



KIWANDA CORRIDOR PROJECT

CONCEPT PLANNING CHARRETTE SUMMARY MEMO | AUGUST 2021

CONCEPT PLANNING CHARRETTE | INTRODUCTION

The Kiwanda Corridor Project concept planning charrette took place on July 27th, 2021 at the Kiwanda Community Center. There were 22 attendees (in addition to project team members) representing a range of local organizations.

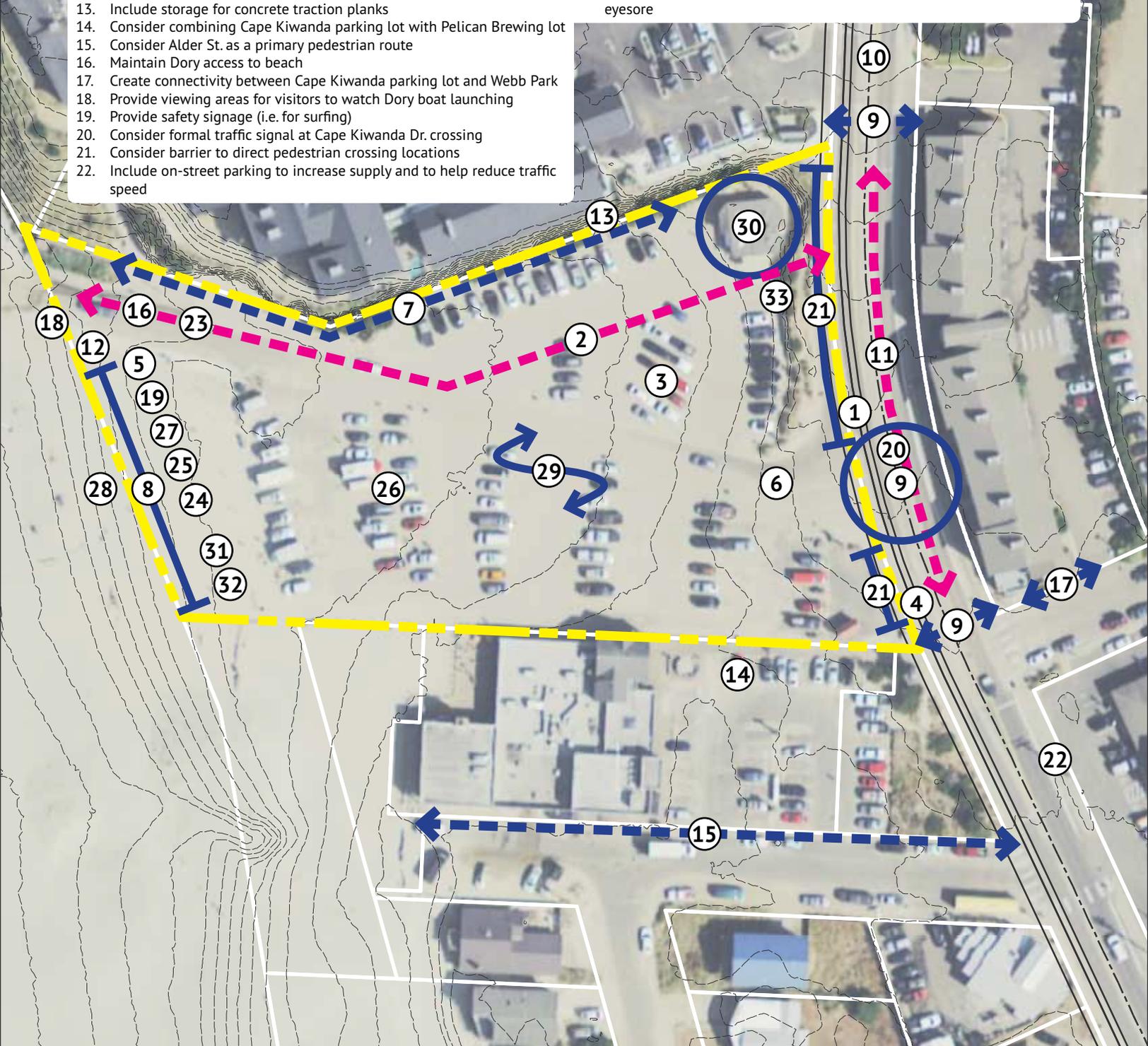
The large group of attendees were tabled into four smaller groups to allow for more intimate discussion. Members of the project team supported the charrette through facilitation and note taking for each group. Site analysis maps for each section of the project were used to guide the discussion and record feedback. Additional notes were also recorded on flip charts and through other means. All of the maps and flip charts have been scanned and input has been compiled into a document for ease of access. The scanned charrette materials and compiled notes are included as appendices to this document.

The goal of this document is to synthesize the feedback received at the charrette and graphically locate the ideas presented relative to each project area. The goal is not to rewrite comments received but rather to represent the themes that began to formulate. This document is intended to help the project team interpret the feedback received at the charrette as they move forward in generating the concept alternatives.



