

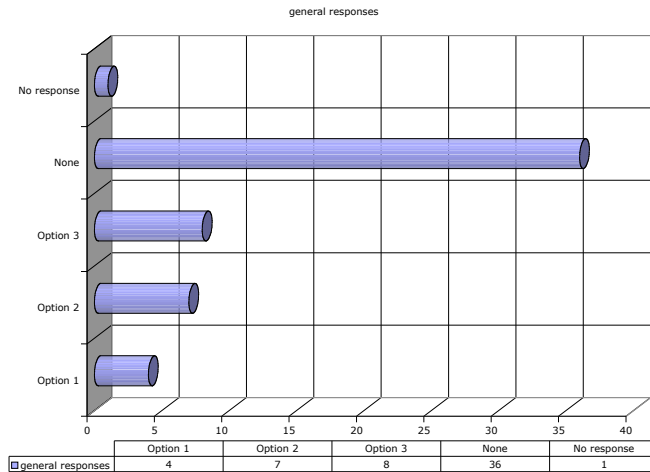


MEMO

Date: 25 January 2006/ REVISED 2 February 2006 Tel: 503.827.4155, Fax: 503.827.3641
 RE: TGM.QuickResponse_Cannon Beach Public Workshop 1 Evaluations Summary
 To: Marcy McInelly, Urbsworks, Inc; Rainmar Bartl, City of Cannon Beach
 Cc:
 From: Ben Nielsen, Urbsworks, Inc

Public Workshop 1 Evaluations Summary Alternative A: Sewage Lagoon Converted to Parking Lot

1. Which option do you prefer from Alternative A?



- None: The scale and scope of these options far exceeds the need for parking downtown Cannon Beach. Implementing any above options would create more congestion during peak season, create more safety concerns, and do not address serious safety concerns in tsunami sensitive community. Also options do not include necessary salmon habitat restoration. We don't need this project. Look at other options.
- None: I am concerned that we will generate congestion at Spruce and Second Street that will slow emergency response and increase visitor frustration. I prefer restoring the lagoon to wetlands and marketing Cannon Beach to the eco-tourist rather than parking for the shopping mall tourist.
- None: Parking as it exists at present along second street east of the Chamber of Commerce appears to adequately address needs during the peak season. Tour busses easily park and deliver their riders. Perhaps an expansion of 30 more passenger car spaces could be made if the residential recycling area/ shed was moved closer to the larger storage area to the east.
- None: Bottom line: I believe the former sewage lagoon should be restored to its natural state, i.e., wetlands.
- None: Too large an area to maintain in any configuration so far from downtown area since this would be a single use site. Security at night during the summer might be a problem. Suggest parking area across from Info Center (Chamber) be maximized with some RV and car parking at

- the north end of lagoon vs. a large parking lot. If a small option worked, then plans to expand could be discussed.
- ❑ None: I think the city needs, for once, to live up to their promise to keep the lagoon safe. This was made by the city when it wanted our vote to pay for the wastewater treatment facility. ... The City Council does not even pay attention to their own planning commission (in the annexation process) when more money is the only objective. And what about the 180 degree turn from your stated position that “the lagoons provide important wildlife habitat...they would be kept”!
 - ❑ None: Parking is a problem only two months out of the year. The sewage lagoon as wildlife habitat is active all year. We can find a more creative idea than a big parking lot.
 - ❑ None: Alt A and its options only serve us during the 3 month peak season. I don’t feel that we need more parking. I do feel that the sewage lagoon can be put to greater economic and environment use by returning it to wetlands, and by promoting off season tourism. Bird watching is a very popular pastime, and birdwatchers are the kind of people who spend money in our town.
 - ❑ None: All of these options are grossly oversized, and none of them upholds the city’s agreement with GO bond measure voters to keep the existing ponds. ... I do believe that some additional parking spaces could accompany restoration of a wetland pond. A more effective parking strategy that looks at traffic and congestion on a city-wide scale should also be undertaken. Let’s address this in joint work-sessions of the appointed city committees and commission(s).
 - ❑ None: Any project of this magnitude... is simply too large a scale for Cannon Beach. ...creates a de facto “overflow” lot which will be the last place used by the “hordes of summer.”
 - ❑ None: ... Restore and return as much as possible to fully functioning tidal influenced marsh. A large percentage of the Ecola Creek estuary has been diverted to human use. That part not diverted is degraded. [Concerns about salmonid use of estuary.] ...
 - ❑ None: Already congested pedestrian and vehicle traffic makes emergency responses to the general dangerous. Adding more cars and people to the area during peak summer days will aggravate an already bad situation.
 - ❑ None: Even at Option 3 the number of parking spaces creates on of the largest parking areas on the coast!
 - ❑ None: I don’t think we’ve exhausted other parking options that don’t require filling in a wetland.
 - ❑ None: I would prefer to see additional parking developed elsewhere and to provide enhanced shuttle services to our visitors. I think it will be less expensive than filling the lagoon.
 - ❑ None: ...Many people, residents and non-residents alike, use these lagoons for bird-watching, and they have been nominated for inclusion on the Oregon Coast Bird Trail! As they become more widely known, they will draw more and more people during the fall, winter and spring, just when our businesses need some help.
 - ❑ None: for the next public meeting I would like to see a proposal for a new location for a parking lot to serve Cannon Beach which does not involve paving over viable wetlands habitat. I would suggest looking into options which involve satellite parking with a shuttle into town.
 - ❑ None: It should be wetlands! But, if you must put something there: perhaps the creative challenge is to offer the city a twelve-month asset. ... Is it the home of and parking lot for a gathering place of some kind? Can it be habitat to birds that winter here? A wildlife classroom? When the parking lot is needed least, it poses the greatest contamination threat from runoff. Maybe there is a structure there—wildlife office. (Other ideas: wildlife rehab facility—a branch of the one near Olne “north Coast Wildlife”).
 - ❑ None: ...When the new elementary school is constructed at the Impact site, 150-200 parking spaces should be included.... Those parking spaces could be used during summer and weekends. The old elementary school grounds should be converted to an interpretive site and 150 (+/-) parking spaces should be included.
 - ❑ None: ...Yes, parking can be difficult but we always found spaces in one of the lots. On street parking should be strictly limited by time!
 - ❑ None: Increases the number of people during peak season—can’t serve the people that are here already. Not an environmentally friendly idea.

