



AGENDA

TRAFFIC SAFETY ADVISORY COMMITTEE

October 22, 2019

6:30 p.m. *

*(*APC meeting to immediately follow)*

2nd Floor Council Chambers

1095 Duane St • Astoria OR 97103

1. CALL TO ORDER
2. ROLL CALL
3. MINUTES
 - a) Review of draft minutes from the July 23, 2019 TSAC meeting
4. PROJECT UPDATES
5. NEW BUSINESS
6. REPORT OF OFFICERS
7. PUBLIC COMMENTS
8. STAFF/STATUS REPORTS
 - a) Save the Date:
 - i. Tuesday, January 28, 2020 @ 6:30pm – next TSAC meeting
9. ADJOURNMENT

**THIS MEETING IS ACCESSIBLE TO THE DISABLED. AN
INTERPRETER FOR THE HEARING IMPAIRED MAY BE REQUESTED
UNDER THE TERMS OF ORS 192.630 BY CONTACTING
COMMUNITY DEVELOPMENT DEPARTMENT, 503-338-5183.**

ASTORIA TRAFFIC SAFETY ADVISORY COMMITTEE
Astoria City Hall
July 23, 2019

CALL TO ORDER:

President Fitzpatrick called the meeting to order at 6:30 pm.

ROLL CALL:

Commissioners Present: President Sean Fitzpatrick, Vice President Daryl Moore, Jennifer Cameron-Lattek, Patrick Corcoran, Cindy Price, Chris Womack, and Brookley Henri.

Staff Present: Contract Planner Rosemary Johnson, Police Sergeant Brian Aydt and City Engineer Cindy Moore. The meeting is recorded and will be transcribed by ABC Transcription Services, Inc.

APPROVAL OF MINUTES:

Commissioner Price moved that the Traffic Safety Committee approve the minutes of May 28, 2019 as presented, seconded by Commissioner Womack. Motion passed unanimously.

PROJECT UPDATES:

No project updates.

NEW BUSINESS:

No new business.

REPORTS OF OFFICERS/COMMISSIONERS:

No reports.

PUBLIC COMMENT:

No public comments.

STAFF STATUS REPORTS:

Save the Date

Tuesday, October 22, 2019 at 6:30 pm – next TSAC meeting

ADJOURNMENT:

There being no further business, the meeting was adjourned to convene the Planning Commission meeting at 6:34 pm.

ATTEST:

APPROVED:

Secretary

City Manager



AGENDA

ASTORIA PLANNING COMMISSION

October 22, 2019

6:30 p.m.*

*(*immediately following the TSAC meeting)*

2nd Floor Council Chambers

1095 Duane Street • Astoria OR 97103

1. CALL TO ORDER
2. ROLL CALL
3. MINUTES
 - a) August 27, 2019
 - b) September 24, 2019
4. PUBLIC HEARINGS
 - a) Amendment Request (A18-01) by Community Development Director to amend Development Code sections concerning the Urban Core Overlay Zone (UCO) of the Riverfront Overlay Area requirements. The amendment would add an Overlay Zone for the Urban Core area, generally from 2nd to 16th Streets, pierhead line to Commercial Street; includes separate codes for over-water areas and on-land areas concerning allowable uses, standards for location, height, building mass and scale, gross floor area, design review standards and guidelines, public access, lighting, signs, landscaping. The request would also rezone approximate 1.5 acres from C-2 (Tourist-Oriented Commercial) to C-3 (General Commercial); 0.64 acres from C-3 (General Commercial) to C-4 (Central Commercial); 1.17 acres from S-2A (Tourist-Oriented Shoreland) to C-3 (General Commercial); 0.02 acres S-2A (Tourist-Oriented Shoreland) to MH (Maritime Heritage); 11.11 acres from S-2A (Tourist-Oriented Shoreland) to C-4 (Central Commercial) Zones.
5. REPORT OF OFFICERS
6. STAFF/STATUS REPORTS
 - a) Save the Date:
 - i. Tuesday, November 26, 2019 @ 6:30 p.m.
7. PUBLIC COMMENT (Non-Agenda Items)
8. ADJOURNMENT

ASTORIA PLANNING COMMISSION MEETING

Astoria City Hall
August 27, 2019

CALL TO ORDER:

President Fitzpatrick called the meeting to order at 6:30 pm.

ROLL CALL:

Commissioners Present: President Sean Fitzpatrick, Vice President Daryl Moore, Patrick Corcoran, Cindy Price, Chris Womack, and Brookley Henri (via telephone).

Commissioners Excused: Jennifer Cameron-Lattek.

Staff Present: City Manager Brett Estes, City Planner Barbara Fryer, Contract Planner Rosemary Johnson, Contract Planner Mike Morgan, and Contract Planner Robin Scholetsky (via telephone). The meeting is recorded and will be transcribed by ABC Transcription Services, Inc.

APPROVAL OF MINUTES:

Item 3(a): July 23, 2019

Commissioners noted the following corrections:

- Page 1, 3rd paragraph under Item 4(a), 3rd sentence – “She preferred **over water** development be limited to bank height unless the use is water dependent throughout the entire BVO.”
- Page 3, 2nd paragraph below bullets, last sentence – “She asked Mr. Emmons if his presentation considered the integrity of the Astoria Riverwalk and waterfront, or if the presentation was specific to the Bridge Vista Overlay, and what was he particularly suggesting for the **Bride Bridge Vista**.”
- Page 3, 3rd paragraph below bullets, 2nd sentence – “Anytime the City ~~things~~ **thinks** about a portion of the waterfront, the City should also think about how that will work for the totality.”
- Page 3, 4th paragraph below bullets, 2nd sentence – “With a 30,000 square foot maximum, a building would need to be half as long or half **one and a half times** as wide as the McMenamin’s in Kalama, which was three floors.”
- Page 4, last paragraph, 11th sentence – “He urged the Commissioners to stand in front of the red building and the vacant lot and look to the south, where they will see the back end of Motel 6, Tsunami **Suomi** Hall, and a couple of other halls.”
- Page 5, 2nd paragraph, 1st sentence – “Martin Beau **Bue**, 1368 South Main, Warrenton, said he was a native Astorian.”
- Page 5, 4th paragraph – “Mr. Beau **Bue** said the Commissioners could call him anytime at 325-4021 and leave a message if he did not answer.”
- Page 5, 5th paragraph – “~~Bill Grillo~~ **Phil Grillo**, Astoria Warehouse, stated that from a land use planner perspective, the idea of public space is important.”
- Page 6, last paragraph, 7th sentence – “The majority of the Astoria Warehouse buildings are between 28 and 25 **35** feet tall, and they are the largest obstructions of the river from Marine Drive.”
- Page 7, 9th paragraph, 3rd sentence – “On land, rather than 288 **28** feet with no massing, the height could be increased to 35 feet without any variances allowed.”

Vice President Moore moved that the Astoria Planning Commission approve the minutes of the July 23, 2019 meeting as corrected; seconded by Commissioner Corcoran. Motion passed unanimously.

Item 3(b): August 6, 2019

Commissioner Corcoran noted the 7th paragraph on Page 2 and explained he was referring to the locomotive restoration site. He asked that the rambling paragraph, “~~Commissioner Corcoran said he wanted to know what the Columbia would look like when the train intersection project was complete. He assumed the train intersection project informed the Master Plan currently being recommended.~~” be stricken from the record.

Commissioner Price moved that the Astoria Planning Commission approve the minutes of the August 6, 2019 meeting as amended; seconded by Vice President Moore. Motion passed unanimously.

PUBLIC HEARINGS:

President Fitzpatrick explained the procedures governing the conduct of public hearings to the audience and advised that handouts of the substantive review criteria were available from Staff.

ITEM 4(a):

MR19-04 Miscellaneous Review (MR19-04) by Lum's Auto Center to paint a mural on the south elevation of an existing commercial building at 609 Bond Street in the C-3 (General Commercial) Zone.

President Fitzpatrick asked if anyone objected to the jurisdiction of the Planning Commission to hear this matter at this time. There were no objections. He asked if any member of the Planning Commission had any conflicts of interest or ex parte contacts to declare. There were none. President Fitzpatrick asked Staff to present the Staff report.

Planner Morgan reviewed the written Staff report via PowerPoint. Staff recommended approval of the request.

President Fitzpatrick opened the public hearing and called for a presentation by the Applicant. There was none. He called for any testimony in favor of, impartial to, or opposed to the application. Hearing none, he closed the public hearing and called for Commission discussion and deliberation.

Vice President Moore stated he believed Astoria needed more art and he was in favor of the request. Commissioner Corcoran agreed.

Commissioner Price asked why the request was only now being reviewed by the Planning Commission, noting the artwork was completed in January. She also wanted to know if the Applicant would be fined.

City Manager Estes explained that Staff learned about the mural from the *Daily Astorian*. When Staff became aware of the mural, they contacted Lum's and Astoria High School representatives. The Applicants were not aware of the City's requirements. After the fact permits are more commonly reviewed by the Historic Landmarks Commission. In this case, no fine was charged.

Commissioner Corcoran said this situation was an opportunity to encourage public art with the understanding that there is a process for doing it.

Commissioner Price moved that the Astoria Planning Commission adopt the Findings and Conclusions contained in the Staff report and approve Miscellaneous Review MR19-04 by Lum's Auto Center; seconded by Commissioner Wornack. Motion passed unanimously.

President Fitzpatrick read the rules of appeal into the record.

ITEM 4(b):

V19-10 Sign Variance Request (V19-10) by Rickenbach Construction on behalf of the Columbia River Maritime Museum to install signage at 2060 Marine Drive in the HR (Hospitality/Recreation), GOZ (Gateway Overlay), and CGO (Civic Greenway Overlay) Zones. The request will add one sign at 89 square feet to the existing 587 square feet for a total of 676 square feet of signage (as approved by Variance V18-08) for the Museum campus.

President Fitzpatrick asked if anyone objected to the jurisdiction of the Planning Commission to hear this matter at this time. There were no objections. He asked if any member of the Planning Commission had any conflicts of interest or ex parte contacts to declare.

Commissioner Henri declared that she was a member of the design team on this project. She recused herself from the hearing.

President Fitzpatrick declared that he had been a member of the Maritime Museum for quite a while. He had walked past the sign several times without noticing it was a sign because of the way it was turned. He did not believe he had a conflict of interest and could be impartial.

Commissioner Price declared she was a member of the Maritime Museum but believed she could be impartial.

Commissioner Corcoran declared he was an ensign at the Maritime Museum but believed he could be impartial.

President Fitzpatrick asked Staff to present the Staff report.

Planner Scholetzky reviewed the written Staff report via PowerPoint. She noted a typographical error on Page 3, which would be corrected in the final version of the Staff report. No correspondence had been received and Staff recommended approval of the request.

Vice President Moore asked how the sign would be lit.

Planner Scholetzky stated the lighting plan was submitted as part of the application. The agenda packet included additional details about the lighting plan.

President Fitzpatrick opened the public hearing and called for a presentation by the Applicant.

Michelle Dieffenbach, Rickenbach Construction, 37734 Eagle Lane, Astoria, said she was excited about repositioning the sign, which would be beautiful at the gateway to the community. The sign would welcome everyone and emphasize the Columbia River. She noted the site plan shows lights in front.

Vice President Moore asked Ms. Dieffenbach to explain the orientation of the lights, how they would be installed and in what direction they would be pointed.

Ms. Dieffenbach confirmed that she would be using the lights specified in the agenda packet. At the time the site plan drawing was done, she was not yet sure which lights would be used. Two or three LED sign lights will be mounted on a piece of concrete set flush with the ground. The lights will shine up towards the sign. All of the light will be contained on the sign and will not illuminate the sky.

Sam Johnson, 3774 Grand Avenue, Astoria, stated the documentation indicated the sign would be carved. However, the letters are stainless steel cast that were applied to the wall. The script is consistent with the rest of the sign.

President Fitzpatrick called for any testimony in favor of, impartial to, or opposed to the application. Hearing none, he called for closing comments of Staff. There were none. He closed the public hearing and called for Commission discussion and deliberation.

Vice President Moore stated the types of lighting encouraged in the Gateway Overlay are light fixtures that direct light downward. He was concerned that if the lighting was pointing upward, it would conflict with the encouraged type of lighting.

Commissioner Corcoran said he appreciated that intention and thought was put into preventing light pollution. He preferred that minimal light shine up into the sky no matter where the lights are mounted.

Commissioner Price agreed. She added that bright blue LED light is not currently found anywhere else on the museum campus and would expect the same on this historic sign. Lighting should be as little as needed and as soft as possible.

Commissioner Womack noted that upward lights were on the sign when it was previously in use and he did not recall any light pollution being an issue. He assumed that lower lumen LEDs with the correct color had been considered and he believed this would be a good installation.