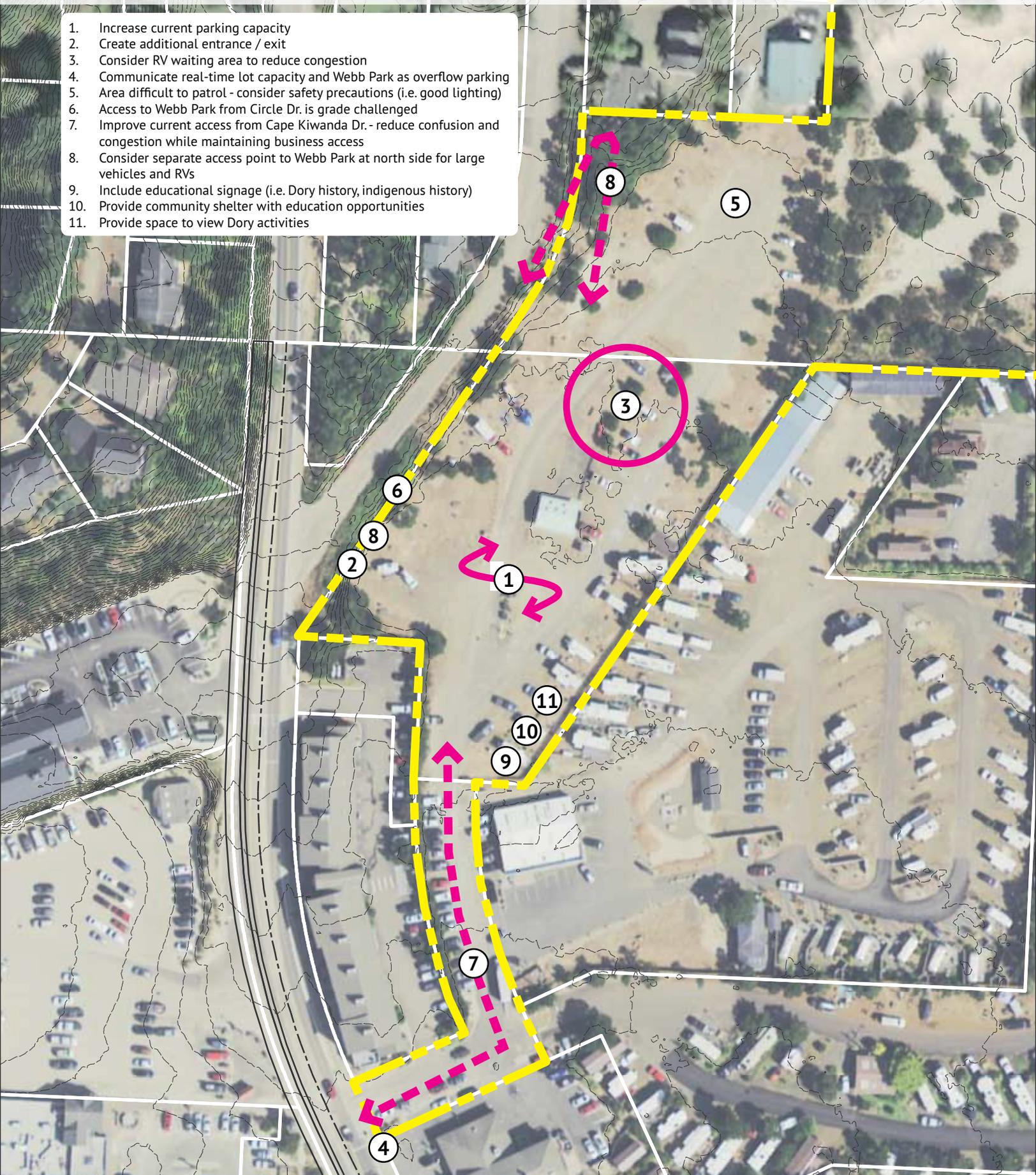
CAPE KIWANDA PARKING LOT INPUT

1. Communicate real-time lot capacity
2. Move access road to north side of lot for more efficient layout and safer pedestrian environment
3. Improve directionality of the parking lot to be more efficient
4. Include wayfinding signage and signify transit stops
5. Provide short-term loading / unloading area
6. Clearly separate vehicular and pedestrian circulation
7. Improve pedestrian and ADA access
8. Construct barrier to prevent sand migration
9. Create safer pedestrian crossings at Cape Kiwanda Dr.
10. Explore potential for "gateway" to Kiwanda Corridor
11. Consider traffic calming mechanisms along Cape Kiwanda Dr.
12. Provide area for ADA access and amenities (i.e. beach wheelchairs)
13. Include storage for concrete traction planks
14. Consider combining Cape Kiwanda parking lot with Pelican Brewing Lot
15. Consider Alder St. as a primary pedestrian route
16. Maintain Dory access to beach
17. Create connectivity between Cape Kiwanda parking lot and Webb Park
18. Provide viewing areas for visitors to watch Dory boat launching
19. Provide safety signage (i.e. for surfing)
20. Consider formal traffic signal at Cape Kiwanda Dr. crossing
21. Consider barrier to direct pedestrian crossing locations
22. Include on-street parking to increase supply and to help reduce traffic speed
23. Provide emergency access to beach
24. Create emergency rescue staging area
25. Include lifeguard station
26. Include electric vehicle charging stations
27. Provide environmental education signage
28. Restore beach grass
29. Design parking lot to be adaptable for events (i.e. drive in movie theater)
30. Keep restrooms - study current location and capacity
31. Include amenities (i.e. footwashing, shower, drinking fountain, water bottle fillers)
32. Program parking lot for surfing (i.e. multiple head showers, surfboard storage racks, bike racks)
33. Strategize refuse area so large capacity provided without creating eyesore



