure was funded by CREST, the City of Warrenton, the Warrenton Business Association, and the Seaside Turnaround Trekkers.

# WARRENTON WATERFRONT TRAIL



The Warrenton Waterfront Trail System was funded by: The City of Warrenton, Oregon and Washington Extension Sea Grant, CREST, National Coastal Resources Institute, Warrenton Business Association, and the Clatsop County Volkswalkers. The preparation of this sign was also funded in part with a Northwest Oregon Economic Alliance grant from the Oregon State Lottery through the Regional Strategies Fund administered by the State of Oregon Economic Development Department.

# N PLAN: PROJECT SUMMARIES

**I:**  
Wenton Basin - E.  
Skapanon Pt.  
Priority C  
Industrial/security - safety  
cautions  
Temporary, multi-use trail  
connect with TRAIL J  
directional signage

**ESS 10:**  
Isurfing Park  
Priority A  
Boardwalk across  
marsh  
Isurfing "staging" area  
separate public viewing area

**J:**  
Isurf Park - E.  
Skapanon Pt.  
Priority C  
Temporary; multi-use trail  
along dike/upland  
directional signage

**K:**  
Isurf Park to L & C  
Je  
Priority C  
Improved multi-use trail  
craft hazard signage  
directional signage

**IM-IND 1:**  
Wenton Fishermen's  
terminal  
Priority B  
Repair facility (>85')  
fuel dock  
& cold storage  
gear staging & repair  
gear storage  
band services  
restaurant & coffee shop  
parking areas  
viewing tower/trails

## COMM-IND 2: Charlton Center - Mixed- Use

### Priority B

- fish cannery & market
- eco-tour charter service
- water taxi
- expanded moorage
- motel and restaurants
- first floor retail on waterfront walk
- waterfront walk (ACCESS 6)  
transient moorage, lighting,  
seating, outdoor dining, &  
interpretive exhibits

## COMM-IND 3: Bicycle/Walker Services

### Priority A

- bike & equipment rentals
- repair services
- food & refreshments
- link to access/trails system

## COMM-IND 4: Moorage Fees/Services

### Priority C

- evaluate fee structure
- establish market-based fees

## TOURISM 1: Market Waterfront Attractions

### Priority A

- waterfront "symbol"
- coordinate eco-tour  
promotion
- brochure: waterfront  
trails/access
- improved visitor signage

## TOURISM 2: Crab Feed Festival Facility

### Priority A

- site list and criteria
- select new facility site
- marketing plan

## TOURISM 3: Underutilized Charter Boats

### Priority A

- define opportunities
- focus on eco-tours
- assist business expansion &  
training

## CIRC 1: Skapanon Industrial Traffic Re-routing

### Priority B

- document NE Skapanon Drive  
traffic
- work with industry/city/ODOT
- evaluate alternative re-routing
- if selected, improve NE 6th St  
to N Main Ave

## CIRC 2: Downtown Pedestrian Improvements

### Priority A

- define needed improvements
- bicycle and pedestrian  
crossings/lanes
- consider access/trails system  
being developed

## CIRC 3: Warrenton Basin Entrance

### Priority A

- north: curbs, sidewalks,  
paving
- new entrance signs
- ½-mile markers (ODOT)

## DESIGN 1: Downtown/Waterfront Design

### Priority A

- develop "identity"
- streetscape design plan
- storefront design  
improvements program
- simple design guidelines  
ordinance
- consistent public/private  
design

## DESIGN 2: Downtown/Waterfront Cleanup

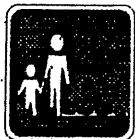
### Priority A

- industry, business, & city  
agreement
- inventory downtown &  
waterfront
- voluntary cleanup timetable
- annual cleanup program

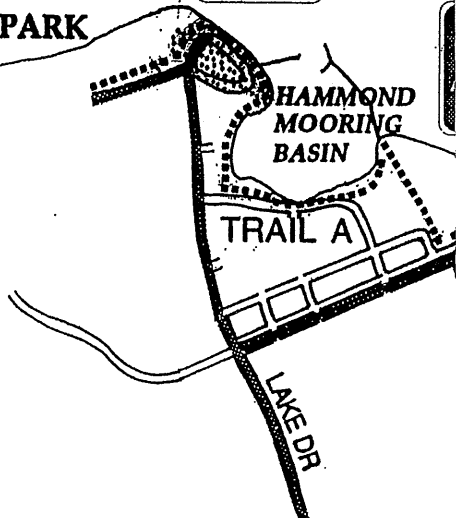
# ALIZATION PLAN OF ASTORIA

SEAFARERS PARK

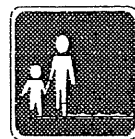
ACCESS 1



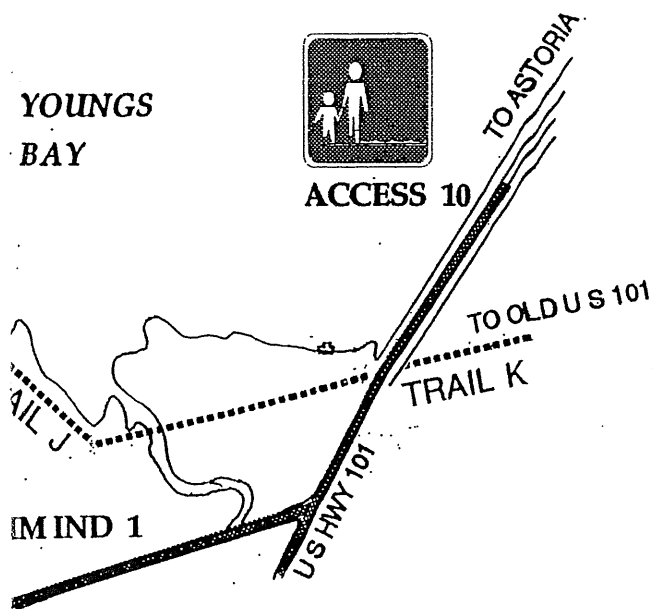
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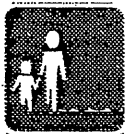
YOUNGS  
BAY



ACCESS 10



## LEGEND



PUBLIC WATERFRONT

COMMERCIAL INDUSTRIAL



PARK



PEDESTRIAN PATH / M



BICYCLE TRAIL



WATER TRAIL

CIRC

CIRCULATION IMPROVEMENT