Planner Johnson suggested adding a condition of approval stating that minimal lighting shall be used and shall be of a soft nature.

Commissioners Price and Corcoran agreed that language seemed appropriate.

Vice President Moore explained that the general provisions of the Gateway Overlay state, "light fixtures that direct light downward and eliminate glare are encouraged." However, the section on discouraged lighting does not include anything that would strongly apply to this proposal. He preferred to reduce light glare in town but was fine with the application as is.

Commissioner Price moved that the Astoria Planning Commission adopt the Findings and Conclusions contained in the Staff report and approve Sign Variance Request V19-10 by Rickenbach Construction, with the following addition:

- Condition of Approval 5 – Minimal lighting of a soft nature shall be used.

Seconded by Vice President Moore. Motion passed unanimously.

President Fitzpatrick read the rules of appeal into the record.

ITEM 4(c):

A19-05

Continued from August 6, 2019 Amendment Request (A19-05) by Community Development Director to amend the Astoria Comprehensive Plan to adopt Uniontown Reborn Master Plan (URMP), addendum to 2004 Astoria Transportation System Plan (TSP); amend Uniontown Area and Policies; amend Astoria Development Code with implementing ordinances for the Uniontown Area; and amend zoning map to designate Uniontown Overlay Zone. The area is generally from Smith Point to Columbia Avenue on the north and south sides of West Marine Drive.

Planner Morgan noted the findings had been reviewed at the August 6th meeting. Since then, three comments from the members of the public had been received and were included in the agenda packet. Planner Johnson presented via Power Point the changes made to the written Staff report since the August 6th meeting. Staff recommended approval of the request.

President Fitzpatrick confirmed with Staff that the historic boarding house building, currently occupied by Helping Hands, was about 35 or 40 feet tall. He asked how that height was measured.

Planner Johnson explained that height is measured from the lowest elevation five feet from the building. If there is more than a ten-foot difference from West Marine Drive to the low parking lot, the measurement would begin ten feet off of the elevation.

President Fitzpatrick said an additional floor could be seen on the back of the building, so the building was about 45 to 50 feet from the rear.

President Fitzpatrick called for any testimony in favor of the application.

Michael Duncan, Oregon Department of Transportation (ODOT), 350 W. Marine Drive, Astoria, said ODOT formally endorsed the proposal. The State has helped fund the plan and has been very supportive of the planning process all along. The Commission had asked for something in writing, so ODOT has provided a letter of endorsement. However, the letter included boilerplate language, so he offered to provide clarification. ODOT provided copies of the letter to their area manager, district manager, planning manager, and traffic manager, who all supported the statements made in the letter. By endorsing the plan, ODOT is not making any financial commitments because funding has not yet been identified. Statewide Transportation Improvement Project (STIP) funding operates in three-year cycles and one cycle just began. He believed it would be about six years before funding was identified, with design and construction being about eight to 12 years from now.

Commissioner Price asked if changes could be made to the plan in the meantime.

Mr. Duncan said absolutely, long range plans are intended to be iterative processes. This plan documents the best that can be put forward at this time, given the constraints and opportunities that have been identified.

Diana Kirk, 453 W Marine Drive, Astoria, said all the questions she had since the beginning and all of her requests had been addressed in the changes made since the last meeting. Parking was one of the biggest issues, primarily the eight parking spots on the south side of West Marine Drive. No parking would be eliminated. She appreciated that all of her fears had been taken care of.

President Fitzpatrick impartial or opposed to the application. Hearing none, he called for rebuttal testimony and closing comments of Staff.

Planner Morgan thanked everyone who participated noting that the planning process went well. He hoped the Commission would recommend the plan be adopted by City Council.

President Fitzpatrick asked Ms. Kirk to speak about the crosswalk painting.

Ms. Kirk said when she attended the walk around Uniontown with Planning Commissioners, the owner of Under the Bridge Smokes pointed out that every time the crosswalks get repainted, the paint lines get thicker. When trucks cross those paint lines at 40 miles per hour, the ground and her building shakes. Two windows and a pipe in her building have cracked from this shaking. In Portland, lines are cut in the paint lines to prevent the vibrations.

President Fitzpatrick added that he felt the vibrations while standing in front of Under the Bridge Smokes and while inside Worker's Tavern. The crosswalks are an issue. He asked Mr. Duncan how ODOT could address this concern.

Mr. Duncan said this was an issue that would be handled by maintenance and operations staff, so he would mention it to the district manager. Sometimes, the paint lines are ground down before laying more thermoplastic. ODOT uses crosswalks with parallel bars that are perpendicular to the sidewalk to signal there is a hard stop at the intersection. The continental crosswalks, which have blocks, encourage drivers to drive through them. These are less expensive to repaint because the paint does not wear down as quickly and they are typically installed at mid-block crossings. ODOT does not install continental crosswalks at signalized or four-way stops. This is in accordance with the Manual on Uniform Traffic Control Devices, which is followed by the federal and state government.

Vice President Moore added that because the thermoplastic has been elevated for quite some time, there is now a pothole behind the crosswalk.

President Fitzpatrick closed the public hearing and called for Commission discussion and deliberation.

Vice President Moore noted he was absent from the August 6th meeting, and while he read through the minutes, he wanted clarification on the discussion about the turn lanes and lane configuration.

Commissioner Price said the Commission discussed the ability to continue turning left on to Bay Street. Their discussion had been reflected in the most recent amendments to the plan. The Commission did not spend a lot of time debating alternative lane configurations. Since then, the Commission has participated in walkabouts through Uniontown a couple of times and she noticed that having one eastbound lane coming from the roundabout could cause traffic delays as drivers try to get on the bridge. After tentatively approving the plan, she understood why it was necessary to have two eastbound lanes.

Commissioner Corcoran understood the issue was connectivity with the direction of the two lanes in other parts of town, like in front of the Maritime Museum.

President Fitzpatrick agreed it was important to accommodate left turns on to Bay Street but understood the Commission did not have much jurisdiction over the layout of the lanes.

Commissioner Price said Staff has already identified potential properties for parking. She encouraged the City to jump on these properties before they are developed. Parking is a very important element of this master plan.

City Manager Estes explained that if there were ever an ODOT construction project for lane reconfigurations, a land use compatibility statement (LUCS) will be required. The City's Planner will review the LUCS to make sure the project complied with City Codes.

Vice President Moore believed the property at the foot of Bay Street was Port property that Mr. Hollander had an option on. He would like the City to acquire that property and extend the park. He wanted the view corridor along Bay Street to remain open. President Fitzpatrick agreed.

Commissioner Henri said originally, she was satisfied with everything in the master plan except for parking. Page 39 of the draft plan mentions potential off-street parking and she was pleased with the way the section had been worded. She agreed that the City should take action to identify and secure potential parking now while real estate is still available.

Commissioner Price moved that the Astoria Planning Commission adopt the Findings and Conclusions contained in the Staff report, approve Amendment Request A19-05 by Community Development Director, and recommend adoption by the City Council; seconded by Commissioner Henri. Motion passed unanimously.

Planner Johnson noted that City Council's review of the Uniontown Master Plan would need to be republished. The Council planned to meet on September 30th instead of September 16th, so Staff would try to get this on the September 30th agenda for the first reading and public hearing. The plan could be adopted sooner than originally planned.

City Manager Estes added that the grant for this project expires September 30th, so the new timeline will allow the City to use more of the grant funds.

REPORTS OF OFFICERS/COMMISSIONERS:

Planner Johnson confirmed for Councilor Price that the Bridge Vista amendments would be reviewed by City Council at their next meeting on September 9th. She noted that the public hearing had been closed and deliberations had been continued. The second reading and adoption would be scheduled for the September 30th meeting.

Vice President Moore thanked Diana Kirk for arranging the Uniontown tour.

President Fitzpatrick thanked Ms. Kirk and Ms. Montgomery for helping the Commission understand Uniontown better.

STAFF UPDATES/STATUS REPORTS:

Save the Date

- September 24, 2018 – APC Meeting at 6:30 pm

Planner Johnson reported that Staff would pick back up on the Code amendments to implement the Urban Core portion of the Riverfront Vision Plan. Staff will get the Commission up to speed at the next Planning Commission meeting on September 24th. If the Commission believes the Code amendments are ready, the public hearing will be schedule for October.

PUBLIC COMMENTS:

There were none.

ADJOURNMENT:

There being no further business, the meeting was adjourned at 7:58 pm.

APPROVED:

Community Development Director

ASTORIA PLANNING COMMISSION MEETING

Astoria City Hall
September 24, 2019

CALL TO ORDER:

President Fitzpatrick called the meeting to order at 6:30 pm.

ROLL CALL:

Commissioners Present: President Sean Fitzpatrick, Vice President Daryl Moore, Jennifer Cameron-Lattek, Patrick Corcoran, and Chris Womack.

Commissioners Excused: Brookley Henri and Cindy Price.

Staff Present: City Manager Brett Estes, City Planner Barbara Fryer, and Contract Planner Rosemary Johnson. The meeting is recorded and will be transcribed by ABC Transcription Services, Inc.

APPROVAL OF MINUTES:

President Fitzpatrick called for approval of the August 6, 2019 minutes.

Commissioners requested the following changes and corrections:

- Page 2, Paragraph 7 – Commissioner Corcoran requested the following sentence be deleted.
“Commissioner Corcoran said he wanted to know what Columbia would look like when the train intersection project was complete.” He explained the sentence was part of a fragmented conversation and did not connect with anything else.
- Page 3, Paragraph 10 – “Commissioner ~~Price~~ **Price** asked...”

Vice President Moore moved approve the August 6, 2019 minutes as amended; seconded by Commissioner Cameron-Lattek. Motion passed unanimously.

PUBLIC HEARINGS:

President Fitzpatrick explained the procedures governing the conduct of public hearings to the audience and advised that handouts of the substantive review criteria were available from Staff.

ITEM 4(a):

CU19-01 Conditional Use Request (CU19-09) by Stephen and Karen Allen to locate a one-bedroom transient lodging facility on the second floor of an existing commercial building at 80 11th Street and a two-bedroom transient lodging facility on the second floor of an existing commercial building at 77 11th Street in the A-2 and CRESO Zones.

President Fitzpatrick asked if anyone objected to the jurisdiction of the Planning Commission to hear this matter at this time. There were no objections. He asked if any member of the Planning Commission had any conflicts of interest or ex parte contacts to declare.

Vice President Moore declared that he drove by the location to re-familiarize himself with the layout of the parking.

Commissioner Corcoran declared that he had observed new construction on the building.

President Fitzpatrick declared that he saw some of the work going on. Additionally, he owns buildings that could compete for tenants, but he believed he could remain impartial.

President Fitzpatrick asked Staff to present the Staff report.

Planner Fryer reviewed the written Staff report via PowerPoint. No correspondence had been received and Staff recommended approval of the request with the conditions listed in the Staff report.

Vice President Moore said he was unable to find the applications for the Conditional Use permits that had previously been approved. He asked if there were any parking requirements associated with those permits. Planner Fryer confirmed that parking spaces were required as part of a previous application. Planner Johnson

added that only minor parking was required for some of those permits. She was not sure how many parking spaces were required for the previous permits, but the Applicants did have three parking spaces available for this permit. The parking spaces in front of 80 11th Street are off-street parking and the City did not count the parking spaces in the 11th Street right-of-way as on-site parking. The required parking for the previous permits is located on 10th Street, where two additional spaces were available for this permit.

Commissioner Corcoran asked what it meant to have a non-permitted residence.

Planner Fryer explained that the residential use was never permitted.

President Fitzpatrick opened the public hearing and confirmed there would be no presentation by the Applicant. He called for any testimony in favor of the application. There was none. He called for any testimony impartial to the application.

Kris Haefker 687 12th Street, Astoria, said he liked the idea of this use in this location. He asked why one parking space per bedroom was being requested. Homestay lodgings in other zones are only required to have 1.25 parking spaces.

Planner Johnson clarified that homestay lodgings are required to have one parking space per bedroom. However, one-bedroom apartments are required to have 1.25 parking spaces.

President Fitzpatrick called for any testimony opposed to the application. Hearing none, he called for closing comments of Staff. There were none. He closed the public hearing and called for Commission discussion and deliberation.

Commissioner Corcoran stated he believed the conditions had been met and was in favor of the request.

Vice President Moore said this building is one of the last underutilized over water buildings and it could be used for water dependent uses. The A-2 zone prefers and encourages water dependent uses. However, the reality is that water dependent uses are few and far between and not likely to come to Astoria. While the proposed use does not perfectly fit into the zone's purpose, it would be acceptable with the additional condition that the parking on the 11th Street right-of-way and in front of the building is resolved and a right-of-way permit is obtained.