- ❑ None: Options 1-3 of Alt A would create the largest public parking lot on the North Oregon Coast. This costly parking lot would be used only as overflow during peak events, and would contribute to overcrowding and congestion. The feeder intersection to the lagoons cannot handle the congestion this lot would create. Contrary to most other towns, many businesses actually suffer when the number of visitors increase during peak days. Cannon Beach has a unique economy that thrives on quality experiences and products rather than increased quantity of visitors. Though many towns would benefit from a large parking lot, the economy of Cannon Beach would suffer from one.... I have many reasons to believe it would be to the detriment of our economy.
 - ❑ Option 3: No mobile toilets. Attention to handicap accessibility.
 - ❑ Option 3: Add least amount of parking to accommodate city needs. Incorporate views over the other three ponds. There is a lot of life out there. Don't seal off long views with Rvs. Move picnic area to edge of lagoon to take advantage of long views. Both sides of the lot are important. Build walkways along the ponds. ...
 - ❑ Option 3: ... Even as a proponent of parking, I would consider less as better. Option 1 only served to stir up the political fervor. I would be open to simple open space, usable in many ways. ... In addition, since I filled out your form... I would consider most of the sewage lagoon to become an open field, useful as seasonal overflow/large vehicle parking when needed and other times being available for sports park? Special events? Whatever? No paving except for a small percent used for limited accessibility. I will repeat my total dislike of returning any of it to wetland.
 - ❑ Options 2 and 3: Very similar. I'm not sure about the picnic area in the parking lot of option 3.
 - ❑ Options 2 and 3: only if sewage lagoon is only option for parking.
 - ❑ Option 2: This is, of course, if we phase out parking on Hemlock and that there are any funds to do so.
 - ❑ Option 2: I was interested in the stormwater recycling, picnic area, and expansion area. Birding platforms and boardwalks were excellent. I would prefer no restroom or a perm/placed restroom. Seasonal toilets have too many negatives associated with them. I am assuming the kiosk would have garbage disposal. I am concerned that people will throw trash into the wetlands. I love the sidewalks on Spruce—this is a major traffic flow issue now.
 - ❑ Option 2: First premise is = we need SOME additional parking. Local workers cannot find parking space when they go to work. Those who think we don't need parking either don't work or don't care about anyone else. Second premise: Hemlock Street needs improvement = I suggest blocking the street totally for July & August to cars—deliveries only during certain hours. Total pedestrian street for the 2 blocks. If we lose 50 spaces on Hemlock, I would add 150 additional = 200 minimum total?
 - ❑ Option 1: Maximizes new parking; takes advantage of new area created by filling sewage lagoon.
 - ❑ Option 1: Cannon Beach (Downtown) is way overdue for additional parking. The presidential streets south of 1st street are the overflow on busy weekends year-round not just summer. This is very frustrating for residents and property owners in these areas. The max parking idea may not be implemented entirely upon completion, but gives C.B. room for growth and the room for more parking in time will definitely be put to its potential during busy times.
 - ❑ Option 1: One subject you may want to consider is an environmentally friendly shuttle-transportation system from the parking lot. I've seen it work well in many theme parks, i.e., Epcot, Disney World, Cedar Point, etc.
 - ❑ Option 1: Cars are inevitable. Costs only rise if phased in later. We don't need 4 abandoned lagoons—will remaining 3 self sustain as ponds? I like greenery but what is a bioswale?
2. **Are there some elements or parts of one option that you like, even though that particular option may not be your favorite?**
- ❑ Only if the decommissioned lagoon is restored to wetland would the boardwalk across Little Pompey make sense, to tie the two together as viable habitat for wildlife, to expand the Don Thompson Wildlife Preserve. There is economic value in this natural capital to enhance visitation OFF SEASON.
 - ❑ Move the car queue as far from Spruce as possible. No RVs on Hemlock.