WEBB PARK - PARKING LOT INPUT

1. Increase current parking capacity
2. Create additional entrance / exit
3. Consider RV waiting area to reduce congestion
4. Communicate real-time lot capacity and Webb Park as overflow parking
5. Area difficult to patrol - consider safety precautions (i.e. good lighting)
6. Access to Webb Park from Circle Dr. is grade challenged
7. Improve current access from Cape Kiwanda Dr. - reduce confusion and congestion while maintaining business access
8. Consider separate access point to Webb Park at north side for large vehicles and RVs
9. Include educational signage (i.e. Dory history, indigenous history)
10. Provide community shelter with education opportunities
11. Provide space to view Dory activities



WEBB PARK - CAMPING RELOCATION INPUT

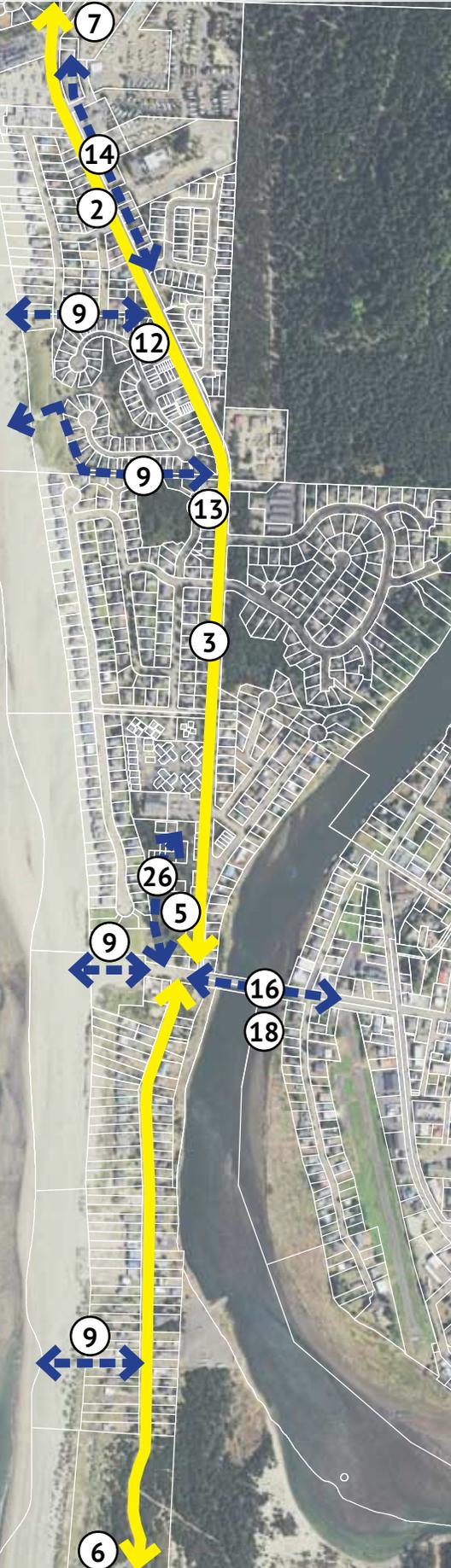
1. Connect east side of Webb Park to NVCA lot through BLM trail network
2. Area difficult to patrol - consider safety precautions (i.e. good lighting)
3. Preserve unique dune habitat to north and educate visitors
4. Design Webb Park camping to promote "boutique" experience and prioritize nature enthusiasts and residents over RVs
5. Consider trail connections beyond to 1,000 Trails and McPhillips Beach



MULTI USE TRAIL INPUT

Input applies to full extent of multi-use trail:

- 1
- 4
- 8
- 10
- 11
- 15
- 17
- 19
- 20
- 21
- 22
- 23
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- 25
- 27
- 28