Commissioner Womack understood that the proposed units would have dedicated parking on site and would not be using the parking in the right-of-way.

Vice President Moore stated that 80 11th Street has several parking spaces that require cars to back into a right-of-way and a permit is required anytime there are more than four of these types of parking spaces.

Planner Johnson confirmed that the Applicants had been working with the City Engineering Department on the parking configuration.

Commissioner Womack believed the request met the approval criteria, so he supported it.

Commissioner Cameron-Lattek said she was comfortable that the request met the criteria. The Commission's biggest concern is taking away housing and this building is in a zone that does not allow any residential uses. Little pockets of transient lodging are preferable to hotels. She believed Condition of Approval 1 indicated the Applicants were working with the City Engineers.

Planner Fryer clarified that the condition was intended to ensure any pedestrian or automobile traffic crossing the trolley line received a specific agreement with the City. Backing into the right-of-way is a separate issue that would require a permit.

President Fitzpatrick believed the recommended Conditions of Approval were appropriate and he was comfortable with the application.

Commissioner Corcoran moved that the Astoria Planning Commission adopt the Findings and Conclusions contained in the Staff report and approve Conditional Use CU19-09 by Stephen and Karen Allen; seconded by Commissioner Cameron-Lattek. Motion passed unanimously.

President Fitzpatrick read the rules of appeal into the record.

WORK SESSION:

Item 5 (a): Riverfront Vision – Urban Core Draft Code

Planner Johnson provided background information about the work done to date on implementation of the Riverfront Vision Plan and other Code amendments, and updated the Commission on the proposed Code amendments for the Urban Core area via PowerPoint, which were included in the agenda packet. During the presentation, Staff answered clarifying questions about the proposed amendments. The Planning Commission's public hearing would be scheduled for October 22, 2019 and the City Council's public hearing could be scheduled as early as November.

Commissioner Womack asked why existing professional and medical offices over the water will be allowed and only new professional and medical offices will be prohibited over the water. Staff provided an overview of the Commission's previous discussion about whether to prohibit or allow these offices and explained that the current proposal was a compromise.

President Fitzpatrick called for public comments.

Steve Fick, P.O. Box 715, Astoria, said he owned 1 4th Street and he wanted as much flexibility as possible. He saw nothing in Staff's comments about compensation for devalued property. People will be losing options for their properties and if the City is going to take something away from people, they should be compensated. He has a small sawmill on the side of his building and technically he would not be able to continue the mill. He understood the City did not want a plywood mill on 6th Street, but it is short sighted to narrow people's options. He asked why the City was discriminating against non-low-income people from having housing on the waterfront. The City is creating opportunities to devalue property when it needs more revenue. His property is on the waterfront, so he has to replace pilings and make repairs. The City needs businesses with the income to justify that type of maintenance. Changing a dental office to a restaurant will only add another restaurant and remove the opportunity for a lucrative business. Physically, the location is the same; the view will not increase, but another restaurant will be added to Astoria's more than existing 75 restaurants. A medical office would help sustain the waterfront, allowing dental patients to look out the window is part of therapy during their visit. Otherwise, Astoria's waterfront will be beer, coffee, and trinkets for the tourists. The City is starting to forget about the people who live here. The tourist season is only four months long. He believed the proposed Code amendments were short sighted and confining. Clatsop County has a housing crisis, but he would only be allowed to have two residences over his building when he owns a whole block. Extra rental income could allow him to have a tourist business on the bottom. One person got a hotel and now the City is shutting everybody else off because it did not have a plan. He confirmed he would not be allowed to build a hotel on his property, which he had owned for 30 years.

City Manager Estes stated the language being proposed was based on guidance provided by the Planning Commission, that there be no new over water hotels. Conditional Use permits previously approved by the Planning Commission were based on the Codes that existed at that time. He reminded that the current proposal was a culmination of work by the Planning Commission completed prior to the City Council asking that this work be put on hold. Work on these Code amendments began Summer 2018 and wrapped up at the beginning of 2019. At that time, City Council requested that Staff implement other Code amendments first. Staff has updated the Commission on where their work left off and changes could still be made at the public hearing.

President Fitzpatrick called for a recess at 7:36 pm. The meeting reconvened at 7:41 pm.

The Commissioners and Staff discussed the importance of allowing adequate and appropriate uses for waterfront and over the water properties. Staff will be required to send out Ballot Measure 56 notifications informing people that there could be an impact to the value of their properties.

Commissioner Corcoran was concerned about the effect of prohibiting overwater hotels on existing property owners. Staff reviewed all of the exceptions recommended to accommodate property owners, explained non-conforming uses, and reminded that a change in zoning did not mean a business had to go away.

Commissioner Corcoran asked again about medical offices over water. Staff reviewed the Planning Commission's prior discussions. The Riverfront Vision Plan guidelines say uses should not compete with the

downtown core. However, the Astoria Downtown Historic District Association (ADHDA) supports extending those uses to the waterfront. Astoria's waterfront is unique and the Planning Commission needed to decide what was appropriate for Astoria.

Commissioners reviewed minutes of past meetings, discussed prior conversations about medical and professional offices over water, and recalled that the Commission generally supported allowing such uses. They briefly discussed the pros and cons of allowing offices over the water. A straw poll revealed that all Commissioners supported allowing the use, with Commissioners Cameron-Lattek and Corcoran only in support of allowing currently existing offices over the water.

Mr. Fick said any building put up will block views regardless of what is inside it. He asked if yoga and acupuncture were considered a medical use. He urged the Planning Commission to be clear with Staff what they were talking about and asked that they consider being flexible with the uses allowed.

Staff confirmed acupuncture was defined as medical and yoga was defined as education or entertainment.

Mr. Fick believed there would need to be a hotel on his property, or it would fall into the water. A hotel would provide millions in tax revenue. It was not wise to make the Codes so black and white and he believed they would be legally contested. The City is pitting property owners against each other. He would rather work with the City than have unreasonable claims against him because his property will be affected. He asked the Commission to reconsider the Code amendments and maintain the existing Codes.

Kris Haefker 687 12th Street, Astoria, said he worked on Pier 12 and there had been a dental office in that building, which is now office space. The space has not been easy to rent out. Any use that maintains a historic building over the water, whether its listed as historic or not, is a good use. The expense of maintaining those buildings is very high. He was in favor of leniency for historic structures.

President Fitzpatrick appreciated the discussion about maintaining over water structures.

The Commission reviewed the list of allowed and prohibited uses for existing over water structures in the A-2 zone and asked Staff clarifying questions. Staff reminded these Code amendments were a legislative matter, so ex parte contact would not apply. However, Staff did advise Commissioners to refrain from discussion that would be considered a sequential meeting.

REPORTS OF OFFICERS/COMMISSIONERS:

There were none.

STAFF UPDATES/STATUS REPORTS:

Meeting Schedule

- Next Planning Commission Meeting - Tuesday, October 22, 2019 at 6:30 pm

Staff noted the City Council would be holding a public hearing on Uniontown Reborn on Monday, September 30, 2019. Additionally, the Council has made substantial changes to the Bridge Vista Overlay, so that public hearing would be re-opened at their September 30th meeting.

PUBLIC COMMENTS:

There were none.

ADJOURNMENT:

There being no further business, the meeting was adjourned at 8:16 pm.

APPROVED:

Community Development Director



CITY OF ASTORIA
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COMMUNITY DEVELOPMENT

A18-01
Findings



October 14, 2019

TO: ASTORIA PLANNING COMMISSION

FROM: ROSEMARY JOHNSON, PLANNING CONSULTANT

SUBJECT: AMENDMENT REQUEST (A18-01) ON RIVERFRONT VISION PLAN
IMPLEMENTATION ORDINANCE FOR URBAN CORE AREA

I. BACKGROUND SUMMARY

- A. Applicant: Community Development Department
City of Astoria
1095 Duane Street
Astoria OR 97103
- B. Request: Amend the Development Code and Zoning map to implement the Riverfront Vision Plan in the Urban Core Area (2nd Street to 8th Street from the pierhead line to Marine Drive, and 8th to 16th Streets from the pierhead line to Commercial Street); add Urban Core Overlay zone; add design standards for development; and rezone the existing C-2 (Tourist-Oriented Commercial) zone parcels to C-3 (General Commercial) zone; rezone the existing S-2A (Tourist-Oriented Shoreland) zone parcels to C-4 (Central Commercial), C-3 (General Commercial), and MH (Maritime Heritage); and rezone the C-3 zone parcel to C-4 (Central Commercial).
- C. Location: Downtown area; 2nd Street to 8th Street from the pierhead line to Marine Drive, and 8th to 16th Streets from the pierhead line to Commercial Street

II. BACKGROUND

In 2008-2009, the City of Astoria developed the Riverfront Vision Plan (RVP) to address issues dealing with open space, land use, and transportation along the Columbia River. Significant public involvement opportunities were designed to gain public input. This process was initiated to plan for these issues in a comprehensive manner and to set a framework for the future of the study area. The City's north Riverfront (Columbia River to West Marine / Marine Drive / Lief Erikson Drive) was divided into four Plan areas of development: Bridge Vista (Portway to 2nd Street), Urban Core (2nd to 16th Street), Civic Greenway (16th to 41st Street), and Neighborhood Greenway (41st Street to east end of Alderbrook Lagoon).

During the Plan development, four community-wide forums, three open houses, and numerous community meetings were held at various locations within the four Plan areas. In addition, staff and/or consultants conducted stakeholder interviews, distributed and tabulated surveys. Development of the Vision Plan was structured to gain as much public input as possible. On December 7, 2009, after holding a final public hearing, the City Council accepted the Riverfront Vision Plan. For Fiscal Years 2011-2012, 2012-2013, 2013-2014, and 2014-2015, the City Council set goals to "Implement Riverfront Vision Plan on a Zone by Zone Basis." In the 2018-2019 Goals, the City Council established a "Vision" that states *"The Astoria City Council's actions and decisions value: Preservation of Astoria's unique character; Livability and quality of life for residents; A thriving local economy; Resilience as a community. City government will provide high quality service, be responsive, and be transparent."* The Goal states *"Maintain Astoria's unique character in Council decisions, including those involving zoning, growth and economic development."*

Other sections of the Riverfront Vision Plan implementation were funded by the Department of Land Conservation and Development (DLCD) and the Transportation Growth Management (TGM) grant through the Oregon Department of Transportation (ODOT) and DLCD. However, in an effort to proceed with the Urban Core Area implementation in a more-timely manner, the City did not seek a grant and proceeded with the proposed amendment process at the City's expense.

The consultant team identified to work on this project is Angelo Planning Group. One of the project team members is Matt Hastie, who was directly involved in development of the Riverfront Vision Plan. The project includes public involvement opportunities held during Planning Commission work sessions. The final product would be code amendments and land use zoning map amendments which would ultimately be presented to the City Council for consideration of adoption.

As a first step in this process, the project team conducted a Code Evaluation summarizing development code issues to be addressed in drafting amendments. After reviewing the issues, the Astoria Planning Commission and the project team began drafting preliminary code amendment language to address selected code issues for the Urban Core Area. The team divided the amendments into three sections to allow for adequate review of the draft code amendments with the Planning Commission and public. The Planning Commission held eight public work sessions (8-7-18, 10-23-18, 11-27-18, 1-8-19, 1-29-19, 2-5-19, 5-28-19) to develop the proposed amendments and allow for public input. An off-agenda review was conducted by email in April 2019 requesting APC comments, and one work session was held with the City Council (3-4-19). A public Town Hall meeting was held on 9-13-18 with over 80 people in attendance. At each work session, the consultant and staff have reviewed proposed concepts and obtained feedback from the APC and public concerning various issues. Draft amendments were mailed and/or e-mailed to all property owners within the UC area, the general public, and to anyone who has expressed interest in the Riverfront Vision Plan implementation process. Published notification was also provided in the *Astorian* and on the City's web site. The work sessions have been well attended and many people attended the meetings and work sessions on the other Riverfront Vision areas amendments and made comments on the Urban Core area. Due to the time since the last APC work on the draft documents, the APC held a work session on September 24, 2019 to review the proposed amendments prior to the public hearing on October 22, 2019.