- ❑ Option 1: 1st Street boardwalk to wetland view deck and possible connection to Option 2 wetland trail. Option 2: Pedestrian wetland edgewalk, birding platform.
- ❑ In Option 3—constructing a boardwalk across Little Pompey Wetland to a restored wetland where a sewer lagoon currently exists. Such a nature/boardwalk would enhance our visitors' experience and promote education on wetland habitats easily accessible to a day trip to the beach. In Sept. 2004 publication from the Public Works Committee to promote passage of GO Bond for sewage system upgrade did state that the lagoons provide important wildlife habitat.
- ❑ Alt A/Option 3—Expanding the existing wetlands north to 2nd Street. Providing/developing ecological wetland viewing decks and walkways in the current wetlands and across a rehabilitated wetland at the decommissioned lagoon—the Don Thompson Wildlife Refuge. A lagoon birding platform erected in the wetland area.
- ❑ Wildlife refuge. Boardwalk through or around wetlands area. Additional RV parking.
- ❑ Option 1: The reconfigured restroom parking is necessary and well designed. Option 3: I like the picnic area-not the central location.
- ❑ In option 3, I thought that the restored wetlands was a step in the right direction.
- ❑ I like the concept of making the wetlands and one of the ponds more viewable and visitor-friendly. If we do this in the context of restoring wildlife habitat, and we market this downtown accessible habitat to nature-lovers (birdwatchers in particular), we can attract more people to Cannon Beach during the fall, winter, and spring (migration season).
- ❑ Removing RV parking from the town lot and the town will ease congestion and create more parking spaces.
- ❑ The park in option 3 should be expanded to be the primary goal of reclaiming the sewer lagoon. Restored wetlands [should] be expanded.
- ❑ I like sidewalks along the east side of Spruce and the south side of Second.
- ❑ ...I like the walk coming out at 1st Street instead of the middle of the block for safety reasons.... Permanent restroom area is necessary not temporary ones.
- ❑ Surely it would be better to have permanent bathrooms rather than temporary ones. Thus people can count on where they are. ...have all RVs park in the RV park across the highway and shuttle people over to mid-town and downtown Cannon Beach.... Most tourists want to relax and get away from the big city hustle and bustle.
- ❑ I like the elevated footpath through the wetland.
- ❑ Gain some spaces as shown in Option 1 by removing some landscaping in the existing small lot containing the public restrooms. Gain more spaces to the east of existing RV parking (between recycling center and RV parking). ... What about moving the recycling center to the RV Park? More parking could be placed in the recycling area.
- ❑ No. ... We have already reached the point of diminishing returns, in which businesses begin to lose business the more people are crowded into a given space.
- ❑ Option 2: great idea... open to change more green or more parking.
- ❑ Option 2 and 3: the drainage system that helps clean the water. ... I like the bridges across the EDGES (only) of the wetlands.
- ❑ Utilize the area presently used for RV parking for automobiles and restrict Rvs to the spaces at midtown, Tolvana Wayside, and new spaces at the RV park.
- ❑ Mobile toilets may be sufficient for seasonal use. More green in parking is desirable—somewhere between 1 and 2.
- ❑ In Option 3...I like the element of wetlands restoration. This element adds to the aesthetic value of Cannon Beach.... The most fiscally responsible option for the lagoon site is the Don Thompson Wildlife Preserve. This option would enhance the economic driver of Cannon Beach and be an extension of downtown, thus relieving pedestrian congestion and allow for continued circulation...via boardwalk/walkways. ...exceptional birding opportunities.
- ❑ None of the parts are what I would like to see Cannon Beach pursue.
- ❑ Bioswales. Green—trees, not just spruces.

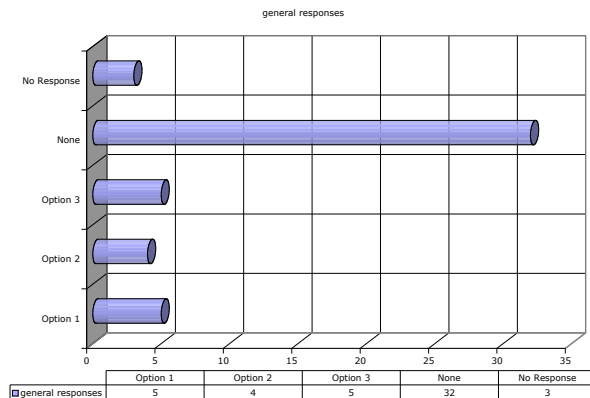
3. Are there some elements that you dislike?