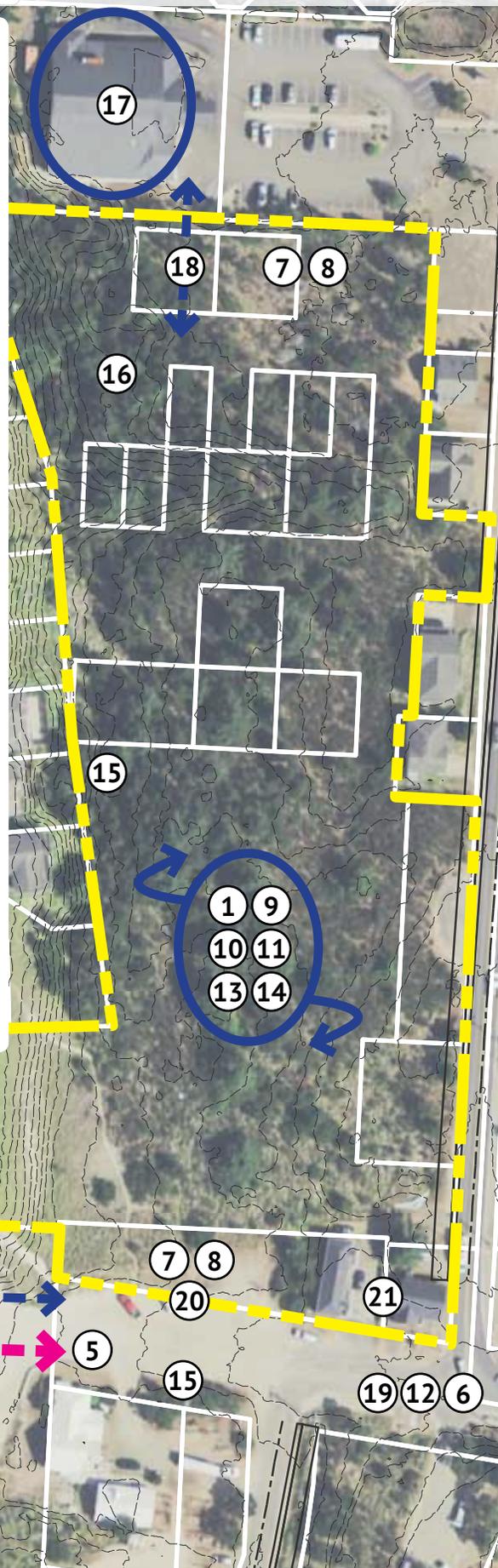


1. Consider street parking on Cape Kiwanda Dr.
2. Prevent on-street parking on west side of Cape Kiwanda Dr. in vicinity north end business district
3. Allow intermittent on-street parking on the west side of Cape Kiwanda Dr. between north end business district and Jensen property
4. Provide shuttle stops along trail at beach access points
5. Consider having trail align around back of existing houses at Jensen property to relieve choke point
6. Extend trail further south to provide access to Bob Straub State Park
7. Consider connecting trail to McPhillips Beach and Sand Lake Rd.
8. Consider reducing proposed trail width from 12' to 6-8'
9. Consider creating a beach access boardwalk from the trail (also improves tsunami evacuation wayfinding)
10. Provide multiple access points to the beach along the path
11. Ensure on-street parking at Cape Kiwanda Dr. does not obscure pedestrian crossings
12. Connect trail to Dory Point public beach access and provide road crossing
13. Connect trail to Shorepine Village public beach access
14. Consider pedestrian improvements on east side of Cape Kiwanda Dr. at north end businesses
15. Minimize traffic congestion by strategically locating crossings to multi-use trail
16. Connect multi-use trail to downtown
17. Trail should be located adjacent to road to be visible to potential users
18. Consider a "signature" pedestrian bridge with viewpoint
19. Include ecologically appropriate lighting improvements
20. Lighting should tie into wayfinding and furnishing design approach to create sense of place
21. Provide fitness stations along path
22. Provide bike stations along path
23. Provide viewing areas with amenities along path (i.e. benches, refuse collection, water bottle fillers)
24. Maximize landscape buffer between trail and road
25. Design path to be sinuous / "natural" rather than linear
26. Divert path through Jensen property instead of along Cape Kiwanda Dr.
27. Multi-use trail should help clarify where no on-street parking is allowed
28. Consider opportunity to adapt character of path to the immediate context to prevent homogeneous experience and help with wayfinding