The RVP has a set of Core Principles that apply to all four of the sub areas. The Principles include:

1. *Promote physical and visual access to the river*
2. *Encourage a mix of uses that supports Astoria's "working waterfront" and the City's economy*
3. *Support new development that respects Astoria's historic character*
4. *Protect the health of the river and adjacent natural areas*
5. *Enhance the River Trail.*

The RVP for the Urban Core Planning Area identified Land Use Assumptions and Objectives which state that *"This area is an appropriate location for new overwater development, should it occur. However, specific areas should remain open to preserve broad view of the river..."* The objectives include:

- *If development is to occur, promote the urban character of the area and allow for dense development.*
- *Allow for a mix of commercial, residential and water dependent uses that supports but does not compete with the downtown core.*
- *Encourage design of new or rehabilitated buildings that respects Astoria's character.*
- *Create intimate open spaces and gathering places within new developments.*
- *Use setbacks, stepbacks, and other measures to ensure an open feel and continued visual access to the river.*
- *Work with property owners, including those with existing leases to maximize open areas over the water.*

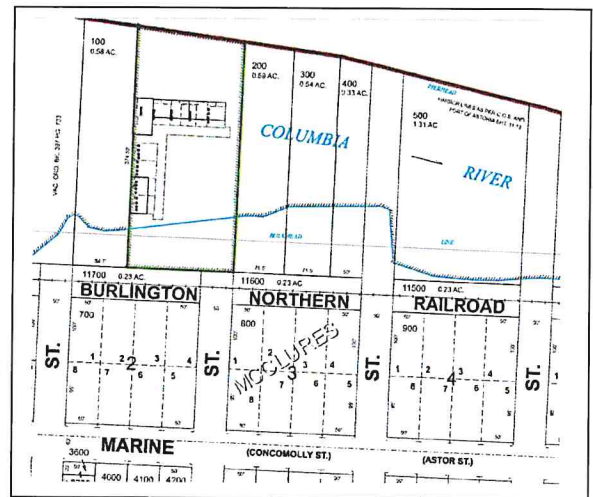
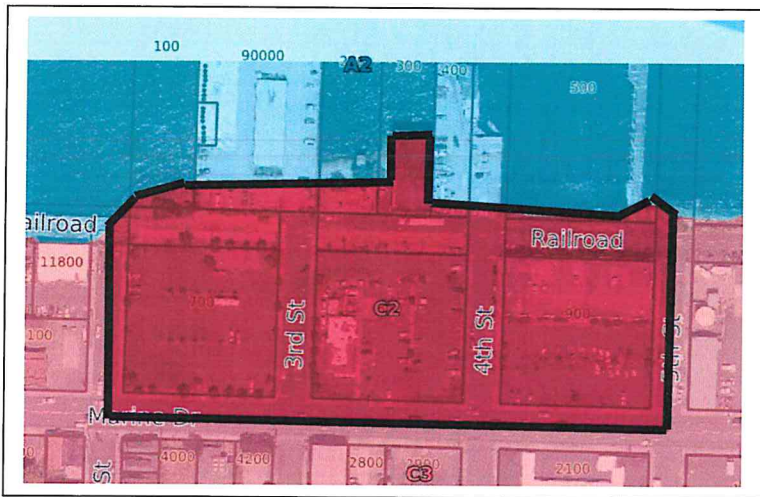
Throughout the RVP implementation process, the Planning Commission (APC) focused on these Assumptions and Objectives and did not attempt to change the Vision Plan as adopted. There was discussion and public comment during the work sessions on the interpretation of these objectives.

At the work sessions, using a combination of discussion and straw votes, the Planning Commission ultimately developed a set of proposed amendments to implement the Urban Core Overlay Area. Implementation of recommendations from the Riverfront Vision Plan in the Urban Core Overlay Area will take the form of Zoning Map amendments and Development Code amendments.

Proposed map amendments will include:

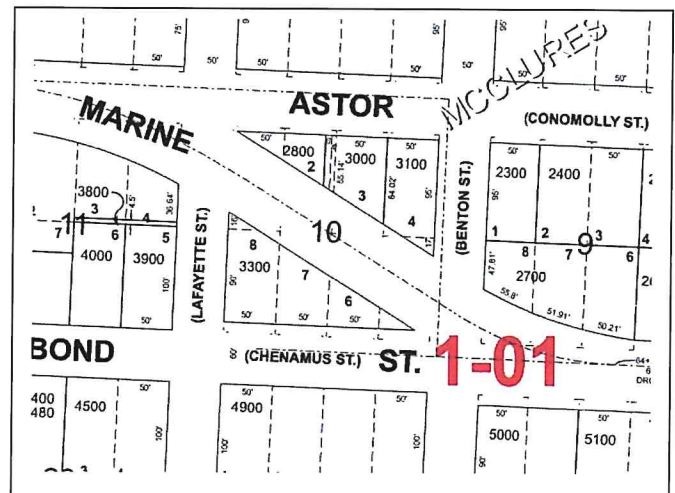
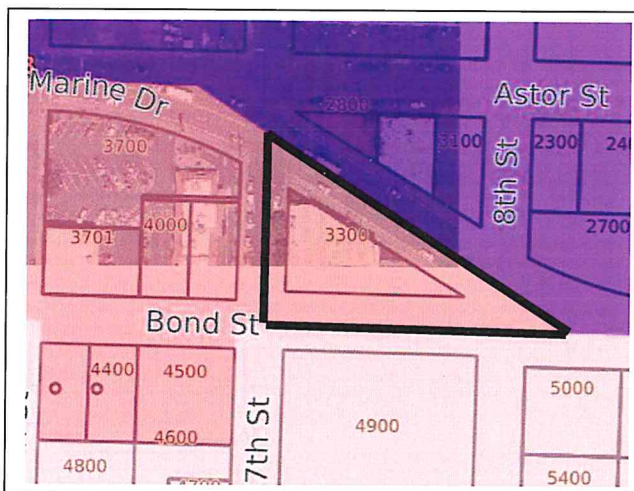
1. Astoria Land Use and Zoning Map is amended with the rezoning of the following properties from C-2 (Tourist-Oriented Commercial) to C-3 (General Commercial).

Map T8N R9W Section 7DA, Tax Lots 700, 800, 900, 15000, 16000, 17000, and land portions above the aquatic area of Map T8N R9W Section 7DA, Tax Lots 100, 200, 300, 400, 500, 90000; Blocks 2, 3, 4, McClure; land portions above the aquatic area of footings of Blocks 2, 3, 4, McClure; railroad right-of-way / River Trail; and one half of adjacent rights-of-way.



2. Astoria Land Use and Zoning Map is amended with the rezoning of the following properties from C-3 (General Commercial) to C-4 (Central Commercial).

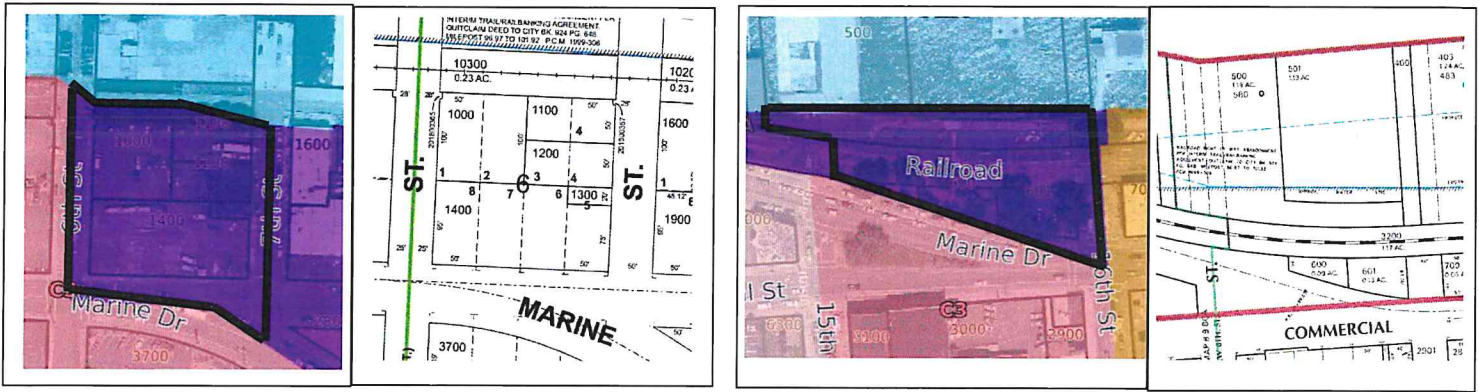
Map T8N R9W Section 8CB, Tax Lot 3300; south portions of Lots 1, 5, 6, 7, 8, Block 10, McClure; and one half of adjacent rights-of-way.



3. Astoria Land Use and Zoning Map is amended with the rezoning of the following properties from S-2A (Tourist-Oriented Shoreland) to C-3 (General Commercial).

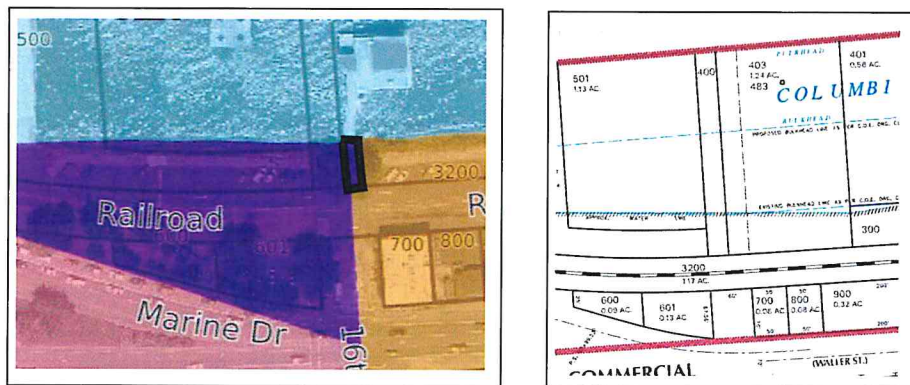
Map T8N R9W Section 8CB, Tax Lots 1000, 1100, 1200, 1300, 1400, and land portion above aquatic area of Map T8N R9W Section 8CB, Tax Lot 10300; Block 6, McClure, and railroad right-of-way / River Trail; and one half of adjacent rights-of-way.

Map T8N R9W Section 8DB, Tax Lots 600, 601, 3200, and land portion above aquatic area of Map T8N R9W Section 8DB, Tax Lots 400, 500, 501; footing of Block 134, Shively; and one half of adjacent rights-of-way.



4. Astoria Land Use and Zoning Map is amended with the rezoning of the following properties from S-2A (Tourist-Oriented Shoreland) to MH (Maritime Heritage).

Map T8N R9W Section 8DB, land portion above aquatic area of Tax Lot 403; footing of Block 134, Shively.

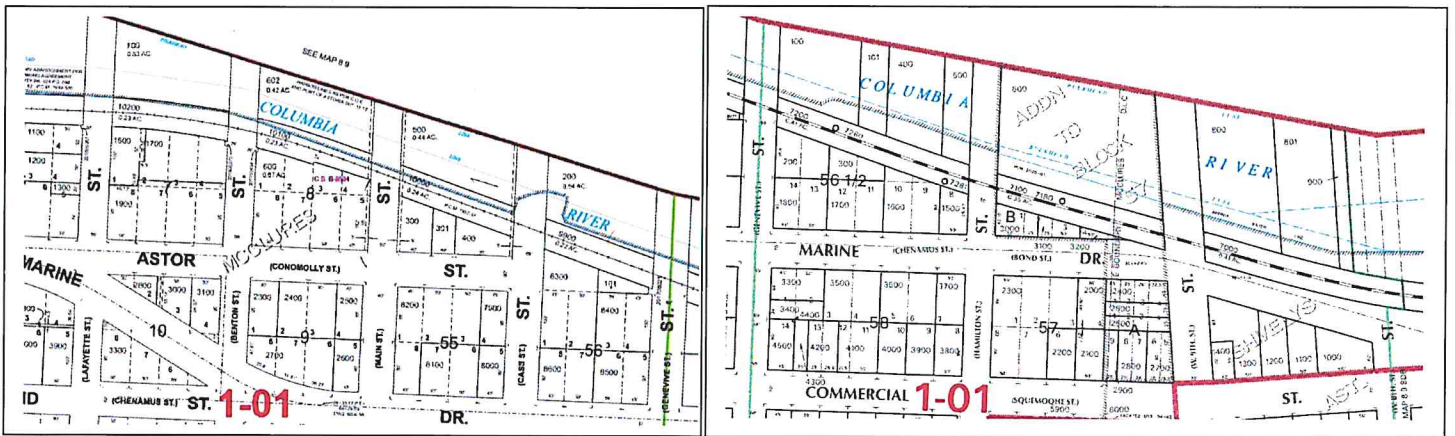
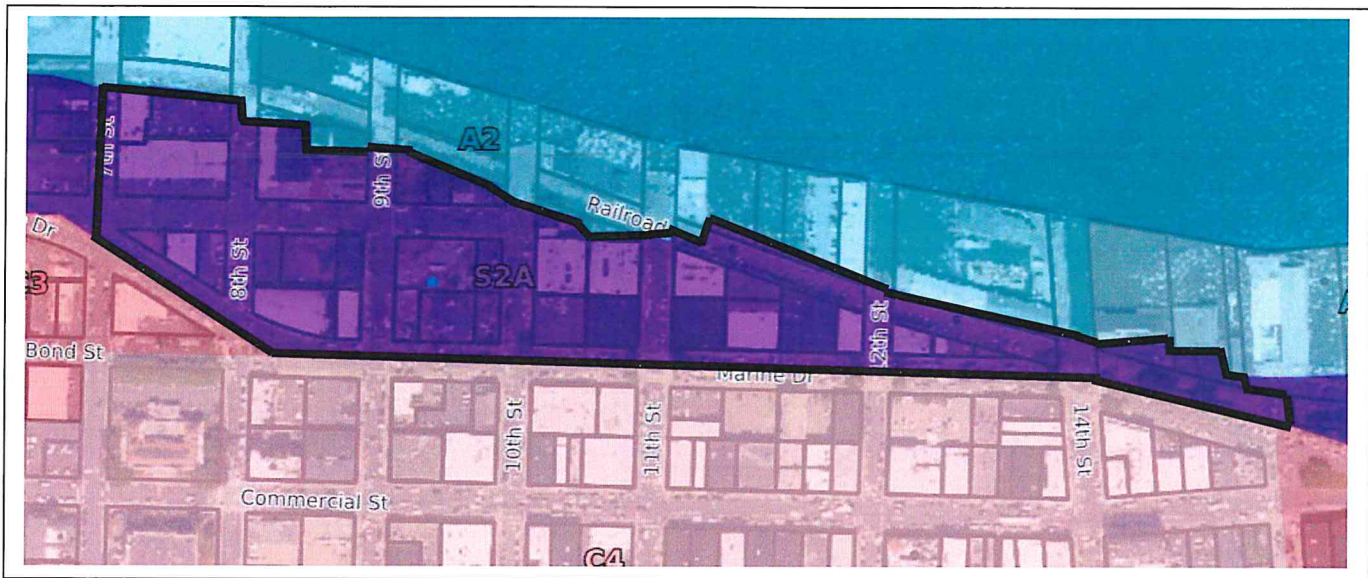


