

# Parking: The idea of paid parking in Seaside is not new

Continued from Page A1

Enforcement, conducted by Seaside Park 'n' Pay, would be 8 a.m. to 9 p.m.

"I thought this might be something that might help the town," Israel said. "We wouldn't even have had this conversation 15 years ago, because the technology really didn't exist and we'd be looking at putting in meters, and that wouldn't be very cost effective."

Benefits, Israel said, include an easy payment method, an ability to refill the meter remotely and alerts when a session is about to end. Users would download the app, create an account, park anywhere there is a Park 'n' Pay sign and pay for parking sessions by phone.

Management would receive a fee of 20%. Seaside Park 'n' Pay would donate up to 5%

of that income back to the community for improvements. Israel said he estimated annual gross revenue of \$853,000 and net revenue to Seaside of more than \$600,000.

Seaside Park 'n' Pay would do staffing, enforcement, signage, user interaction and other management tasks, he said.

Israel would test the concept in a 26-week pilot program from May to October.

The idea of paid parking in Seaside is not new.

"According to my research, the city center parking lot was an idea proposed and pursued by the merchants in the late '80s, early '90s because they needed more parking to provide customer convenience hoping to result in increased business in the downtown core," City Councilor Tita Montero said. "Since that

time, merchants have repeatedly indicated the need for increased parking in the downtown core."

In 2002, the City Council opted to use a shuttle service through the Sunset Empire Transportation District rather than institute paid parking downtown.

When the convention center discussed its \$15 million expansion plan in 2015, a parking structure was among the items proposed, at an additional cost of \$6 million. The lot would have cost the city \$200,000 for 30 years. The expansion, completed in 2019, did not include the parking structure component.

Before Israel's presentation, Montero sought a City Council discussion on whether such an initiative should be considered.

"If the decision were to turn the lot into paid

parking, the city would then consider whether to self-manage or put out an RFP (request for proposal) for management," Montero said. "It is inappropriate for the council to now listen to a sales pitch business proposal that infers that such a decision has been made or that such action is being considered."

She asked that the item be removed from the agenda until the council followed "appropriate and due process that determines whether such a proposal is in order."

While Montero's suggestion to table the presentation was unsuccessful, city councilors reserved comment on the paid parking plan.

"At this point we have your presentation and proposal," Mayor Jay Barber told Israel. "We'll make sure we bring that to our goals group when we meet."

# Reserve: City Council will decide how protection will be addressed

Continued from Page A1

then watched and waited over the Labor Day weekend, wondering if the winds would drive fire toward the Coast Range.

Two fires that burned near Arch Cape in 2018 generated the same kinds of concerns Cannon Beach leaders face now. Those fires had a human root, sparked by timber slash fires, and were fanned by east winds. The fires — how fast they moved, how fiercely they burned — unnerved many in emergency response roles.

And last year's fires carry a warning for the North Coast. Farther south, in Lincoln County, the Echo Mountain fire affected some 2,500 acres, a tiny amount compared to what was burning elsewhere.

Still, it's a fire that stands out, and one other coastal communities should consider as they think about wildfire risk and the steps they can take to mitigate that risk, said Aaron Groth, an Astoria-based regional fire specialist with Oregon State University's forestry and natural resources extension fire program.

New to the job, he plans to begin reaching out to both small and large timber owners and managers to better understand some of the gaps that exist on the coast when it comes to fire protection.

"I think that (the Echo Mountain fire) is something that should be on people's minds," he said. "It's something that had great impact on Lincoln County."

The Ecola Creek Forest Reserve is bounded on three sides by commercial timberland owned by Greenwood Resources. A network of roads maintained by the timber company provides access across this land to the reserve. Greenwood requires any recreational users on its timberland to register for a free pass to get beyond entrance gates. Access to the city lands is not monitored in this way.

The rest of the reserve faces U.S. Highway 101 and the city.