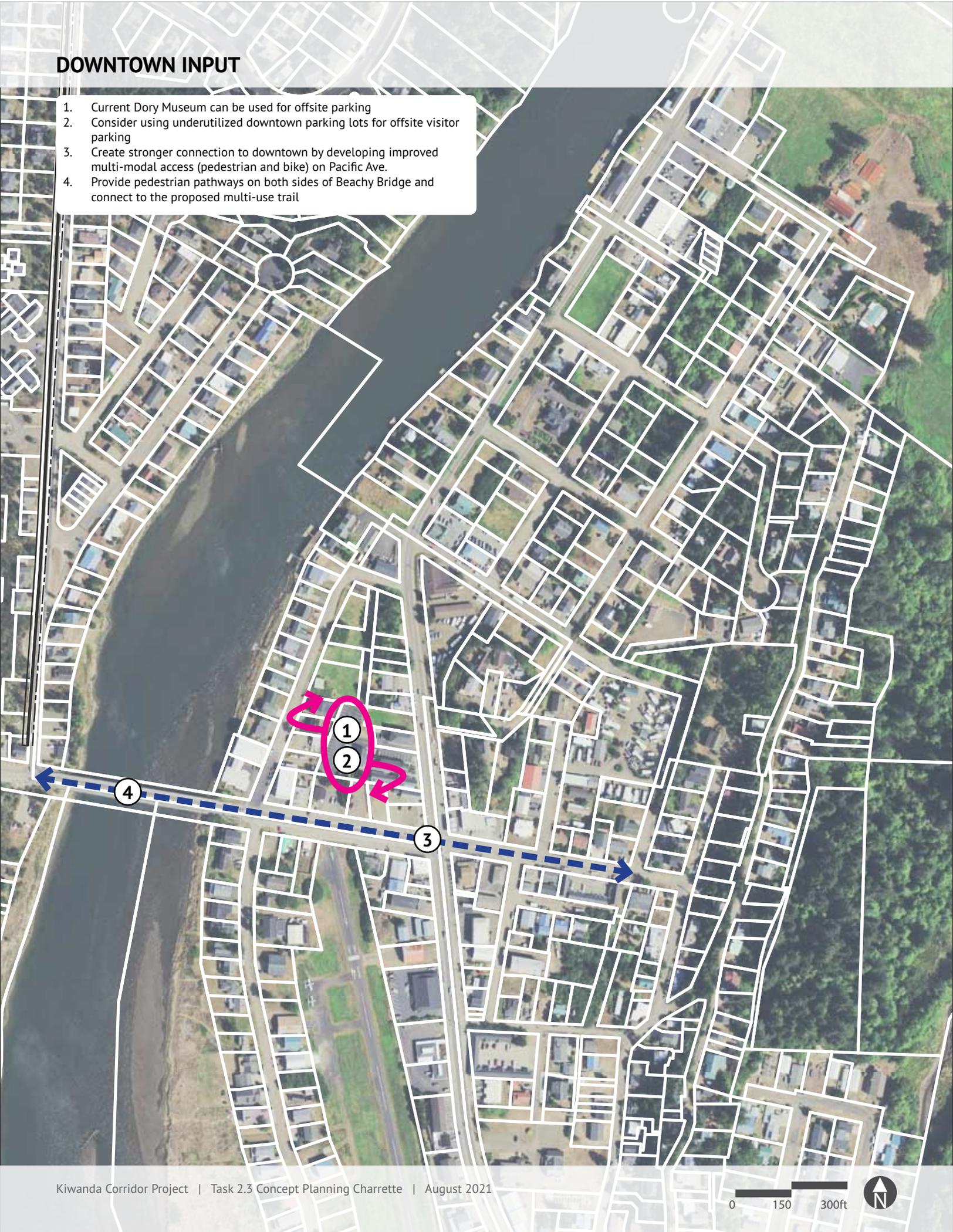
JENSEN PROPERTY INPUT

1. Provide food cart pod to alleviate pressure on north end
2. Consider creating an accessible pedestrian boardwalk and/or staircase for beach access
3. Improve vehicular access to beach to resolve getting stuck on dune
4. Provide a dedicated pedestrian route to beach north of vehicle access to improve safety
5. Consider roundabout design as method of preventing vehicles from getting a running start up dune
6. Consider signalized intersection at Pacific Ave. instead of roundabout to increase pedestrian safety
7. Consider providing RV parking - debated issue
8. Provide parking at north and south ends of property - limit parking if possible
9. Provide flexible community gathering space with amenities (i.e. food cart pod, public pavilion, play structures, covered sports court, farmers market)
10. Include public restrooms at Jensen property
11. Move Dory fish cleaning area to Jensen property with visitor viewing space and tie into new Dory museum location
12. Provide signage improvements
13. Provide hidden 'pockets' of day use parking with picnic areas
14. Promote historical use of turnaround for resident gatherings and recreation (i.e. historic dancehall)
15. Provide buffer between Jensen property development and residences to south on Sunset Dr. and west on beach
16. Focus larger scale developments further north on property toward the Kiawanda Community Center as to not impact residences to the south
17. Highlight the Kiawanda Community Center as a resource
18. Provide outdoor event space and trail access tied to the Kiawanda Community Center
19. Design roundabout to accommodate necessary vehicles (i.e. Dory boat trailers and RVs)
20. Consider emergency access when configuring additional parking
21. Remove existing structures



DOWNTOWN INPUT

1. Current Dory Museum can be used for offsite parking
2. Consider using underutilized downtown parking lots for offsite visitor parking
3. Create stronger connection to downtown by developing improved multi-modal access (pedestrian and bike) on Pacific Ave.
4. Provide pedestrian pathways on both sides of Beachy Bridge and connect to the proposed multi-use trail



The following documentation summarizes input received during the 7/27/21 planning charrette for the Kiwanda Corridor Project.

Key Objectives as Indicated by the participants

1. Efficiency
2. Safety & Accessibility
3. Sustainability
4. Experience

Value & Goals

1. An emphasis on history: Dory
2. Environmental impacts:
 - a. Trash, emissions, wastewater, and stormwater
 - b. Take a proactive role in stewardship of this area.
 - c. Determine the carrying capacity of Pacific City - we should make that determination and build or plan to that scale and not more.
 - d. Communicate to our guests that we are all stewards of PC.
 - e. Take advantage of the newfound popularity towards non-vehicular transport.
 - i. Bikes, E-bikes, Mtn. Bikes
 - ii. Successful implementation can reduce vehicular traffic
3. Disperse visitor traffic
 - a. Direct more people toward downtown
 - b. Spread demand over a larger area, from Cape Kiwanda lot to Bob Straub
4. Emphasize this is everyone's beach
 - a. Harmonious coexistence between locals, visitors, fishermen, outdoor enthusiasts, etc.
5. Community buy-in is the key to success
6. Safety
 - a. Staging area for first responder rescue
 - b. Steady ranger presence
 - c. Communication kiosk – go to a defined place to report
7. PC Identity: Sense of Place and Preservation of the Unique Character
 - a. Fishing village/second homes traditionally
 - b. Dance hall at turnaround
 - c. Natural history
 - d. Native history
 - e. Coastal River town
 - f. Raw & Authentic
 - g. Outdoor Recreation Hub