- ❑ 1) Single purpose proposal—i.e., parking and access/boardwalk. 2) Totally unappealing = parking lots of this scope are ugly and can't be concealed. 3) No studies have been done/shared about future consequences of impact = re: flooding, congestion, safety concerns. 4) Ignores pledge to community that “lagoons with only minor modifications, would be kept and converted for use as sludge storage lagoons”—if G.O. bond approved.
- ❑ Paving. Parking serves only a 60 day time of the year. Improvements to the wetlands could attract spring and fall tourism extending the economic vitality without overcrowding.
- ❑ If a parking lot was developed, the same boardwalks would be used for littering in the wetlands—because visitors would not be concerned with understanding the wetlands.
...Promoting reduced parking on Hemlock Street puts pressure on parking on Spruce Street and other peripheral city center streets.
- ❑ ...The wetlands at the decommissioned treatment lagoon should be restored, named for Don Thompson, as a wildlife/birding refuge. The diverse birdlife seen in the lagoons would attract “serious birders” who would extend the tourist season beyond the 3 busy summer months. This would refute the need for more parking in the lagoon area during peak time. The decommissioned lagoon should be rezoned from “industrial” to “estuary”.
- ❑ Info Kiosk. Walkway through wetlands area. Vandalism problems. Removal of any parking spaces on Hemlock. Picnic area. Mobile toilets. Considerable thought needs to go into the maintenance component of these alternatives.
- ❑ I don't consider any part of Alt. A (except for note above) to be a viable idea. If the city wants to increase parking, a much better idea would be to move the recycling center and warehouse to the Elk Creek Public Works area. That would free up quite a large area with a minimum of expense.
- ❑ A large number of additional parking spaces in this area would dramatically increase congestion at the 2nd/Spruce intersection. It would also magnify problems in the event of an emergency (earthquake/tsunami).
- ❑ Spruce Street has 15 parking spaces in front of the tennis courts. Why change an existing traffic pattern that works? Parking close to shopping does enhance the pedestrian experience. Reducing the number of parking spaces to 5 or 6 for parallel parking would create the effect of cars driving around and around, looking for premium parking spaces.
- ❑ We do not need to increase our parking by this huge number. It is totally out of scale and character of our community. It will only make the congestion worse. The city of Cannon Beach has a natural limit. We need to respect that limit to preserve our vitality as a community....
- ❑ The whole “big city mall” approach.... Instead of solving a problem, such an approach will compound the problem. ...
- ❑ ... Bridges across Little Pompey. Largest parking lot in the county. “Big box” parking for “small box” retail.
- ❑ I feel all RV parking should be directed to the RV park and offer a shuttle service into town.
- ❑ Increased traffic at the intersection of Spruce and 2nd Streets could be a serious problem for both pedestrians and vehicles.
- ❑ ... I am also not in favor of any plan that directs pedestrian traffic out onto Spruce Street in the middle of the block (as do the walkways in Opt 2 & 3). ...
- ❑ Leaving any part of new area wetlands... Leave it greenspace so that it can at least be changed at some point in future if needed.
- ❑ ...We need to increase business in the off-season, not peak-season. Birders and other eco-tourists come year-round, as the Audubon Society of Oregon has found in researching other communities who have a lagoon/preserve like we could here: a win/win/win situation for residents, visitors, and wildlife.
- ❑ Don't put picnic in middle of parking lot = improve the city park.
- ❑ If the school is moved, can the parking lot go there? This would stop some traffic before it entered town and offer access to both beach and stores.
- ❑ A tsunami escape plan should be a part of your study....

- ❑ All options route pedestrians to areas of Spruce Street that do not have crosswalks...; the pedestrian walkways will preclude the normal passage of elk and deer through the area, forcing them to use the roadways, thus causing a hazard to drivers and pedestrians alike. On a personal note, the walkways also seem to intrude on an area that the city has stated that it would like to keep in a relatively natural state. The additional pedestrian activity will likely deter the very wildlife that the tourist would presumably be walking out to see.
- ❑ Boardwalks through wetlands=gabrage in wetlands/human impact. Paving lagoons-increased flooding and runoff into wetlands/streams.
- ❑ I dislike the idea of having one entrance and exit in a parking lot in downtown Cannon Beach. I want, if needed, a parking lot outside of town....

Alternative B | On-Street Parking

4. Which option do you prefer from Alternative B?



- ❑ None: This is overkill for a village the size of Cannon Beach. Would allow for excessive loitering and more congestion. Is this a residential community or just a mall? (special interests?)
- ❑ None: We are paying to remove parking? I object! ... I worry about impacting emergency vehicle access. If we create overcrowded conditions we may cause a delay in response time.
- ❑ None: Widening the sidewalks would encourage slower pedestrian traffic/congestion. There are no considerations for bicycle lanes on Hemlock Street—and bicyclists are not even allowed to be ridden on sidewalks under current laws. Removing parking spaces would bring more pressure on parking on Spruce Street and other streets....
- ❑ None: ...Cannon Beach is a small village with an intimate business area. The shops and buildings do not have the height (NOR SHOULD THEY) to make wider sidewalks aesthetically pleasing to the eye. Our current width sidewalks encourage usage of our community’s unique courtyards. Granted they get congested, but widening them does not guarantee less congestion.
- ❑ None: ...Call me cynical, but I think someone dreamed this up to reduce street parking and strengthen the case for converting the wetlands to a parking lot. ...
- ❑ None: Other than weekends in July and most of August the existing parking configuration on Hemlock meets the needs of citizens, visitors, and business. Making changes for just a few days a year doesn’t make sense. Removing poles on the east side of Hemlock will open up the sidewalks just like it did on the west side. This alternative should be explored before any of the other options.
- ❑ None: Leave alone—business owners and their employees should be encouraged to not park on Hemlock—e.g. Walk, ride shuttle, bike, park off Hemlock.
- ❑ None: I am uncomfortable with these options at this time, but would consider them further if we can do a better job of utilizing our existing parking in the 2nd Street area. In other words, we should first look at ways to better utilize our existing parking resources before we decrease the number of parking spaces on Hemlock. We should fully explore the consolidation of RVs into another area.
- ❑ None: ... I am in favor of looking into making Hemlock and Spruce one-way streets.