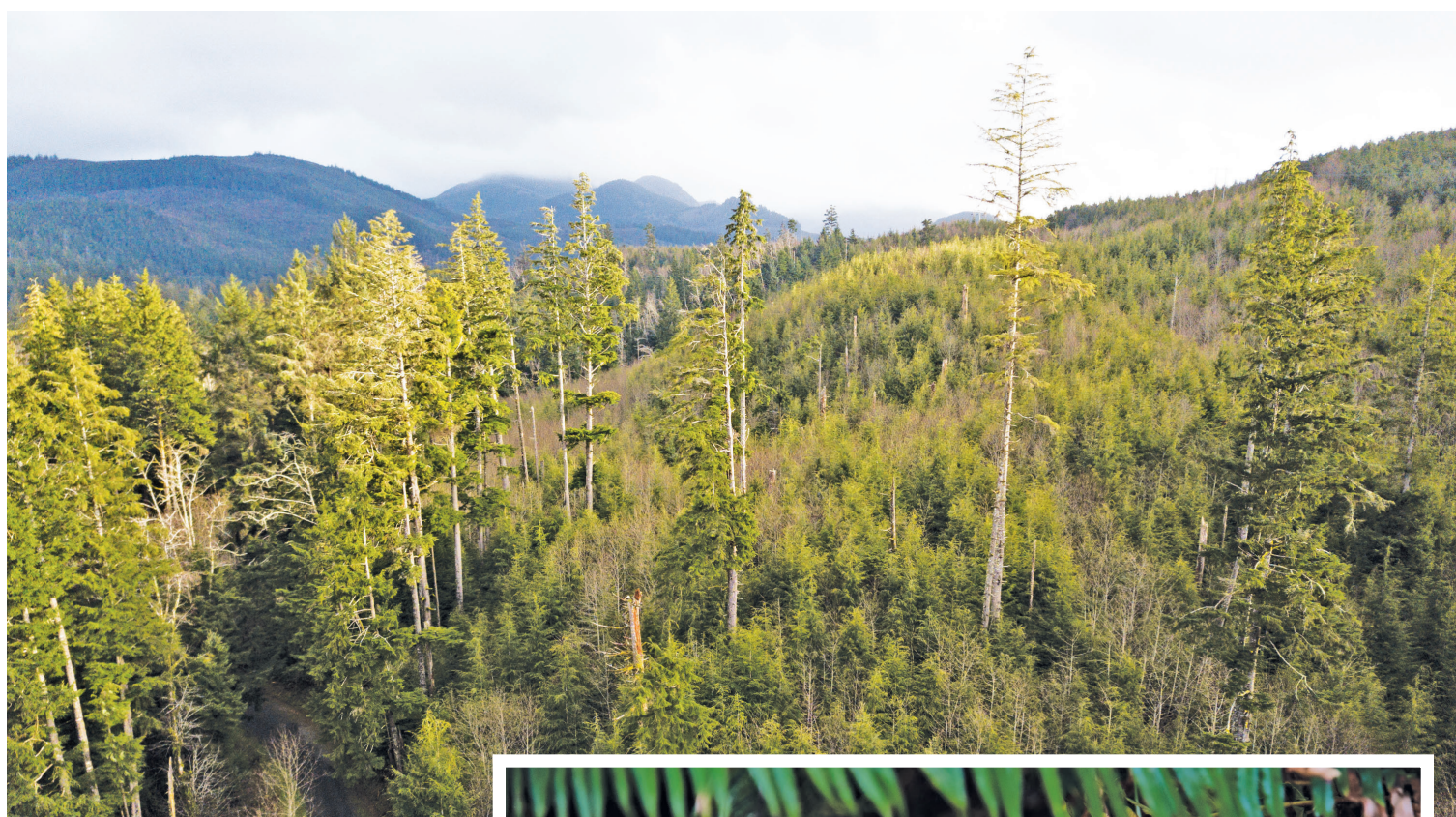
Mark Morgans, of Greenwood Resources, is in the early stages of discussing a possible memorandum of understanding between the timber company and the city. The agreement could formalize things the two entities already collaborate on, such as closing down public access to the forest during wildfire scares.

Morgans noted that Cannon Beach has already planned extensively for other natural disasters, such as earthquakes and tsunamis, and hopes they will plan for wildfires, too.

"As a neighbor, I do want to encourage them so that our forest doesn't burn up if they haven't developed a response to theirs," he said.

## 'Secret forest'

Fire danger and a wildfire strategy were not emphasized in the original management



Photos by Hailey Hoffman/The Astorian  
**TOP: The Ecola Creek Forest Reserve east of Cannon Beach. RIGHT: Clovers and tiny ferns grow amid the big ferns.**

plan for the Ecola Creek Forest Reserve. Now, this potential danger has been included in the recent update, though city staff wish to go one step further and open up the possibility of future access improvements.