Cape Kiwanda Parking Lot

8. Efficiency

- a. Identify when the parking lot is full to prevent people from wasting time driving around, possibly couple with automated signage directing users to available parking.
 - b. Explore changing the location of the road that goes through in the center of the parking lot. Move it to the north of the lot. This will create a better lay-out efficiency and a safer pedestrian environment - (pic 1).
 - c. Improve the directionality of the parking facility, and implement effective, while consolidated, way-finding signage.
 - d. Use graduated rates to manage demand and capacity at different parking areas.
 - i. Consider increasing the fee at Cape Kiwanda Parking Lot (high demand) and reducing/eliminating fee Downtown and at the Boat Launch (lower demand parking supplies). If the shuttle service is more frequent, then this will better spread parking demand and reduce traffic congestion.
 - ii. Consider hourly parking to be offered as opposed to a one-size-fits-all flat fee.
 - e. Make it clear to transit users where bus stops are.
 - f. Create a loading / unloading area for ultra-short term drop offs. This will let beach users quickly unload heavy items to avoid carrying a long distance or taking on the shuttle.
9. Safety & Accessibility
- a. Segregate pedestrians and vehicles clearly. Provide better pedestrian and ADA accessibility.
 - b. Sand management
 - i. Negative impact of the sand: Safety, loss of parking capacity
 - ii. Build a two-foot-tall wall along the west boundary to prevent sand build-up.
 - iii. Sand inundation compromises ADA spaces
 - c. Consider overhead pedestrian crossing on Kiwanda Drive. Pedestrian crossing needs to be safer. Could be integrated with the 'gateway' concept.
 - d. Consider speed bumps along Kiwanda Drive to enhance safety.
 - e. Provide clearly visible area for ADA access and amenities, like beach wheelchairs.
 - f. Maintain a storage/programming function for the concrete planks used by the County to improve vehicle traction in the sandy transition of Hungry Harbor Drive
 - g. Consider combining the Pelican Brewery parking lot with the Cape Kiwanda Parking lot; this will offer opportunity to convert Alder Street into a more prominent pedestrian route while optimizing parking in each lot.
 - h. Maintain Dory access to the beach
 - i. Connectivity between Hungry Harbor and Webb Park for guests to observe dory arrival on the beach to fish cleaning at Webb
 - ii. Provide viewing areas and a path so that folks can watch Dory activities from start to finish without getting in the way
 - i. Surf-rider safety poster
 - j. Consider physical barriers to direct pedestrians
 - k. Educate public on how to get to dune from parking
 - l. Potentially use tiles help delineate dory drive
 - m. Some people don't push the RRFB buttons when they cross. Other people do push the buttons and don't cross. Would a more formal signal work better?

- n. Consider use of a fence or other barrier to help block and channelize pedestrian to safe, focused crossing locations.
- o. Consider adding on-street parking where feasible to increase supply and slow traffic speeds.

10. Sustainability

- a. Consider electric vehicle chargers. Start with a couple and increase as demand increases.
- b. Educate public on tidepools
- c. Concentrate foot traffic on trails
 - i. Inform visitors of other attractions to disperse impacts

11. Experience

- a. Use the parking lot for local's drive-in movies for locals during off-peak periods
- b. It seems like the off-peak season ended earlier this year. There may no longer be an 'off-season' anymore.
- c. There is a consensus on keeping the restrooms, study current location and capacity
- d. There seems to be more and more demand for large group events (like weddings) at the Cape.
- e. Provide thoughtful amenities like foot wash, shower, drinking fountains (pets too), water bottle fillers.
- f. Program the parking lot to promote surfing at this location. This is the safest location to surf. Hawaii has very good examples of how to program parking lots for surfing, including multiple head showers, surfboard storage racks, and bike stands.
- g. Trash Collection
 - i. Current dumpster solution needs to be evaluated; large dumpster is unsightly, but the large volume is necessary to manage amount of trash that is generated.

Webb Park

1. Efficiency

- a. Improve parking capacity and efficiency. Land can be given to replace the park if the parking lot is turned into a parking lot.
- b. Add a point of entry and exit.
- c. If the present parking spaces are not retained, parking additional parking needs to be procured to replace stalls displaced.
- d. The back side of Webb should be connected to the trail to connect to NVCA parking area. This should be done whether it's turned into parking or not.
- e. Discussion about staging RVs at Sitka Sedge while awaiting check-in at Webb Park, and using a shuttle to transport between times.
- f. Create a program with private campground operators to educate their customers on RV parking areas, circulation routes, check-in times, etc. This can reduce RV's congregating around the Cape and causing traffic congestion while waiting to check-in.
- g. Call Webb Park the "overflow parking". People naturally go to Cape Kiwanda until it fills up. Connect lots with technology to count occupancy and direct users.

- h. If Webb does not maintain existing parking, need to locate additional parking.
2. Safety & Accessibility
 - a. Difficult to patrol this area.
 - b. Consider a pathway to NVCA.
 - c. Access to Webb Park directly from Circle Drive may present some challenges related to grade.
 - d. Current access to Webb Park is awkward. There is too much congestion and too much going on at the existing access. Very confusing to get back there now.
 - e. Determine if a separate access opportunity for campers or large vehicles to access the north end of Webb Park is possible. Maybe remove them from the centralized access and activity.
 - f. The existing Webb Park Road has businesses, so need to consider that if considering changing access.
 3. Sustainability
 - a. This site has a very unique ecology on the north end; educate and preserve
 4. Experience
 - a. Create Webb Park Camping as a 'boutique' type camping experience. Cater to hikers, bikers and nature enthusiasts. Less promotion on RV usage. This is one of the last affordable places for residents to visit in the County, and improvements should aim to retain this amenity accessible for residents.
 - b. Good opportunities here for educational signs re. Dory history, indigenous history
 - c. Are there opportunities to use trails to connect Webb Park with a biking and running trail to 1,000 Trails and McPhillips
 - d. Good opportunity to view and experience Dory activities without getting in their way.