- None: ...crowded streets are a fact of life during the summer. The courtyard nature of CB benefits from the density as individuals stroll about town. ...
- None: ...I work and walk in the downtown all year long—it's only crowded in July & August and requires a little patience and sense of humor! I don't feel our sidewalks are unsafe at all. Any new developments in downtown should encourage (require?) courtyards to [??] numbers of people on Hemlock in the peak months.
- None: ...The city should require any new development downtown to have courtyards.
- None: ...I prefer the idea of timed, paid parking, a la downtown Portland, with improved shuttle service to “long-term” parking.
- None: ...widening the sidewalks would alter the village character of Cannon Beach. ... Wide sidewalks are out of scale with our one and two story buildings. ...
- None: One-way Hemlock. One-way Spruce. ...
- None: ...I would suggest to use street paint on Hemlock and Spruce for each parking space, and limit the time for 2 hours for each spot. This would influence the daylong beach-goers to seek other parking. ... We need to create more seasonal parking with a satellite lot and a shuttle service. The lot should not be in a wetlands habitat.
- None: We love our small town and so do our visitors. ... We do not need to strive to look like Portland, Eugene, or Astoria. They create wider sidewalks to attract pedestrian shopping and give their communities a friendlier feel similar to what CB already has.
- None: All on-street parking should be removed from Hemlock—provide short parking (15 min) and handicapped in existing street parking and municipal lot. Possibly close Hemlock to traffic and make pedestrian mall.
- None: It is important to consider the uniqueness of Cannon Beach when employing the standard assumptions of successful “mainstreets”. Unlike many other towns, people do not come to Cannon Beach to go downtown and shop. They come to go to the beach and experience the exceptional natural surroundings. Our postcards are not of “main st.” but rather Haystack Rock and Ecola State Park. Downtown shops and aesthetics are an added bonus, but they are not the draw, thus are not the economic driver. Enhancing natural capital is what is crucial to the economic engine of Cannon Beach. 11 foot sidewalks may benefit other towns, but Cannon Beach is small, that's part of its charm. Wider sidewalks will be disproportionate to our buildings and will make town look smooshed and squatty. Also, the stores in courtyards make up the majority of storefronts and would not benefit from widened sidewalks.
- None: See answer to question 1 above.
- None: Widening the sidewalks and then providing more parking doesn't make sense...you're just putting more people on the sidewalks and this is not what our town needs. There is a point of diminishing returns that is valid here. (I used to own a shop downtown and on the busiest, most crowded day—Sandcastle Day—we had our worst day of sales!) Also, address the tsunami threat and emergency evacuation.
- None: Close the road. Pedestrian/bike/electric shuttle only. One-way street Hemlock/Spruce.
- None: This is a difficult choice for many reasons: I am a strong advocate for a one-way loop which would change the dynamic totally; I am sick and tired of the “70s” planned overly manicured streetscape; I would prefer a European model, thus, I would lean toward Option 3 if we could alter American street thinking—such as lose the curb, declare it all pedestrian where autos enter at their own risk, have designated and enforced delivery and service times, have distinct bike lanes and parking. Since I am aware most of this is too radical, I feel a one-way loop would be a next best option—one lane, bike lane, added parking (gained by losing corner sight lines) two-side parking, planters for trees.
- None/Option 3: Emphasize “seasonal.” What about removable 4-foot boardwalks that are a nod to the history of Cannon Beach? This would allow for some flexibility year to year. They could be interlocking & removed by a forklift at the end of the season. [diagram]
- None/Option 3: ... would negatively impact the village character of downtown... Option 3, but only on anticipated high need weekends and holidays.

- Option 3 and/or None: If widening is strictly a safety issue, then people of Cannon Beach need to understand more about the safety issue. I am not aware of any safety problems that can be addressed by less parking and wider sidewalks. It seems it would just encourage more people walking and therefore more gridlock at corners. Widening sidewalks would fundamentally change the Cannon Beach look and feel from quaint to modern—not a change we welcome.
 - Option 3: From the point of view of someone who uses a walker...my experience when walking on Hemlock between 1st and 2nd Streets during the summer months is disastrous. My walker fights for space with baby strollers, dogs on leashes, and strolling pedestrians. Also, the suggestion of putting tables and chairs on the widened sidewalks defeats the whole purpose of the additional width. No change between 2nd and 3rd Streets—area not as congested.
 - Option 3: This option seems it takes a minimal cost to do and it allows for the seasonal change of this town. ...
 - Options 2 and 3: Sidewalks do need to be widened. Utilize former shuttle stops for parking but do leave a space (spaces) on each block for deliveries. If it were up to me and there was no service station on the 200 block of N. Hemlock, the two blocks of Hemlock downtown would be a pedestrian mall with only delivery traffic allowed at designated times.
 - Options 2 and 3: I support widening sidewalks to support present traffic. No need for additional spaces, only create new spaces for those that have been removed from Hemlock.
 - Option 2: It is without a doubt that if Cannon Beach is to continue to be a viable destination we must provide pedestrians sidewalk that make the experience a pleasant one.
 - Option 2: I also like the idea of #3. I think it would create a more positive experience to our visitors.
 - None/Option 2: The Option 2 was tried in one neighborhood in Reno. The additional landscaping was valuable, but the parking and driving is confusing and very unpopular.
 - Option 2: Restrict parking time on all streets so that all-day visitors are encouraged to park in lots.
 - Option 1: Seems the easiest to manage; however, Option 2 might add more curb appeal. I am less interested in the parking than the pedestrian flow.
 - Option 1: The sidewalks (as they are) are a disaster. Please widen them. I think you're right about the one-way streets. Don't take a chance on that—sounds dangerous for business.
 - Option 1: accessibility for handicapped.
 - Option 1: If you widen the street and park on one side, will you have benches on the street in various places and alternate parking [??] between 1st and 2nd?
5. **Are there some elements or parts of one option that you like, even though that particular option may not be your favorite?**
- No! Widening the sidewalks is not a priority in my opinion.
 - One of my concerns is the lack of places for people to sit or wait, particularly in conjunction with any ADA concerns.
 - NO! Cannon Beach should not be turned into some “cookie cutter” gotta-have-11-foot-sidewalks, type of town.
 - No. If we invest in undergrounding utility lines on all the commercial streets, even in Midtown, existing sidewalk areas will be effectively larger, and our aesthetics will improve.
 - Seasonal variation is a good idea, but we don't need all that parking on Hemlock even during the other 10 months. Most of the parking is taken by employees of the Hemlock Street businesses. They should park elsewhere.
 - Option 3: Maybe if restaurants would support this—but they need to be asked whether their kitchens can support more outdoor seating. Our weather is very unpredictable, even in summer. It would be a challenge to manage the range of available tables. [etc]... If businesses support this option, it seems flexible enough to adapt to ‘reality as it develops. Our problem is congestion, seasonally, not parking.
 - Leave some parking close to stores and post office.
 - Sidewalk widening is good. Less parking in town is good. Seasonal variation (Option 3) may be reasonable compromise.

