

Protections: Questions over enforcement linger

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But within the conservation area at Ecola Point, they propose a number of changes with restrictions similar to those already in place around Haystack Rock, a designated marine garden where drones and kites are not allowed within 2,000 feet of the off-shore island and recreational boats must keep their distance. Dogs would need to be kept on leash inside the boundaries of the conservation area. There would be no climbing allowed on rocks in the intertidal zone.

Some recreational harvest of mussels would be allowed for fishermen looking to use the invertebrates as bait. General recreational mussel picking would still be allowed at Chapman Point, with a 25 mussel a day limit.

Fireworks are already prohibited on the beach, but increased signage would reaffirm that message, they wrote in the proposal. Last year, Cannon Beach residents noted a high number of fireworks in the area over the Fourth of July holiday.

Similar rules would apply at Chapman Point, but with the addition of on-site volunteers who would provide educational information and outreach during summer low tides when foot traffic is heavier. The coalition proposes other types of wildlife, beach and harvest monitoring as well, some of which already occurs formally and informally.

By focusing education and outreach efforts at Chapman Point, south of Ecola Point, the coalition hopes to avoid creating an additional



Hailey Hoffman/The Astorian

Ecola Point in Ecola State Park may receive additional protections to reduce human-caused disturbances.

problem at Ecola Point.

At the start of their efforts, there was concern that officially designating a place like Ecola Point would only draw more attention to it, increasing the level of unwanted and damaging activities.

Letters of support

The two proposals received numerous letters and comments of support from businesses, organizations and residents, as well as local government.

“Most of us who have visited these sites have unknowingly disturbed these areas,” wrote Cheryl Conway, an Astoria resident. “The most important part of the proposals may just be the education that will be provided to visitors so they know how to enjoy the areas without harming the complex and vulnerable ecological network that exists there.”

Others described troubling human and animal

interactions they had witnessed. One couple wrote about seeing a drone harass and chase a bald eagle. Others wrote about off-leash dogs being allowed to chase birds, people driving remote-control cars after a single gull. They’ve watched black oystercatcher nests fail, they wrote. The shorebirds already face significant challenges. Their global population remains small and they are particularly vulnerable to human disturbance.

“I spent a lot of time hauling trash away from the shore, and I spent far too much time watching people let their dogs chase wildlife, camp illegally, throw cigarette butts and beer cans on the beach, release balloons, kill intertidal creatures, and so on,” wrote Steve Grace, a Port Townsend, Washington, resident and author who once lived next to Chapman Point.

“I have always hoped that someday that magnificent

rocky shoreline would be preserved.”

But among the concerns voiced about the proposals was the question of how new rules and protections could ever be enforced, a dilemma the coalition also acknowledged. The Oregon Parks and Recreation Department already struggles to provide enforcement and the coronavirus pandemic has cut deep into funding.

The coalition hopes to draw on partner groups like Portland Audubon, the city-funded Haystack Rock Awareness Program in Cannon Beach, the Oregon Coast Visitors Association and others to find ways to fill staffing and funding gaps.

Their proposals face a potentially long vetting process and must pass muster with multiple state agencies. The state hopes to hold an initial public comment period on all of the submitted proposals beginning in March.

DoorDash: Food delivery business has ballooned

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Joshua Colby, who owns Tres Bro’s, said a representative from the company approached him about a week ago looking for regional accounts. He had already signed up with Slurpalcious, a locally based online ordering platform that began food deliveries Friday.

“We’ve decided that we’re going to support Slurpalcious at first and give them a good running start before we support the big guy,” Colby said.

Heidi Dlubac, co-owner of Good to Go, said she was approached about joining DoorDash. She said Good to Go’s smaller amount of products makes preparing for both walk-ins and deliveries difficult, but she too would like to support Slurpalcious first.

Portland couple Akshay Dua and Candy Yiu own Near the Pier Guesthouse in Astoria and the restaurant Malka in Portland. They started Slurpalcious over the summer to provide what they describe as a cheaper alternative to DoorDash for restaurants wanting delivery.

Slurpalcious has signed up around 10 eateries for its delivery service so far. Most are food carts. But the service has added some brick-and-mortar restaurants like Bridgewater Bistro, Nekst, the Riverwalk Restaurant and A-Town Coffee.

Slurpalcious charges a 10% commission on deliv-

eries to restaurants. Customers will pay another 7% of the order value, plus a \$2 fee and 70 cents per mile to drivers. Multiple customers can share the mileage fee if they batch orders within a certain time slot, and will reserve the first \$5 in tips for the driver.

Dua said Slurpalcious’s goal is to make the service fairly priced for both drivers and customers. “I think, compared to DoorDash, we’ll still be cheaper,” he said.

The couple plan to use Astoria as a proving ground, learning the food delivery business and spreading farther across the North Coast before launching in Portland and directly competing with larger companies like DoorDash, Grubhub and Uber Eats.

“I’m definitely worried, because also we are not proven players in the field,” Dua said. “So we just need to launch and see what happens.”

The food delivery business has ballooned amid restaurant restrictions caused by the coronavirus pandemic and changing consumer behavior.

DoorDash, launched by a group of college students in Palo Alto, California, in 2013, was listed on the stock market in December with an initial valuation of \$39 billion. Second Measure, a consumer analytics firm, said DoorDash accounted for more than half of all U.S. meal delivery transactions in December.

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