Multi use trail

1. Efficiency
 - a. Consider street parking on Cape Kiwanda Drive. There are no sidewalks.
 - b. Provide shuttle stops along the path coincident with beach access points.
 - c. There is not enough existing parking at this location.
2. Safety & Accessibility
 - a. Multi path trail can be better accommodated with the purchased Jensen property as the trail can chicane past the house that presently chokes the trail at the south end.
 - b. Trail needs to head farther south for access to Bob Straub park.
 - c. Determine the ideal width of the trail. No defined answer presented but there is a consensus that 12 feet is too wide and unwarranted. Evaluate sufficiency of 6 to 8 feet.
 - d. Consider creating a beach access boardwalk that takes visitors from the trail to the beach. This can also improve tsunami excavation wayfinding.
 - e. Provide multiple access points to the beach along the path.
 - f. Parking on Kiwanda Drive can obscure sight distance for pedestrians trying to cross.
 - g. Dory Point has a public beach access on the other side and gets a lot of ped activity.

- h. Shorepine Village path gets used.
 - i. Consider some kind of pedestrian improvements on east side, particularly on northern end (approaching businesses). The pizza building is right off the road and may not provide space for a sidewalk.
 - j. Ideal to have everyone get access to path without creating lots of congestion with many crossing points.
 - k. Important for downtown vibrancy to connect the multiuse path to the east side
 - l. Path needs to be near road so that visitors see it and know it exists. There may be an exception if it needs to snake in around Jensen.
 - m. Connections to the east side of river (improved ped/bike facility) are needed to connect the two sides.
 - n. Consider a "signature" pedestrian bridge with place for people to stop and look
3. Sustainability
- a. Lighting Improvement while keeping cognizant of 'dark skies' policy. Downlighting with the lumens directed solely down. A lot of downlights have already been installed. Consider using an area-wide style for a consistent look and feel, similar to the wayfinding master plan. Downlighting also improves safety and discourages unwanted behaviors (litter, overnight camping, etc).
4. Experience
- a. Provide interim fitness stations along the path for users to stretch, do pullups, etc.
 - b. Consider bike stations similar to the ones at Sitka Ridge.
 - c. Provide benches, viewing areas, trash cans, water bottle fillers.
 - d. Provide lots of landscaping and buffering from the road.
 - e. Make the path sinuous and natural, versus linear.
 - f. Divert the path through the Jensen property instead of along Cape Kiwanda Drive.
 - g. Excitement about path. The path improvements (removing gravel shoulder) will help clarify that no parking is allowed on the street.
 - h. Opportunity for path to have different character depending on where you are along it / not a homogeneous experience; the path itself could serve as part of the intuitive wayfinding effort.

Jensen Property

1. Efficiency
- a. Creating a food cart pod in Jensen will create as well as spread demand and will have some visitors head south. Conceptually, spreading the demand will create better experience and accommodations for visitors.
 - b. NVCA needs to also provide parking spaces for the skate park (when it's completed). Perhaps parking area to the north of Jensen can also help.
 - c. Consider removing the two structures on the NW corner of Pacific Avenue and Cape Kiwanda Drive to improve the intersection realignment/operation.
2. Safety & Accessibility

- a. Consider creating an accessible pedestrian boardwalk from Jensen to the beach.
 - b. Consider creating a concrete staircase over the dune
 - c. Present pedestrian and vehicular access are problematic. Cars and truck get stuck on the raised sand dune leading to the beach regularly.
 - d. Discourage pedestrians from walking into the vehicles access route to the beach. Provide a dedicated pedestrian route/boardwalk north of this vehicle access to improve safety.
 - e. Research other communities that have similar dune accessible conflicts with vehicles and pedestrians to see solutions in action.
 - f. Evaluate a roundabouts effect on reducing vehicle speeds for dune access. If speeds are reduced, this might change behavior of visitors unfamiliar with the dune to avoid traversing it and getting stuck in the sand.
 - g. Determine if a signalized intersection work here. They are generally safer for pedestrians versus a roundabout. Determine if traffic volumes warrant a signal.
 - h. Consider impact to emergency service providers access needs if/when evaluating additional parking at this location.
 - i. Need an 8' trail access at the Community Center parking lot
3. Experience
- a. Creating RV parking did not have consensus. The group seems divided on this. Perhaps some parking in the very north of the property to serve the community center and the very south area.
 - b. The phrase 'limited parking' was said a few times. Determine the 'right' number of spaces.
 - c. Consider a flexible gathering space with community oriented components, food cart pod, public pavilion, play structures, farmers' market. Some concern expressed about what could become permanent commercial components (e.g., shops, businesses).
 - d. Public restrooms should be constructed at Jensen property.
 - e. The Dorymen create a visual attraction when the transfer caught fish from the sea to the fish cleaning area at Webb. Consider making this attraction a programming element at Jensen (moving it from Webb), provide enough space for an audience to observe the fish cleaning. Combine this with a Dory museum at Jensen, creating a 'living' museum. Webb was originally a Doryman family and donated the land for the campground.
 - f. Engage with OPRD for signage improvements.
 - g. Provide hidden 'pockets' of day use parking with picnic areas.
 - h. The turnaround was historically a place for residents to get away and congregate, as there once was a dancehall at this location. Programming the site should retain residents use of the site for recreation.
 - i. RV's should not go on the Jensen site. The turning needs will conflict with desire to keep new parking areas discreet.
 - j. Aim for improvements to provide a buffer between the residential land uses along Sunset Drive. Focus larger-scale development towards Kiawanda Community Center.
 - i. Good opportunity to emphasize the community resource of KCC

- k. Aim for improvements to buffer and hide guests and tourists so that their presence is less obvious to residents.
- l. Outdoor event space tied to KCC
- m. Lots of consensus for a covered kids playground and a sports court to provide year-round recreation opportunities. Pickleball and basketball are most popular.
- n. Consider providing disc golf experiences.

