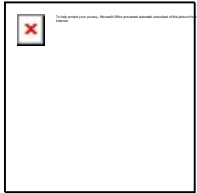


Jeffrey Adams

From: George Vetter <georgevetter@gmail.com>
Sent: Monday, February 14, 2022 11:10 AM
To: City Hall Group; Sam Steidel; Robin Risley; Nissa McCarthy; Brandon Ogilvie; Mike Benefield; Jeffrey Adams; Karen La Bonte; Greg Schwamberger; Jim Paino; Salomon Sibony; gene cope; Cannon Beach Gazette
Subject: Fwd: 3-Hour Limited Parking

How time flies! Five years ago June, I wrote the letter below. I ran across it recently and thought it appropriate to share it with you now, thinking the time may be right to consider this topic again. BTW Happy Valentine's Day ❤️

George Vetter
503-739-1415
[GeorgeVetterPhotography](#)



----- Forwarded message -----

From: George Vetter <george@cannon-beach.net>
Date: Sat, Jun 10, 2017 at 5:46 PM
Subject: 3-Hour Limited Parking
To: George Vetter <george@cannon-beach.net>

From: George Vetter - 40 year retail veteran and property owner in downtown Cannon Beach

There has been concern expressed and some mis-information about 3-hour timed parking between 9am and 6pm downtown on Hemlock Street, and on 1st, 2nd and 3rd Streets between Hemlock and Spruce. To put things in perspective, yesterday (Fri Jun 9), I spent the day walking, measuring and counting all the parking within a 5-minute walk of the corner of Morris's Fireside at Hemlock and 2nd. I counted space for 835 cars the size of my Dodge Grand Caravan. Additionally, there are 16 RV spaces, 10 2-hour Park-Use spaces, 17 10-minute spaces, and several loading zones. This does not include the Pig, the Church Lot, the Presidential Streets or Midtown. Of these 835 spaces (all within a 5 minute walk), 100 spaces would be affected by the 3-hour timed parking plan. Not affected would be 735 spaces on the streets, in the city lots, and in private lots (220 of which 20 are marked Reserved).

Someone said that Seaside had tried time-limit parking but it didn't work. I inquired of Al Harwood, Seaside Project Engineer for 27 years, who was not aware of this.

Someone said they heard there were going to be 93 signs put up. Not so. 20 total signs are planned to spread over both sides of 5 stretches of streets.

Some have suggested an alternative would be to mark the spaces so one car will not take the space of two. Yesterday I paced off my minivan - 7 paces. I also paced off a Smartcar - 3 paces. And an extended cab pickup - 8.5 paces. When you go marking spaces, you have to mark for the largest car you are going to allow. Except in an expanse where just two cars

would fit, the average number of cars using unmarked parking will exceed marked parking - because cars vary so much in size. That information was from research by former city planner Rainmar Bartl.

Hemlock Street downtown is the first street in town to fill with parking. Many of those cars are employees, some are beach goers - most often parked there for 8 hours or more. Most everything in town is open by 10am. At that hour there is ample parking. A space on Hemlock that is not taken for the day will turn over many times by people who don't need more than three hours to accomplish eating, shopping, etc. Those people are likely to visit various shops, eateries and services, not just the one next to the parking space. The people needing more than three hours have 735 possible options within a 5-minute walk. What this parking experiment is intended to accomplish is to create convenient parking for a much greater number of people - which should translate into more \$ in the cash registers of downtown businesses. Keep in mind, this plan has benefits even on days (especially rainy days) when the town is not so crowded. It does not solve the problem of more cars in town than parking spaces available. If after this experiment, it is felt that the benefits do not outweigh the costs, we can go back knowing that at least we tried.

The greater challenge for Cannon Beach businesses is filling parking on the 250 days or so when we have more parking than cars to fill it. Yesterday was Friday June 9th. About half of the available parking was empty. Today, Saturday June 10th, parking is far from full.

George Vetter

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