Note: While this area is not within the Urban Core Overlay Area, it is a small area of S-2A Zone that would remain and extended into the Gateway and Civic Greenway Overlay Areas. It is proposed to be rezoned to MH to coincide with the adjacent zoning in those two Overlay Areas.

5. Astoria Land Use and Zoning Map is amended with the rezoning of the following properties from S-2A (Tourist-Oriented Shoreland) to C-4 (Central Commercial).

Map T8N R9W Section 8CA, Tax Lots 200, 300, 1500, 1600, 1700, 1800, 3000, 3100, 3200; and land portion above aquatic area of Map T8N R9W Section 8CA, Tax Lots 100, 101, 400, 500, 600, 800, 801, 900; Block 56.5, McClure; footing of Block 56.5, McClure; Block B, Addition to Block 57, McClure; and land portion above aquatic area of footing of Block B, Addition to Block 57, McClure; and one half of adjacent rights-of-way.

Map T8N R9W Section 8CB, Tax Lots 101, 300, 301, 400, 600, 1600, 1700, 1900, 2300, 2400, 2500, 2600, 2700, 2800, 3000, 3100, 7900, 8000, 8100, 8200, 8300, 8400, 8500, 8600, 9900, 10200, 10300; and land portion above aquatic area of Map T8N R9W Section 8CB, Tax Lots 200, 10000, 10100; Blocks 7, 8, 9, 10, 11, 55, 56, McClure; north portion of Lots 1, 2, 3, 4, 5, Block 10, McClure; footing of Blocks 55, 56, McClure; land portion above aquatic area of footing of Blocks 7, 8, McClure; and one half of adjacent rights-of-way.



Proposed code text amendments will include:

1. Add a new Urban Core Overlay Zone to address the standards for:
 - over-water and waterfront development including building height, building mass, width of structures, allowable uses, landscaping, and public access to the water, etc.;
 - land side development including building heights, setback, stepback, landscaping, and off-street parking; and
 - river access requirements.
2. Add new design standards for development in the Urban Core Area.
3. Make miscellaneous amendments related to references to the above noted amendments.

III. PUBLIC REVIEW AND COMMENT

A. Astoria Planning Commission

A public notice was mailed to Neighborhood Associations, various agencies, and interested parties on September 27, 2019. In accordance with ORS 227.186(5), a notice was mailed on September 27, 2019 to all property owners within the area and within 250' of the area proposed for the code and map amendments advising that "... the City of Astoria has proposed a land use regulation that may affect the permissible uses. . ." of their or other property. In accordance with Section 9.020, a notice of public hearing was published in the Astorian on October 17, 2019. The proposed amendment is legislative as it applies City-wide.

B. State Agencies

Although concurrence or approval by State agencies is not required for adoption of the proposed amendments, the City has provided a copy of the draft amendments to representatives of the Oregon Departments of Transportation (ODOT) and Land Conservation and Development (DLCD) as part of the planning process.

IV. FINDINGS OF FACT

- A. Development Code Section 10.020.A states that *"an amendment to the text of the Development Code or the Comprehensive Plan may be initiated by the City Council, Planning Commission, the Community Development Director, a person owning property in the City, or a City resident."*

Development Code Section 10.020.B states that *"An amendment to a zone boundary may only be initiated by the City Council, Planning Commission, the Community Development Director, or the owner or owners of the property for which the change is proposed."*

Finding: The proposed amendments to the Development Code, and Astoria Land Use and Zoning Map are being initiated by the Community Development Director.

- B. Section 10.050(A) states that *"The following amendment actions are considered legislative under this Code:*

1. *An amendment to the text of the Development Code or Comprehensive Plan.*
2. *A zone change action that the Community Development Director has designated as legislative after finding the matter at issue involves such a substantial area and number of property owners or such broad public policy changes that processing the request as a quasi-judicial action would be inappropriate."*

Finding: The proposed amendment is to amend the text of the Astoria Development Code Article 2 concerning Use Zones, and Article 14 concerning Overlay Zones. The amendment would create new overlay zone standards. The

request is also to amend the Astoria Land Use and Zoning Map to create a new Urban Core Overlay Zone, and to rezone multiple properties as noted above.

The proposed amendments are applicable to a large area of the City. Processing as a legislative action is appropriate.

C. Section 10.070(A)(1) concerning Text Amendments, requires that *“The amendment is consistent with the Comprehensive Plan.”*

1. CP.010.2, Natural Features states that *“The City will cooperate to foster a high quality of development through the use of flexible development standards, cluster or open space subdivisions, the sale or use of public lands, and other techniques. Site design which conforms with the natural topography and protects natural vegetation will be encouraged. Protection of scenic views and vistas will be encouraged.”*

CP.010.6, Natural Features states that *“Efforts will be made to maintain streams, ravines and undeveloped shorelands in their natural state. In the zoning and subdivision ordinances, stream bank setbacks will be required to protect stream bank vegetation, minimize the need for shoreline protection, and maintain the capacity of natural drainages.”*

CP.010.7, Natural Features states that *“The City through its Comprehensive Plan and Development Code, will work to protect valuable resource land and water areas, including agricultural lands, forest lands, and the estuary.”*

CP.015.4, General Land & Water Goals states that *“Because of the City's strong water orientation, the Plan supports continuing regional efforts to manage the Columbia River estuary and shorelands. The City's land use controls, within this regional context, will be aimed at protecting the estuary environment and at promoting the best use of the City's shorelands.”*

Finding: The proposed amendments will implement the Riverfront Vision Plan for the Urban Core Area. The amendments include design standards for development, protection of scenic views and vistas, and the development of an Urban Core Overlay Zone. The proposed amendments also would regulate landscaping along the shoreline for protection of the estuary as well as preserving scenic views. The reduction in allowable uses and development along the shoreland in this area and on parcels extending over the water, and the use of native vegetation will help protect the estuary environment.

2. CP.015.1, General Land & Water Goals states that *“It is the primary goal of the Comprehensive Plan to maintain Astoria's existing character by encouraging a compact urban form, by strengthening the downtown core and waterfront areas, and by protecting the residential and historic character of the City's neighborhoods. It is the intent of the Plan to promote Astoria as the commercial, industrial, tourist, and cultural center of the area.”*

CP.015.5, General Land and Water Use Goals, states *"The special qualities that make downtown Astoria a desirable place to visit or work should be promoted and protected through the City Plan and land use ordinances. These include shorelands suitable for water-dependent uses, the scenic views and water access areas along the waterfront, the commercial fishing and sports fishing industry and other activities that attract residents and tourists to the City."*

CP.020.3, Community Growth, Plan Strategy, states that *"The Columbia River waterfront is considered a multiple use area. The development of this area is to be encouraged in a flexible manner, under the shorelands and estuary section."*

CP.055.6, Downtown Area Policies, states *"The Central Commercial Zone (C-4) will continue to be the designation for Downtown central business district. Uses in this zone will be primarily retail, offices, and general services with some residential use. Uses which have a large land area/low assessed value ratio will be permitted in other commercial areas rather than the Downtown."*

Finding: The Riverfront Vision Plan recognizes the need for development but balances that with the need to protect the vistas and views of the Columbia River and the surrounding landscape. By establishing four Plan areas with different focus for development, the various sections of the Riverfront could be developed in a flexible manner. Urban Core Area is envisioned as more of a commercial district, downtown development while allowing flexibility of development. Overall, the objectives for this area are met with the proposed allowable type and level of development on land and elsewhere along the Riverfront.

The proposed amendments create a new Urban Core Overlay Zone and development standards to implement the Riverfront Vision Plan. This addresses the need to encourage a compact urban form. The design and landscaping standards protect the historic character of the City and waterfront areas. The proposed ordinance is intended to provide the guidance to help achieve these goals.

The zone changes will better reflect the existing and desired development of the downtown area. In the 1980's, there was a need to promote tourism as a primary economic industry. The C-2 (Tourist-Oriented Commercial) and S-2A (Tourist-Oriented Shoreland) zones were applied to large areas along the waterfront in the downtown area to promote more tourist-oriented uses rather than the standard commercial uses of the C-4 Zone (Central Commercial). Tourism has been successful, and the City no longer needs to promote it in these areas. The proposed zone changes would provide for better development of the downtown area. Downtown is a filled submerged lands area dating back to the 1920's and is not shoreland in ecological or land use terms. It more closely matches the C-4 and C-3 Zone developments. This proposed zone change would allow greater flexibility in the allowable uses than was allowed by the former C-2 and S-2A Zones. The one zone change to MH is actually outside the Urban Core Area but

with the S-2A rezone for Urban Core, it would result in a small sliver of land zoned S-2A just outside the Urban Core boundary. It is proposed to rezone this small portion of a parcel to the adjacent Civic Greenway and Gateway Overlay Areas zone as MH (Maritime Heritage).

Some of the non-water-related and non-water-dependent uses previously allowed in the S-2A, A-2, and A-2A zones are proposed to be prohibited to reduce the amount of these uses in the Aquatic zones. "Limitation Areas" have been identified to restrict development to "top of bank" that would also restrict the type of use over-water while allowing uses such as moorage, docks, and other low water-dependent / water-related uses.

The requirements for shoreland and estuary development in Development Codes Articles 4 and 5 would remain applicable to any development in this area.

3. CP.015.6, General Land and Water Use Goals, states *"The Plan establishes the goal of encouraging development which the City is capable of servicing. New industry or housing development should be permitted if public facilities such as sewer, water, police and fire protection, and schools, are capable of accommodating increased demand. New development should make an equitable contribution to the future upgrading of public facilities and services."*

Finding: The proposed use changes would not increase the need for public facilities as it is generally prohibiting the larger, more intense uses from the Urban Core Area. Housing has been allowed in this area and will be still allowed but with some reduction for over-water areas.