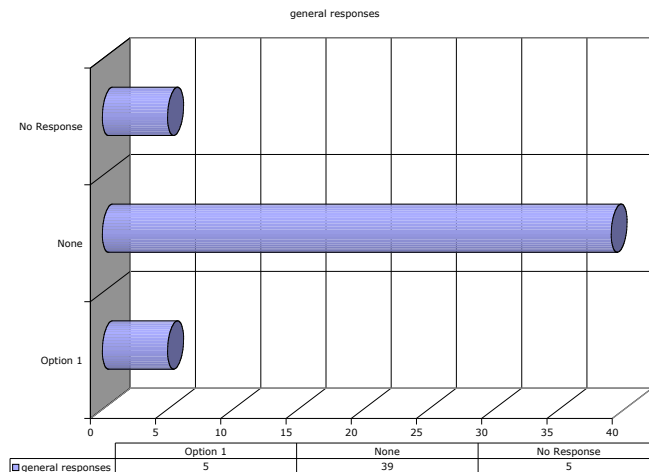
- I might be open to a mock up run of the seasonal sidewalk extension to see if it was advantageous during peak days. I do not, however, think it makes sense for Cannon Beach to invest in widening the pavement of sidewalks since it would be a costly investment for the people of Cannon Beach, but with no proven economic benefit. I think that 2-hour parking on downtown Hemlock should be considered as well as striping spaces to maximize current pavement parking.
- Removing parking on one side of the street reduces the number of places (on that side) that pedestrians can hide just before darting in front of traffic.
- Wider sidewalks would make for easier pedestrian travel—especially for doing errands rather than window shopping.

6. Are there some elements that you dislike?

- Widening sidewalks in Opt 3 to accommodate extension of seating plans for restaurants would not be allowable unless business restrictions were lifted. No outdoor merchandising/ no use of public property for overflow seating for restaurants.
- All of the elements in Alt B. Cannon Beach does not need any of the elements in this proposal.
- I do not know enough about parking management to know how Option 3 would work.
- Option 3 is a nightmare—what about the ban on outdoor merchandising?
- Widening the sidewalks would greatly change the ‘village ambiance’! We already have numerous courtyards to create buffers from traffic. Option 2 freaks me out! Many tourists are already distracted enough. This will create confusion!
- From a purely aesthetic standpoint, 11 foot wide sidewalks might look out-of-proportion with the smaller buildings of Cannon Beach.
- There seems a real potential for skewed economic benefits for business located on main street as opposed to those located in courtyards and side streets.
- Wide sidewalks during non-peak usage times will add to the feeling that this town is deserted, that nothing is happening here.
- Dislike Option 3. I don’t think the extra bumpouts you show are necessary [Opt 2].
- ...it seems counter productive to widen sidewalks and then fill them with tables and chairs...
- ...removing parking on opposite sides of alternate blocks would cause traffic to have to alter course at the intersections creating a hazard for inattentive drivers and would be an annoyance at best. ... I am also concerned about emergency vehicles being able to get through town expeditiously under these conditions. ...
- I don’t like the angles of the curb in Option 2. Keep things straight.
- What about handicap accessibility? ... Handicap parking is very difficult now.
- Encouraging to tie this issue (sidewalk widening) to adding more parking. With more parking, we will add more people, which will jam up the newly widened sidewalks.
- Insistence by shop owners that parking in front is necessary.
- I dislike the idea of removing parking from downtown because I think it could hurt business and also take away residents’ access to essential services such as post office, market, etc. ...public cost with no foreseen gain.... [D]islike option 2 because, much like the bottlenecks created from merging traffic lanes, the wavering sidewalks would increase pedestrian congestion at the sidewalk pinch points.
- I think the Option 3 would not be conducive to the atmosphere of Cannon Beach. The seasonal option is unrealistic in Cannon Beach.
- The sidewalk dining in Option 3 begs for pedestrian/vehicle conflict.