The purchase of the land, a process that spanned years and involved complicated acquisitions and land swaps, did not have unanimous support in the community. A bond to help the city acquire the 800-acre state-owned tract that now forms the bulk of the reserve passed by a mere 12 votes in 2009.

The reserve has since become an important part of the community — it's a "secret forest," City Councilor Nancy McCarthy said. In it grow cedar trees estimated at 500 years and older, and the creek and streams provide key habitat for salmon. Importantly for residents, the reserve also helps shelter the city's primary source of drinking water.

Given the public involvement and support in creating the reserve and the need to protect both the forest and municipal water supply while also giving people a place to wander, the city must maintain a tricky balance.

Hudson plans to conduct more meetings with parks committee members and other stakeholders and fire experts. The management plan and the question of road improvements will come in front of the City Council



again in March.

Ultimately, the City Council will decide on how protection of the reserve will be addressed.

But it will be hard to serve both sides, City Manager Bruce St. Denis cautioned city councilors in early February. In fact, he said, "I don't see a way to resolve it by meeting in the middle."

He said it comes down to different ideas of protection: Is it limited access to the public or is it the ability to bring emergency vehicles into the reserve?

McCarthy and others don't want to see new major roads built in the reserve. City Councilor Robin Risley, a former parks com-

mittee member who has been involved with planning around the reserve, continues to have concerns about what improved access might mean for the city's other goals tied to the reserve's protection.

But, McCarthy said, "I do think we need fire protection up there and we need access to it."

Wildfire has been on her mind more and more since she moved to a house that is close to both the reserve and the fire station. She hears the clang of the engine sirens and she sits in her backyard and sees the forest rise up in front of her. Sometimes, in the summer, she sits and wonders, "When's the fire coming?"

## COLUMBIA RIVER MARITIME MUSEUM

3D Theater • Lightship Tour • Gift Store

OPEN DAILY 9:30 TO 5:00 • 1792 Marine Drive, Astoria, OR  
 503.325.2323 • www.cmmm.org

NEW EXHIBIT



THE TWIN PALACES OF THE PACIFIC

## Coastal Living

Proudly serving the Oregon North Coast from Tillamook to the WA. Peninsula

**Lucky DUCT** LLC

COMMERCIAL & RESIDENTIAL DUCT CLEANING SERVICES

Se habla español

Renae Lalyn Nelson  
 Owner  
 Cell: 503.717.2231  
 renae@luckyductllc.com

P.O. Box 979  
 Seaside, OR 97138  
 www.luckyductllc.com  
 CCB# 206236

**Golden Whale Jewelry**

Gemstones • Silver  
 Gold • Navaho • Earrings  
 14kt Gold & Sterling Charms  
 Quality jewelry in gold and sterling  
 silver by nationally known artists

194 N. Hemlock  
 Cannon Beach  
 (503)436-1166  
 (800)548-3918

IF YOU ARE LOOKING FOR SOMETHING UNIQUE, VISIT THE GOLDEN WHALE

**IRISH Cream mocha**

MARCH SPECIAL  
 Mention this ad for  
**\$1 off our Irish Cream Mocha!**

ENJOY IT HOT, ICED OR BLENDED

the HUMAN BEAN

Off Hwy 101, next to Costco  
 Valid until 3/31/21

**NORTHWEST WILD PRODUCTS**

1335 Marine Dr., Astoria  
 Northwestwildproducts@gmail.com  
 We ship overnight.  
 11-7 sunday-mon-tues-thursday closed wed  
 11-5 friday-saturday  
 Bar stays open till 9  
 northwestwildproducts.com

**PIE GIRL GUY**

Golden, butter crust, gourmet, dessert pies.

Now, take a moment to compose yourself, and then...  
**HURRY IN!**

140 S Hemlock St., Suite 3, Cannon Beach  
 503.436-4182 • piegirl.biz

**COFFEE GIRL**

Come Join Us!  
 One of the most unique Cafes in the world. Located on the Columbia River in the West's oldest cannery building: the historic Hanborn Cannery at the end of Pier 39

Friendly services • High quality espresso  
 Sumptuous fresh pastries  
 Unique breakfasts and lunches

Monday - Friday 7 AM TO 4 PM  
 Saturday & Sunday 8 AM TO 4 PM

100 39th Street #2, Astoria, Oregon  
 503.325.6900 • THECOFFEEGIRL.COM