4. CP.020.2, Community Growth, Plan Strategy, states that *"New small-scale industrial growth will be encouraged on the scattered sites identified in the Economic Section of the Plan. Major port development will be encouraged at the existing Port docks and at the East End Mooring Basin. North Tongue Point is considered a major deep draft port expansion area for use as a cargo handling and shipping facility. South Tongue Point is primarily designated for multiple water-dependent uses requiring medium draft water access."*

CP.185(H.2), Regional Estuary and Shoreland Policies, Fisheries and Aquaculture Policies, states that *"Sufficient space for present and anticipated needs shall be reserved for the following uses: Fishing vessel moorage; seafood receiving and processing; boat repair; gear storage; ice making; cold storage; other seafood industry support facilities."*

CP.203, Economic Development Goal 4 and Goal 4 Policies, goal states *"Continue to encourage water-dependent industries to locate where there is deep water, adequate back-up space, and adequate public facilities."* Policies states *"1. Maintain areas of the City in order to provide sufficient land for water dependent as well as non-water dependent industries."*

CP.210.1, Economic Element, Economic Development Recommendations, states that *“In the City’s waterfront areas, the City will continue to promote a combination of tourist oriented development, industrial development associated with the City’s working waterfront and water-related and dependent industries, and distribution and sales of goods and services for Astoria residents and businesses. These efforts will be guided by and consistent with the Astoria Riverfront Vision Plan.”*

Finding: The proposed amendments would eliminate the S-2A Zone from the downtown area. This area is mostly development and has very little vacant land available. The S-2A zoning was not necessarily supportive of water-dependent uses in the adjacent A-2 Zone. However, the water-related uses identified in the S-2A Zone have been added as allowable uses in the Urban Core Overlay Area to assure that they would still be an option.

While the proposed amendments create new design criteria and limit development within the Urban Core Area, it does not prohibit development and continues to support development of water-related and water-dependent uses in the shoreland and aquatic zones in the Urban Core area by further limiting the non-water-dependent uses from the A-2 Zone in this area. It would allow flexibility for some limited development. Structure height, width, and size would be regulated so there would not be large amounts of over-water development. The “Limitation Areas” would be limited to uses such as moorage, and other piers and dock activities. This would allow some development in this area where some over-water and in-water activity has occurred in the past while preserving the broad vistas as viewed from the River Trail and adjacent and hillside properties.

The proposed allowable uses within the Urban Core Area eliminate some of the non-maritime related uses from the A-2 and A-2A Zones within this area. The allowable uses would support marinas, docks, piers, water-related commercial and industrial uses, and the associated maintenance related uses such as dredging, piling, and utilities. The following is a list of uses proposed to be eliminated from the Urban Core Area that are currently allowed in the A-2, A-2A, and S-2A Zones. These uses would continue to be allowed within these zones in other portions of the City.

Current Allowable Uses to be Eliminated in Urban Core Area Over-Water	A-2 Zone	A-2A Zone
Eating and drinking establishment	CU	CU
Hotel, motel (Facilities existing prior to January 1, 2020 may be repaired, replaced, and/or redeveloped with new hotels/motels to the maximum number of units existing prior to January 1, 2020.)	CU	CU
Hotel, motel, bed and breakfast, inn or other tourist lodging facility (except if parking in rear or screened by bldg.)	CU	CU
Indoor amusement, except indoor family entertainment	CU	CU
Professional, business and medical office, personal service establishment (w/limitations)	CU	CU
Conference Center	CU	CU
Residential use (except existing & max 2 above 1st floor in existing bldg.)		CU

Current Allowable Uses to be Eliminated in Urban Core Area on Land	S-2A Zone
Hotel, motel, bed and breakfast, inn or other tourist lodging facility (except if parking in rear or screened	CU

by bldg.)	
Professional, business and medical office, personal service establishment (w/limitations)	CU
Conference Center	Outright
Repair service establishment not allowed as an Outright Use.	CU

5. CP.204, Economic Development Goal 5 and Goal 5 Policies, Goal states *“Encourage the preservation of Astoria's historic buildings, neighborhoods and sites and unique waterfront location in order to attract visitors and new industry.”*

Finding: The proposed amendments create increased visual and physical linkages along the Columbia River with limitation on development and special siting standards for buildings and landscaping. The proposed amendments include additional architectural design, landscaping, lighting, and circulation, etc. that are consistent and reflective of the Downtown historic area.

6. CP.020.9, Community Growth - Plan Strategy, states *“The Buildable Lands Inventory completed in April 2011 identified a deficit of 15.54 net acres of residential buildable lands. In order to address this deficit, OAR 660-24-0050 requires that the City amend the Plan to satisfy the need deficiency, either by increasing the development capacity of land already inside the boundary or by expanding the UGB, or both.”*

Finding: The City conducted a Buildable Lands Inventory which was adopted in 2011. The report states that *“A comparison of need and supply of industrial and other employment lands indicates an overall surplus of approximately 6.7 acres of employment land. While there is sufficient land for industrial uses (27.8 acre surplus), there is a deficit of land zoned for commercial and particularly retail use. However, a portion of the land identified as “Other” can accommodate specific commercial, industrial, and high-density residential development and help meet the need for additional commercial land.”* With other recent amendments to rezone properties, there is an overall surplus of Employment land of 7.1 acres. This includes a deficit of 20.7 acres for Commercial and excess of 27.8 acres for Industrial lands.

The area proposed to be rezoned from S-2A (Tourist-Oriented Shoreland) is in the “Other” classification and would be rezoned to C-3 (General Commercial) and C-4 (Central Commercial) which are in the “Commercial” classification. There is approximately 16.38 acres of S-2A Zone in Astoria. Approximately 13.6 acres would be removed from the S-2A Zone. Much of the land is currently developed and the BLI accounted for zero S-2A zoned land as buildable lands. The proposed map amendment would reclassify the current S-2A parcels, but it would not impact the amount of buildable lands in any category. A number of different types of commercial uses would continue to be allowed in the shoreland zone in this area.

Estimated Net Land Surplus/(Deficit) by Zoning Designation, Astoria UGB, 2027				
Growth Scenario	Type of Use	Commercial (Office/Retail)	Industrial/Other	Total
Medium	Land Need	38.2	11.5	49.7
	Land Supply	17.1	39.3	56.4
Surplus/(Deficit)	Surplus/(Deficit)	(21.1)	27.8	6.7
<i>Source: Cogan Owens Cogan</i>				

Adjusted Estimated Net Land Surplus/(Deficit) by Zoning Designation, after Amendments

Type of Use	Location & total acreage	Commercial (Office/Retail)	Industrial/ Other	Employment Total	R1	R2	R3	AH-MP	Residential Total
Amended Surplus/(Deficit)		(20.7)	27.8	7.1	(91.0)	24.13	52.24	(1.21)	(15.84)
Proposed Amended Surplus/(Deficit)	0.67	(21.37)	28.47	7.1					

The proposed map amendment would rezone "Other" land to "Commercial" but would not change any of the figures as the S-2A has no vacant land in the inventory and would not change the overall total of available Employment buildable land.

7. CP.025.2, Policies Pertaining to Land Use Categories and Density Requirements, states that *"Changes in the land use and zoning map may be made by boundary amendment so long as such change is consistent with the goals and policies of the Comprehensive Plan."*

Factors to be considered when evaluating requests for zoning amendments will include compatibility with existing land use patterns, effect on traffic circulation, adequacy of sewer, water and other public facilities, contiguity to similar zones, proposed buffering, physical capability including geologic hazards, and general effect on the environment."

Finding: Consistency with the goals and policies of the Comprehensive Plan are addressed in this Section of the Findings of Fact. The factors are addressed in this Section and Sections D & E below of the Findings of Fact.

8. CP.055, Downtown Area Policies, states
 - "2. The City supports efforts to improve the parking problem in the Downtown, and to provide landscaping and other improvements. However, the C-4 zone will continue to not require off-street parking.
 3. Zoning actions must not detract from the vitality of the Downtown as the commercial center of the region. Strip commercial development is to be generally discouraged.
 4. The City encourages the reuse of existing buildings prior to the expansion of commercial zones.

5. *Shoreland zone policies and standards will be designed to encourage public access along the Downtown waterfront.*
6. *The Central Commercial Zone (C-4) will continue to be the designation for Downtown central business district. Uses in this zone will be primarily retail, offices, and general services with some residential use. Uses which have a large land area/low assessed value ratio will be permitted in other commercial areas rather than the Downtown."*

Finding: The proposed amendments recognize the impact of off-street parking and requires parking areas to be in the rear or otherwise blocked by buildings. It also requires landscaping in parking area. The draft does not change the requirements for off-street parking as currently in the Code.

The proposed design guidelines and standards support building design and siting that is compatible with the historic character of the downtown area and limits the amount of street setbacks to create a pedestrian oriented development. The reuse of existing buildings is a focus of the downtown redevelopment rather than new construction. The rezoning of the S-2A and C-2 Zones continues with the downtown central business district concept and eliminates some of the deterrents from development within these zones.

The siting standards promote public access to the waterfront with view corridors, setbacks, stepbacks, required public access docks, and building siting requirements over the water.

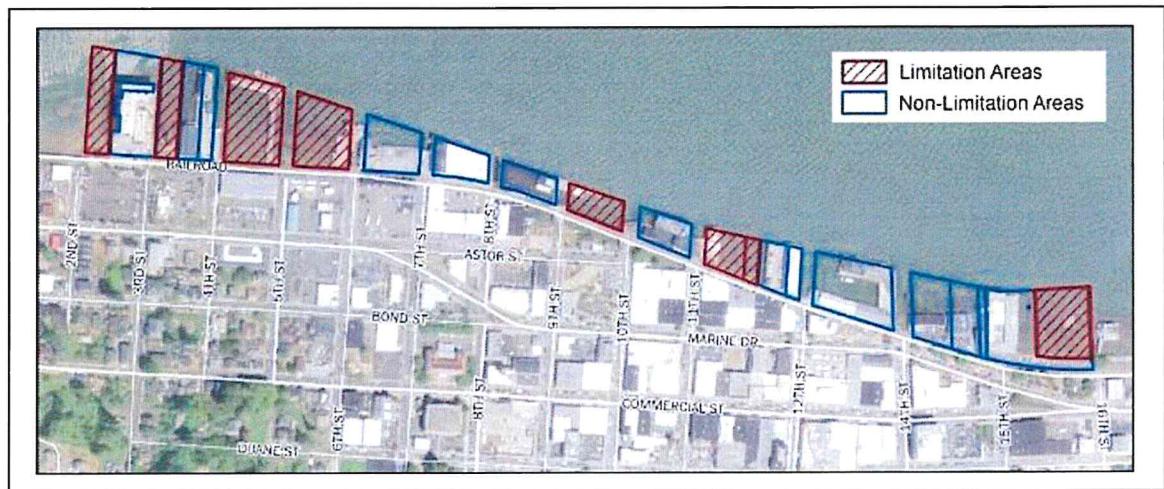
The proposed amendments are in compliance with the policies of the Downtown Area.

9. CP.068, Astoria Riverfront Vision Overlay Area Policies, states that

- "1. *Promote physical and visual access to the river. The overall Comprehensive Plan objectives are to:*
 - a. *Maintain current areas of open space and create new open space areas.*
 - b. *Provide for public access to the river within private developments.*
 - c. *Retain public ownership of key sites along the riverfront.*
 - d. *Protect view sheds along the river, including corridors and panoramas from key viewpoints.*
 - e. *Use alternative development forms (e.g., clustered development, narrower, taller profiles, setbacks, stepbacks, and gaps in building frontages) to preserve views."*

Finding: The proposed amendments implement the Riverfront Vision Plan. They identify areas for limited development either to top of bank height maximum, or by setting standard for the location of over-water buildings to minimize their impact on public access. They also create design review and siting standards to limit the size, height,

and location of buildings to preserve view corridors. Several "Limitation Areas" are proposed as protected view areas with development limited to top of existing bank height.



- “2. *Encourage a mix of uses that supports Astoria's "working waterfront" and the City's economy. The overall Comprehensive Plan objectives are to:*
- Maintain the authentic feel of the riverfront.*
 - Prioritize siting of water-related businesses along the river.*
 - Allow for some residential development along the riverfront, emphasizing smaller-scale work force (moderate income) housing.*
 - Allow for development that supports downtown and other commercial areas.*
 - Limit development in areas with most significant impacts on open space, view or other resources.*
 - Promote uses that provide jobs and support the local economy.”*

Finding: The proposed amendments include rezoning of some areas from C-2 and S-2A to C-3 and C-4. These zones would allow for greater flexibility in uses and development while protecting views and other resources. The waterfront aquatic and shoreland areas are proposed to limit some of the uses to more water-related businesses while allowing some mixed use. New residential development would be directed to land areas south of the River Trail.

- “3. *Support new development that respects Astoria's historic character. The overall Comprehensive Plan objectives are to:*
- Enhance or refine Development Code to achieve vision principles.*
 - Implement design review, design standards, or other tools to guide the appearance of new development.*
 - Devote resources to rehabilitating old structures.”*

Finding: The proposed amendments would create design review guidelines and new siting requirements that reflect the historic

character of the Downtown area for both commercial and industrial waterfront buildings and uses. The proposal would allow for repair, restoration, and reconstruction of existing buildings.