Alternative C | Municipal Lot

7. Which option do you prefer from Alternative C?



- None: This option begs the question: Is the city actively pursuing seeing a portion of this parking area at present or near future?? Why is this option part of this project? Is it the driving force? It would be prudent for the city to examine all the vacant retail spaces at present!
- None: Displacing parking for a building makes no sense to me.
- None: I am opposed to even discussing such an option when many shop spaces are at present vacant in the city center and midtown area.
- None: You gotta be kidding. Why do we need more development when so many commercial sites are vacant—look at Ecola Square.
- None: The city does not need to get into the business of renting retail space in their municipal lot. The location of a building in this lot is a bad idea. Parking in town is already a problem. Taking parking spots for uses already produced by private individuals (i.e., retail space) is not in the city’s best interest.
- None: This is just nuts!
- None: A new building? Who needs that? Retail space is available already. Let’s breathe life into what we have now.
- Option 1: I would be in favor of selling this to a private source if it tied into the proposed building plan for the south side of 1st Street giving it a concrete/established look. Also it would have to include sidewalks on Spruce Street.
- None: ...there is already an abundance of vacant retail spaces.
- None: This idea should have been vetted by more people than consultants and staff before being presented as part of this package.
- This is totally unnecessary and would remove most of the existing close-in parking that is so needed by both tourists and locals.
- None: What new building does option 1 envision? City building? What purpose? Private building?
- No! Destroying parking in order to have funds to construct more parking is stupid.
- None: ...Let’s keep the village concept and remain one of the top 10 vacation spots in the NW (or maybe in the USA?).
- None: Makes no sense to get rid of close in parking to pay for new parking in the lagoon area.
- None: We do not want to remove parking.
- None: No, no, no. Very upsetting idea. Did this idea come from MIKE CLARK? He already owns most of downtown CB and with his billions \$\$ he will out bid anyone else and own and control even more of CB. Bad bad idea. Don’t go there.
- None: ...Could one story be built over parking spaces and be earthquake-proof? This would create covered parking and think how popular that would be.

- None: ...Safe existing municipal lot for short and handicapped parking.
- This option is just silly and makes no sense to me. ...
- None: Rather than the city give up land—ask the business owners to pay some of the cost of adding more parking for their visitors.
- None: Let's not take away the little downtown parking we have for another candy shop. That parking is good “locals” parking, centrally located for post office and only market in town.
- Option 1: I think the above combination of options would be of maximum benefits and still be in keeping with our little city's style.
- Option 1: ...only if all funds received went to building additional parking as in Option 2.
- Option 1: If suitable replacement parking is available....
- Option 1?: This must be thought of only in association with added parking elsewhere. Given this, I am in agreement but would require discussion on location and determined use: i.e., the site suggested is possible for hotel or service but poor for retail, where the private lot on 3rd is good for retail. I suppose market would sort this out, but before folks will accept this, a use may need to be defined.

Other Questions

8. How would you or your business utilize additional sidewalk space and seasonal street space?

- I would not use additional sidewalk space.
- Businesses in Cannon Beach are presently discouraged from any merchandising outside their retail space. Restaurants are only allowed to provide outdoor seating on private property. Allowing one business to use public sidewalks would mean all business would have to have the same freedom. Present 7-foot sidewalks keep pedestrian traffic moving—side courtyards benefit from present conditions—mall-like groupings of shops also allow more leisurely socializing.
- No properties owned by Coaster Construction or Coaster Properties would benefit from additional sidewalks or season street space. Coaster Properties tenant would be harmed by any loss in Hemlock parking.
- No-no-no.
- Travel writers consistently rate Cannon Beach as one of the top 5 most beautiful beaches in the world, followed by the description of a quaint village. Expansive sidewalks will appear woefully uninhabited for 10 months of the year. Our town center is only 3 blocks long. Why squeeze our town's pedestrian traffic onto a main street where the street parallel to Hemlock, Spruce, has already experienced commercial growth and is poised for more growth in future.
- I am a permanent resident and not a downtown business owner, so I do not find many times when it is a problem. A little wider sidewalk would be nice; however, where will the street lights go?
- When I was an owner of Geppetto's sidewalks were ideal for shoppers to peer into store windows. The current size of sidewalks seems very adequate for current and summer traffic, especially if we are creative in using existing parking places and recommending all RVs to park in the RV park across the highway.
- I'd open a hot dog stand.
- I would have no use for wider sidewalks or seasonal street space. It would be totally wasted space 10 months of the year.
- Trees, benches.
- I would not use them. These changes would harm our 'village character' and I would not choose to go downtown as often. I currently do 90% of my shopping for food, gifts, etc, in downtown Cannon Beach and have done so gladly for the past 18 years I've lived here. ... I do not choose to have an 'urban' or 'suburban' character here. 11-foot wide (minimum) sidewalks do not fit with our 'village character.'
- Our business is on Spruce, but we would be happy to have some benches, etc, next to the sidewalks, etc.

- Wider sidewalks during tourist season would help those with walkers and strollers. During winter wider sidewalks could make the town feel even more empty. ...
- Haven't a clue.
- I avoid town in the summer.
- I would not benefit...
- ...The lack of stress to our visitors and accessibility to ample parking will be how our business is assisted by this plan.
- As your plans... show, my business would not directly face improved width and would most likely be ill affected being at a terminus. ...we do have a seasonal need for [sidewalk] expansion 30% of the time, but that sense of emptiness can be a very real factor. ... A small shop with no one in it is harder to enter than one already occupied—a wide aisle or hallway is more comfortable but less friendly.

9. Introduce yourself.

- [Many long time residents and quite a few business owners.]