Downtown

1. Efficiency
 - a. Current Dory Museum may be used for offsite parking.
 - b. Consider using underutilized downtown lots while the regular users are not present (banks, bars, offices, etc).
 - c. Shuttle circulation frequency needs to increase.
 - d. No one is using the shuttle that goes to the Boat launch. Examine the frequency to increase ridership.
 - i. Consider one general shuttle and another that goes directly to the beach. (A parking lot connector one and another point-to-point.)
 - ii. Make the shuttles more efficient with technology.
 - e. Concern that adding more new parking at the Cape could draw customers away from downtown businesses.
 - f. Multi modal access needs to be created to induce a stronger connection to downtown.
 - i. Create a bike path on Pacific Avenue.
 - ii. Create a pedestrian path on Pacific Avenue for pedestrian safety and access to downtown.
2. Safety & Accessibility
 - a. Provide pedestrian pathways on both sides of Beachy Bridge to further enhance the connection to downtown, promote downtown business, and improve tsunami evacuation routes.
 - b. Provide a connection to the future bike trail envisioned on the west side of the Nestucca River at the bridge.

Sense of Place (Community related)

1. Efficiency
 - a. Signage needs to improve (efficient and effective)
 - b. Disperse visitor traffic to more areas
 - c. Create a program to provide pro-active education for guests on shuttle opportunities.
 - i. Good signage and hand-outs at hotels and air&b'
2. Safety & Accessibility
 - a. Vehicular Speed Concerns

- i. Consider building a round-about at the intersection of Pacific Ave. and Sunset drive
 - ii. Lighting to slow down the vehicular traffic.
- b. STCEVC Study and Tsunami Way Finding plan.
- c. Any proposed emergency management plan needs to include downtown:
 - i. Multi path should create pedestrian access from Pacific Ave. to downtown.
 - ii. Connection to the beach. The intersection to the beach from Pacific Ave. (the dune is an issue)

3. Sustainability

- a. Noise Issues
- b. The local community values sustainability and preserving the environment. Thanks to people like Bob Straub, Pacific City was saved from becoming a through highway similar to other coastal communities, and Highway 101 was located to the east away from the shoreline.
- c. Determine the best way to locate garbage cans. If people expect regular spacing, it could affect behavior to reduce littering. Consider adding decorative skins on garbage cans. Consider using solar garbage compactors (like Big Belly) to reduce pickup demands. Include recycling options next to garbage cans.
- d. There is no formal recycling program available by the local waste hauler. The NVCA has a volunteer to segregates and manages recycling. Consider incorporating recycling into an area-wide program.
- e. Be progressive with trash and recycling improvements. Make the style cohesive, unique, comprehensible and comprehensive. Examine opportunities to partner with Nestucca Valley Sanitary Service to increase their capacity to handle regular servicing and recycling.
- f. Impact on wildlife (mitigation)
- g. Electric Shuttles for the purpose of sustainability and advertise a sense of the culture of Pacific City.
 - i. The flashing signs installed promoting the free shuttle service appears effective.
 - ii. Put a shuttle timer in the Pelican Brewery so people know when to catch the next one.
 - iii. Provide shuttle amenities like surf board racks, cooler/beach chair storage, etc.
 - iv. Provide covered shuttle stops to better promote use using winter season
- h. Consider pet waste stations. There are a tremendous amount of dogs that accompany guests and visitors.
- i. Bike and/or Scooter sharing program: May be already in place.
- j. Promoting bike tourism is lacking because its not very safe for users.
- k. Examine how to create non-verbal queues to guests and visitors that they are entering a community with strong sustainability values. Finding creative ways to accomplish this can affect visitor behavior to better steward the environment.
- l. Consider dune management practices. Vegetation is required from homeowners to manage the dunes.
- m. Suggestion to revisit master plans for water, sewer, and transportation to 'reverse engineer' the carrying capacity of the local area. Taking this information to establish the

parking stalls available will help balance demand on resources available for both residents and visitors.

- n. The sanitary sewer gets backed up with flow from the Cape over the weekend, and it takes until early week to treat the effluent.
- o. Tierra del Mar has a potable wáter shortage.
- p. Visitors have a high demand for potable water, which can limit resource availability for residents.

4. Experience

- a. Story telling – Kilchis Park is a good example on how to integrate story boards into the area to explain local history. Lots of consensus to tell the story of native American tribes and their connection to the land. Also tell the story of the pioneers, and local flora/fauna.
 - i. The tribal concept could expand into a more regional consideration. For example, each City on the coast could have similar tribal story boards explaining the unique history
- b. Residents are less likely to use credit cards. Consider cash payment options for these residents. Cash does create risks for vandalism and theft, as ATMs and Parking Fee collectors have been stolen.
- c. Consider developing an app for parking and bathrooms. Show parking information in real time.
- d. Consider implements a parking attendant at major lots. This is done regularly on the east coast and can improve user experiences to have Q&A support staff helping guests and visitors.
- e. Do not consider implementing a valet service.
- f. Consider an interpretive sign on Beachy Bridge about Ezra Beachy.