- “4. Protect the health of the river and adjacent natural areas. The overall Comprehensive Plan objectives are to:*
- a. Protect natural areas for wildlife viewing.*
 - b. Replace invasive plants with native species.*
 - c. Incorporate natural elements in the design of future public and private improvements.”*

Finding: The proposed amendments would encourage the use of native plants along the Riverfront using the list of recommended plants in the Development Code. Landscaping requirements for both shoreland and land areas would encourage and/or require placement of plant material that would enhance the riverfront and viewing opportunities.

- “5. Enhance the River Trail. The overall Comprehensive Plan objectives are to:*
- a. Maintain, repair, extend, and enhance the River Trail.*
 - b. Provide better pedestrian connections between the downtown and the riverfront.*
 - c. Create amenities such as shelters, lighting, and public restrooms in targeted locations.*
 - d. Ensure adequate parking opportunities along, adjacent to, and near the riverfront.*
 - e. Address safety issues associated with mix of autos, pedestrians, trolley, and other activities.*
 - f. Ensure long-term maintenance of public improvements.”*

Finding: The proposed amendments would establish design and siting standards, including required building setbacks to protect the River Trail from incompatible encroachments. It would require public access to the riverfront, require recorded maintenance agreements for certain landscaping features, and allow for the continuation of the River Trail. The amendments would also allow some flexibility in landscaping by allowing a percentage to be devoted to public amenities such as benches, restrooms, interpretive signage, etc.

10. CP.140.C, Columbia River Estuary Aquatic and Shoreland Designations, Development Aquatic, states

“Development Aquatic areas are designated to provide for navigation and other identified needs for public, commercial, and industrial water-dependent uses. The objective of the Development Aquatic designation is to ensure optimum utilization of appropriate aquatic areas by providing for intensive development. Such areas include deepwater adjacent to or near the shoreline, navigation channels, sub-tidal areas for in-water disposal of dredged material, areas of minimal biological significance needed for uses requiring alteration of the estuary, and areas that are not in Conservation or

Natural designations. In some cases, protection of scenic vistas of the Columbia River also may be an important planning objective, consistent with the City's Riverfront Vision Plan. These areas are in the Aquatic One Development Zone (A-1), the Aquatic Two Development Zone (A-2), the Aquatic Two-A Development Zone (A-2A)."

Finding: The Aquatic designations are not proposed to be changed, but some uses are proposed to be prohibited in the Urban Core Area. The use limitations would be for commercial and residential uses while allowing the maritime related uses and activities. The objective of the Riverfront Vision Plan to protect some vistas of the Columbia River is included in this CP Section and the proposed "Limitation Areas" and other view corridors and public access points would support this objective. The proposed amendments are consistent with the intent of this CP section.

11. CP.140.E, Columbia River Estuary Aquatic and Shoreland Designations, Development Shoreland, states

"Development Shoreland areas are designated to provide for water-related and water-dependent development along the estuary's shoreline. These areas may present opportunities to develop uses that complement uses in Downtown Astoria, consistent with the City's Riverfront Vision Plan. Development Shoreland areas include urban or developed shorelands with little or no natural resource value, and shorelands with existing water-dependent or water-related uses. Development Shoreland areas may include scenic vistas of the Columbia River that may be an important planning objective to protect, consistent with the City's Riverfront Vision Plan. These areas are in the General Development Shorelands Zone (S-2), or the Tourist-Oriented Shorelands Zone (S-2A). Some of these areas are in residential or commercial zones with a Shorelands Overlay Zone."

Finding: The existing Development Shoreland designations are proposed to be rezoned to C-3 and C-4 which are more consistent with the development of these areas and the intent of the downtown area. Some uses are proposed to be prohibited in the Urban Core Area. The use limitations would be for some commercial and residential uses while allowing the maritime related uses and activities. It has been determined that the current S-2A Zone is no longer supportive of the downtown development and with the loss of water-dependent uses adjacent to the existing S-2A Zone, that the C-3 and C-4 Zones would better complement the downtown development. The proposed amendments are consistent with the intent of this CP section.

12. CP.185.H, Regional Estuary and Shoreland Policies, Fisheries and Aquaculture Policies, states that *"Policies in this subsection apply to all projects that could conceivably affect fisheries (either commercial or recreational) or aquaculture in the Columbia River Estuary. This subsection is also applicable to the development of aquaculture facilities and to fisheries enhancement projects. . .*

2. *Sufficient space for present and anticipated needs shall be reserved for the following uses:*

Fishing vessel moorage;
Seafood receiving and processing;
Boat repair;
Gear storage;
Ice making;
Cold storage;
Other seafood industry support facilities. . .
7. *A number of sites in Astoria and throughout the Columbia River Estuary are suitable for development or expansion of facilities for the commercial seafood industry. These include moorage, fuel, ice, fish receiving and processing, gear storage, marine hardware sales and repair, boat building and repair, and related facilities. The City will periodically consider amending its Comprehensive Plan as needed to provide sufficient sites for these facilities. The City will rely on information in periodic updates of the Columbia River Estuary Regional Management Plan pertaining to fisheries-related development in the estuary.*

Finding: The Aquatic Zones in the Urban Core would still allow water-dependent and water-related uses while limiting some of the other uses. The "Limitation Areas" would allow development to top of bank which would support moorage areas and water-dependent uses that could be built below the top of bank. The size of lots are limited by the Columbia River on the north, the River Trail / former railroad line, existing development pattern, and limited access to the sites. The proposed amendments reduce the allowable uses in the over-water areas to more marine related and marine dependent uses such as the ones noted in this Comprehensive Plan section.

The proposed amendment allows water-dependent facilities to construct to a greater height for necessary facilities for those uses. They would also allow for existing buildings over the water to expand to the maximum allowed by infill or code allowance whichever is larger. The proposed amendments comply with this section.

13. CP.185.O, Residential, Commercial and Industrial Development Policies, states that *"Policies in this subsection are applicable to construction or expansion of residential, commercial or industrial facilities in Columbia River Estuary shoreland and aquatic areas. Within the context of this subsection, residential uses include single and multifamily structures, mobile homes, and floating residences (subject to an exception to Oregon Statewide Planning Goal 16). Duck shacks, recreational vehicles, hotels, motels and bed-and-breakfast facilities are not considered residential structures for purposes of this subsection. Commercial structures and uses include all retail or wholesale storage, service or sales facilities and uses, whether water-dependent, water-related, or non-dependent, non-related. Industrial uses and activities include facilities for fabrication, assembly, and*

processing, whether water-dependent, water-related or non-dependent, non-related.

1. *New non-water-dependent uses in aquatic areas and in Marine Industrial Shorelands shall not preclude or pose any significant conflicts with existing, proposed or probable future water-dependent uses on the site or in the vicinity.*
2. *Residential, commercial or industrial development requiring new dredging or filling of aquatic areas may be permitted only if all of the following criteria are met:*
 - a. *The proposed use is required for navigation or other water-dependent use requiring an estuarine location, or if specifically allowed in the applicable aquatic designation; and*
 - b. *A substantial public benefit is demonstrated; and*
 - c. *The proposed use does not unreasonably interfere with public trust rights; and*
 - d. *Feasible alternative upland locations do not exist; and*
 - e. *Potential adverse impacts are minimized."*

Finding: The proposed amendments would limit the allowable uses in the aquatic and shoreland areas to uses that are more water-related and water-dependent. Commercial development would be restricted to the land area south of the River Trail where some mixed use residential would be allowed. These proposed uses are consistent with this Comprehensive Plan section which protects the waterfront area for the marine uses. Existing residential uses over the water would be allowed to continue and rebuild. To allow some adaptive reuse of existing buildings and to allow some residential use above the first floor of these buildings, a maximum of two residential units is proposed to be allowed.

The proposed siting standards would protect the public access to the Riverfront. Any project proposed would be subject to compliance with this section at the time of project proposal.

14. CP.186.C, Cumulative Impacts, Cumulative Impact Analysis, states that

1. *Public Access.*

Activities generating cumulative impacts on public access can both enhance and reduce opportunities for public access to the waters and shorelines of the Columbia River Estuary. Public access is treated broadly here to include both physical and visual access. . .

Boat ramps and marinas have a strongly beneficial cumulative impact on public access for the boating public. Private individual moorages on the other hand can have negative cumulative impacts with respect to public access if allowed to overcrowd particular waterways. Continuous development of individual moorages along a reach of the Columbia River Estuary or a tributary can block public shoreline access and inhibit small boat navigation, having a strongly

negative cumulative impact. The regional estuarine construction policies and standards encourage community docks and piers and discourage individual moorages. . .

Port development is often not fully compatible with public access; however, the cumulative impact of port development on public access is expected to be minor. Port development is limited to only a few sites in the estuary. Full development of all existing designated Development and Water Dependent Development shorelands would not significantly reduce public access opportunities in the Columbia River Estuary, but may have locally significant effects. . .

5. Recreation/Tourism.

Discussion of cumulative impacts on recreation and tourism includes estuary-oriented recreation undertaken by both local residents and by visitors from outside the region. Many impacts may be largely aesthetic in nature. . .

Boat ramps, marinas, and moorages have a generally positive impact on recreation and tourism, though there may also be a negative aesthetic component. The net cumulative impact is probably positive, however, because the estuary is large relative to the extent of existing recreational boat facilities. . .

Port development may generate both positive and negative impacts with respect to tourism and recreation. The passage of deep draft vessels up and down the Columbia River Estuary, together with associated tug, barge and wharf activities, are significant elements of the Columbia River Estuary's attractiveness for visitors. Port development may also, however, generate negative impacts on recreational fishing and public access (see "Columbia River Estuary Regional Management Plan" Subsections 5.3.3. and 5.3.1.). Net cumulative impacts are believed to be positive. . .

CP.015.5, General Land and Water Use Goals, states "The special qualities that make downtown Astoria a desirable place to visit or work should be promoted and protected through the City Plan and land use ordinances. These include shorelands suitable for water-dependent uses, the scenic views and water access areas along the waterfront, the commercial fishing and sports fishing industry and other activities that attract residents and tourists to the City."

Finding: The proposed amendments would limit some Riverfront areas to water-related and water-dependent uses consistent with the fishing industry and recreational waterfront activities. It would also limit some important public view areas to development at shoreland height maximum. This would support boat ramps, marinas, moorages, etc. that are considered to be a positive impact on recreation and tourism. The proposed amendments are intended to minimize the cumulative negative impacts along the

Riverfront by preserving some areas for marine development and protecting some vistas and views. The proposed amendments also would require any future overwater development taller than bank height, where it is allowed, to provide piers or walkways providing visual access to the river.

15. CP.185(M), Regional Estuary and Shoreland Policies, Public Access Policies, states that *"Public access" is used broadly here to include direct physical access to estuary aquatic areas (boat ramps, for example), aesthetic access (viewing opportunities, for example), and other facilities that provide some degree of public access to Columbia River Estuary shorelands and aquatic areas."*

CP.185(M.2 to 5), Regional Estuary and Shoreland Policies, Public Access Policies, states that

2. *Public access in urban areas shall be preserved and enhanced through waterfront restoration and public facilities construction, and other actions consistent with Astoria's public access plan.*
3. *Proposed major shoreline developments shall not, individually or cumulatively, exclude the public from shoreline access to areas traditionally used for fishing, hunting or other shoreline activities.*
4. *Special consideration shall be given toward making the estuary accessible for the physically handicapped or disabled.*
5. *Astoria will develop and implement programs for increasing public access."*

CP.185(N.2), Regional Estuary and Shoreland Policies, Recreation and Tourism Policies, states that *"Recreation uses in waterfront areas shall take maximum advantage of their proximity to the water by: providing water access points or waterfront viewing areas; and building designs that are visually u {typo from original ordinance} with the waterfront."*

CP.204, Economic Development Goal 5 and Goal 5 Policies, Goal states *"Encourage the preservation of Astoria's historic buildings, neighborhoods and sites and unique waterfront location in order to attract visitors and new industry."* The Policy 1 states *"Provide public access to the waterfront wherever feasible and protect existing access. The importance of the downtown waterfront in terms of aesthetics, public access and business improvement cannot be overemphasized. The City supports the concept of the "People Places Plan," and encourages local organizations in the construction and maintenance of waterfront parks and viewing areas."*

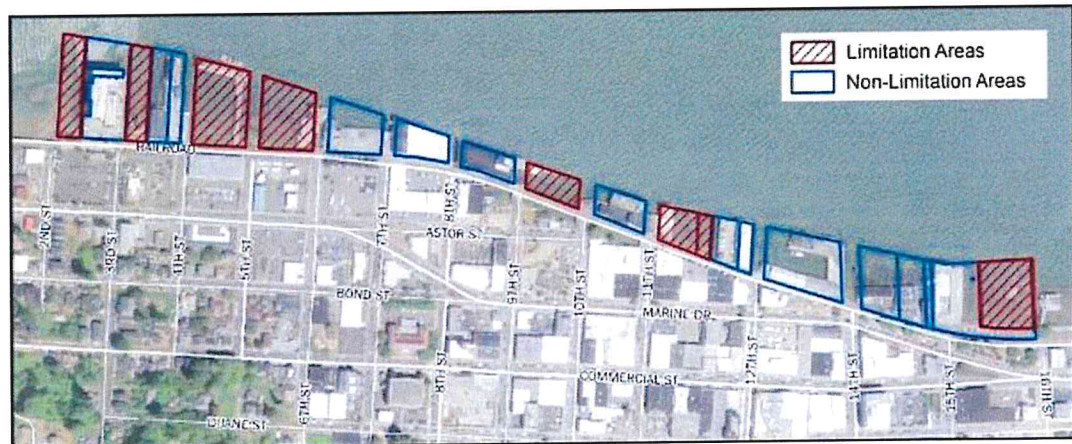
CP.055.5, Downtown Area Policies, states *"Shoreland zone policies and standards will be designed to encourage public access along the Downtown waterfront."*

Finding: One of the reasons the Riverfront Vision Plan was developed was to enhance public access to the estuary and allow for preservation of public open space and park areas along the Columbia River. Public access

includes both physical and visual access. The River Trail along the Columbia River is used by locals as well as visitors and is maintained for its aesthetic values as well as for its transportation values. The Bridge Vista Area was identified as an area to allow some development while preserving visual and public access the Civic Greenway Area was identified for more open space. The Urban Core Area was identified for more intense development with some visual and public access. The proposed on-land building and landscaping setback and stepbacks create wider view corridors from Marine Drive.