10. How do you/your business currently view and utilize Hemlock Street?

- Drive to essential services, go to restaurants in evening.
- Use bicycle for quick trips downtown during the summer months. Walk during the off season.
- Busy. Many pedestrians. Wonderful!
- ...bustling and exciting in summer. Peaceful and comfortable all the rest of the year...an opportunity to run into friends and acquaintances....
- We're on Spruce, but we're all in this together. Parking is a problem.
- The congestion on Hemlock during peak periods hinder our business but the BAD PRESS stemming from the lack of parking hurts us more. CANNOT BEACH should not be the only future for Cannon Beach.
- In summer, I drive downtown before 10am or after 5pm to avoid crowds and find parking...
- Most comments suggest the street is used daily to get mail, go to the bank, etc. Many people are frustrated by tourist traffic and try to avoid using the street in the summer. Parking can be too difficult to find in the summer. Some use it to travel from north to south, or vice versa, through town.

11. How do you/your business currently view and utilize the sidewalks downtown?

- Walk downtown (off season) prefer to walk down Spruce in summer which is dangerous and lacking sidewalks
- At times congested, but this is a beach community. We should be able to slow down and take our time walking the sidewalks. ... People always find something to complain about.
- CB is a great place to walk. Hemlock Street, to me, is visually and emotionally rewarding, even on crowded days.
- The sidewalks are difficult to navigate and often blocked. Spruce Street between 1st and 2nd do not have sidewalks, making them dangerous.
- Busy in summer, full of vitality.
- I use a cane, walker, or wheelchair depending on health issues. Even in the summer, the majority of people are polite and don't run into me. I use all the sidewalks downtown and find them just fine.
- I walk on the sidewalks downtown, and I find them most agreeable.
- The pebbled walkways are very difficult for people who use a walker.
- Cannon Beach is the #1 main street and small town because it is quaint and small and different from the wide-sidewalked 'tourist' friendly layouts of more developed towns. ...
- They are dangerous and not an asset to Cannon Beach.
- Too many visitors with multiple dogs!

12. How important is storefront on-street parking to you or your business?

- Important—where is the consideration for the elderly...?
- Personally convenient for shopping.
- Critical!

- A lot of the parking in front of stores, etc, is taken up by the people who work there.
- Sure is nice to have when it's rainy in the winter.
- Somewhat. We have very little of it. Most of our customers are walkers.
- Not nearly as much as pedestrian traffic, very few people ever get the chance to park on Hemlock near a store that they intend to go in. Most visitors tour the whole town after finding parking and only require street parking if they need to load a purchase.

13. What are your thoughts regarding Little Pompey wetland and wildlife in Cannon Beach?

- Provide character and interface with the public in a way that is unique to Cannon Beach. ... protect the asset that could provide further educational and economic development for our community.
- Vital to the uniqueness of our town! Area has been nominated as a stop in the Oregon Coast Bird Trail. ... This is why more people want to live here.
- This is a special place, and we should seize this unique opportunity to restore it to its natural state.
- It is an unknown asset of Cannon Beach. That may be good. That may be bad. It's up to the community to make that decision.
- Listen to those Red-wing Blackbirds singing on the cattails and it can change your life.
- I would like to see this used as an educational resource.
- ... If the sewage lagoon were to become a birdwatchers destination, I would love it.
- The more of it the better.
- Love wetlands but need parking. It's way overdue. The problem of making wetlands.... Federal law means you can't take it back. You can't change your mind. Never.
- Little Pompey Wetland is a jewel....
- I don't know what "Little Pompey" is....
- It is a GREAT ASSET that should not be removed.
- Many people want to see the lagoon be restored into a fully functioning wetland.
- Some people want more access to the wetland along the east side of Spruce.
- Near unanimous support for wildlife and leaving Little Pompey and the wetlands alone, in general.
- Many people want to see the "Memorial Wetlands" proposal go through.
- Eco-tourism is BIG. Little Pompey is only part of the wetlands. The other lagoons are good birding areas. 20 of us went out Sunday. Birding is an off-season activity. ...
- They are the reason this town is so wonderful...and of course the beach too.
- ... Pompey as delineated is sacrosanct, untouchable. A glory that defines CB geographically as well as emotionally. It is sick and needs help, and it needs awareness, which the boardwalk could be a welcome feature.

14. Additional comments.

- Other communities have successfully drawn people to places with options for birdwatching, wildlife viewing, during migration
- At peak season, we have all the business we can handle. ...
- Please do not pave the lagoon!
- Nice job, look forward to the next round. It is always a pleasure to look at new ideas and see how you might apply them.
- Big box parking is overkill and in some ways incompatible with little box retail. ... We don't need to cram more cars into the downtown on peak days during the summer season.
- Please don't be discouraged by the "loudmouths" at the recent meeting #1. You've done a good job so far. Keep the options coming.
- From a political stand point a very GOOD argument will have to be made to show those who see additional parking in Cannon Beach as a detriment to them and only an asset to business. A parking scenario that shows how this additional parking will be an asset to the locals must be done. If these parking options presented here reduces parking in residential areas and adds parking for locals who come downtown it would be helpful. That it may ease the conflicts between local and visitor should be explored. It is the conclusion of opponents of adding parking, that if

you build it they will come. The reality is *they will come anyway* and if you don't plan for it you are unprepared and all will suffer, both resident and businessman.

- [I dislike] the whole thing! With one exception—widening sidewalks is ok—even if it means reducing parking overall. It is time to start putting some limits on growth—otherwise the “success of main street” will be damaged.