The proposed implementation of the RVP will allow for limited over-water development of maritime related facilities, some commercial development, and minimal residential development while protecting public visual and physical access to the River. The proposed amendment would limit the size, height, and location of development to minimize the impact on public access. The maximum height of buildings over water is proposed to be at existing shoreline bank height for the Limitation Areas identified in the map, and 28' height in the Non-Limitation Areas with some exceptions to 35'. Development on the land would have a stair stepped height with 28' within 100' of the River Trail and 35' for buildings in other areas with some exceptions to 45'. However, no buildings may exceed the 28' height within the 100' from the River Trail. This will allow for a broader vista along the River Trail without a tunnel of buildings adjacent to the River Trail.

Figure 14.____-1: Limitation Areas



Future development in the area would be subject to allowable uses, design, and other development standards of the proposed Urban Core Area Overlay. The proposed amendments include a requirement for public access piers for over-water development.

16. CP.185(G), Estuary and Shoreland Policies states that *"This subsection applies to uses and activities with potential adverse impacts on fish or wildlife habitat, both in Columbia River estuarine aquatic areas and in estuarine shorelands."*

1. *Endangered or threatened species habitat shall be protected from incompatible development.*
2. *Measures shall be taken protecting nesting, roosting, feeding and resting areas used by either resident or migratory bird populations.*
3. *Major nontidal marshes, significant wildlife habitat, coastal headlands, and exceptional aesthetic resources within the Estuary Shorelands Boundary shall be protected. New uses in these areas shall be consistent with the protection of natural values, and may include propagation and selective harvest of forest products, grazing, harvesting, wild crops, and low intensity water-dependent recreation."*

CP.460(1), Natural Resource Policies states that *"The Plan land and water use designations will protect those areas that have high natural value, and direct intensive development into those areas that can best support it."*

CP.460(3) , Natural Resource Policies states that *"The City recognizes the importance of "trade offs" that must occur in the planning process. Although certain estuary areas have been designated for intensive development, other areas will be left in their natural condition in order to balance environmental and economic concerns."*

Finding: The proposed amendment allows for some over water development while limiting some commercial and residential uses that are not marine related and could be located elsewhere on land areas. However, some commercial and limited residential use would be allowed as this is the Downtown area and existing development would not support large marine related development. It encourages and/or requires the use of native plants along the Riverfront. The standards maintain open areas for protection of the estuary habitat and to maintain vistas and views.

17. CP.204(3 & 4), Economic Development Goal 5 and Goal 5 Policies, Goal states *"Encourage the preservation of Astoria's historic buildings, neighborhoods and sites and unique waterfront location in order to attract visitors and new industry."* The Policies state
 3. *Encourage the growth of tourism as a part of the economy.*
 - a. *Consider zoning standards that improve the attractiveness of the City, including designation of historic districts, stronger landscaping requirements for new construction, and Design Review requirements.*
 4. *Protect historic resources such as downtown buildings to maintain local character and attract visitors."*

CP.250(1), Historic Preservation Goals states that *"The City will Promote and encourage, by voluntary means whenever possible, the preservation, restoration and adaptive use of sites, areas, buildings, structures, appurtenances, places and elements that are indicative of Astoria's historical heritage."*

CP.250(3), Historic Preservation Goals states that *“The City will Encourage the application of historical considerations in the beautification of Astoria's Columbia River waterfront.*

CP.200(6), Economic Development Goals states that the City will *“Encourage the preservation of Astoria's historic buildings, neighborhoods and sites and unique waterfront location in order to attract visitors and new industry.”*

CP.205(5), Economic Development Policies states that *“The City encourages the growth of tourism as a part of the economy. Zoning standards which improve the attractiveness of the city shall be considered including designation of historic districts, stronger landscaping requirements for new construction, and Design Review requirements.”*

CP.055.4, Downtown Area Policies, states *“The City encourages the reuse of existing buildings prior to the expansion of commercial zones.”*

Finding: The proposed amendments will adopt design standards to allow for development that is consistent with the design of the historic Downtown area and that is compatible with the existing development within the area. The River and River Trail are important tourism/economic assets for the City and will be protected from incompatible development with the proposed amendments. The proposed amendments exempt the existing historic over water buildings from some of the requirements so as to encourage and support the restoration of these buildings. However, additions to these buildings would be subject to the proposed development standards. The code would also protect the scenic views of the Columbia River waterfront with standards for height, design, and location of development. The Plan establishes design standards that would protect historic neighborhoods and the many scenic views that bring visitors to the community.

The proposed allowable uses for existing buildings would allow and encourage adaptive reuse of some of these buildings. New residential over-water development would be prohibited except in existing buildings which would be allowed a maximum of two residential units. This would allow reuse of the existing buildings while preventing the loss of views of the River for private residential development.

18. CP.218(1), Housing Element, Housing Goals, states *“ Provide opportunities for development of a wide variety of housing types and price ranges within the Urban Growth Boundary.”*

CP.220, Housing Element, Housing Policies, states

- “1. Maintain attractive and livable residential neighborhoods, for all types of housing. . .
5. Encourage low and moderate income housing throughout the City, not concentrated in one area. . .
18. Zone adequate land to meet identified future housing needs for a broad range of housing types, including single-family attached and detached homes, manufactured homes, two-family dwellings, and

multi-family dwellings.”

CP.223, Housing Element, Housing Tools and Actions, states “*Revise zoning requirements to accommodate a variety of housing types as identified in the City’s Housing Needs Analysis.*”

Finding: The request is to rezone approximately the following acreage:

Rezone 5.2 acres from C-2 (Tourist-Oriented Commercial) to C-3 (General Commercial)
Rezone 0.64 acres from C-3 (General Commercial) to C-4 (Central Commercial)
Rezone 2.6 acres from S-2A (Tourist-Oriented Shoreland) to C-3 (General Commercial)
Rezone 0.02 acres S-2A (Tourist-Oriented Shoreland) to MH (Maritime Heritage)
Rezone 12.0 acres from S-2A (Tourist-Oriented Shoreland) to C-4 (Central Commercial)

The existing C-2 Zone does not allow residential uses. The C-3 and C-4 Zones would allow for some multi-family development with mixed use. Therefore, the proposed change would accommodate high density, compact residential development on the land. The proposed rezone would support the goals of the Comprehensive Plan to find alternative ways to address the need for housing identified in the *City’s Housing Needs Analysis* with ability for mixed use multi-family residential development. New residential use within the A-2 and A-2A Zones is proposed to be eliminated in the Urban Core Overlay. However, these areas are not “residential” zones and any residential use was secondary to the allowable commercial/industrial Employment Lands inventory of buildable lands as discussed above. Existing residential over-water development would be allowed to continue and be maintained and a maximum of two new units would be allowed in existing buildings that do not currently have residential units. This would allow for some additional housing units in the over-water area. The proposed amendments would still support affordable housing opportunities in the on-land areas.

19. CP.270, Parks, Recreation, and Open Space Element, Goals states that *“The City of Astoria will work:*
1. *To develop a balanced park system.*
 2. *To reflect Astoria’s special qualities and characteristics. . .*
 5. *To provide or encourage waterfront parks. . .*
 7. *To promote general beautification. . .*
 12. *The City will continue its efforts to improve public access to the shoreline through:*
 - a. *The construction of public access points, pathways, and street ends;*
 - b. *The encouragement of public access projects in conjunction with private waterfront development actions, possibly through the use of local improvement districts and/or grant funds; and*
 - c. *The protection of street ends and other public lands from vacation or sale where there is the potential for public access*

to the water. The City will work with the Division of State Lands (DSL) to determine the status of submerged and submersible lands adjacent to the City street ends.”

CP.055.5, Downtown Area Policies, states *“Shoreland zone policies and standards will be designed to encourage public access along the Downtown waterfront.”*

Finding: The City has established a River Trail along the Columbia River as a City park. The Riverfront Vision Plan identifies this as a public area and encourages protection of a portion of the public views and vistas in the Urban Core Area. The RVP for the Urban Core Planning Area identified Land Use Assumptions and Objectives which state

- *“If development is to occur, promote the urban character of the area and allow for dense development. . .*
- *Create intimate open spaces and gathering places within new developments.*
- *Use setbacks, stepbacks, and other measures to ensure an open feel and continued visual access to the river.*
- *Work with property owners, including those with existing leases to maximize open areas over the water.”*

The proposed amendments address the design, location, size, height, etc. for development on both the water and land side of the River Trail. Setbacks, building stepbacks, and landscape view corridors are proposed to allow street end visual access to the River. The proposed amendments also address public amenities and the ability of a developer to provide specific public amenities in conjunction with their development and promote the general beautification of the waterfront area. The limitation of building size and height, and reduction in allowable uses along the waterfront would protect the waterfront park from incompatible intrusions. Required setbacks along the River Trail also would support protection of vistas along the trail and contribute to the development of amenities and gathering spaces adjacent to the trail. The City owns several sites (6th Street Viewing Tower, 9th Street Astor Park, 14th Street Ferry Landing, proposed Nordic Heritage Park at 16th Street) within the Urban Core Area and the street ends at all of the rights-of-way from 2nd to 16th Street except 4th, 15th, and 16th Street which have been vacated north of the River Trail. These properties would be protected as public access areas.

20. CP.470(1), Citizen Involvement states that *“Citizens, including residents and property owners, shall have the opportunity to be involved in all phases of the planning efforts of the City, including collection of data and the development of policies.”*

Finding: Throughout the process of drafting the proposed ordinance, the City has provided extensive public outreach. The consultant team divided the amendments into three sections to allow for adequate review of the draft code amendments with the Planning Commission and public. The Planning Commission held eight public work sessions to develop the

proposed amendments and allow for public input. An off-agenda review was conducted by email in April 2019 requesting APC comments, and one work session was held with the City Council on 3-4-19. A public Town Hall meeting was held on 9-13-18 with over 80 people in attendance. At each work session, the consultant and staff have reviewed proposed concepts and obtained feedback from the APC and public concerning various issues. Draft amendments were mailed and/or e-mailed to all property owners within the UC area, the general public, and to anyone who has expressed interest in the Riverfront Vision Plan implementation process. Published notification was also provided in the *Astorian* and on the City's web site. The work sessions have been well attended and many people attended the meetings and work sessions on the other Riverfront Vision areas amendments and made comments on the Urban Core area. Due to the time since the last APC work on the draft documents, the APC held a work session on September 24, 2019 to review the proposed amendments prior to the public hearing on October 22, 2019.

The following is a list of public work sessions, public hearings, and newspaper articles concerning the draft ordinance. There were numerous "Letters to the Editor" in the *Daily Astorian* which are not listed.

August 5, 2018	<i>Daily Astorian</i> "Astoria planning to limit river views"
August 7, 2018	APC work session
August 8, 2018	<i>Daily Astorian</i> "Astoria tackles final leg of riverfront plan, Urban Core would guide downtown"
August 14, 2018	<i>Daily Astorian</i> "Astoria needs clearer waterfront vision"
September 7, 2018	Presentation to Astoria Downtown Historic District Association membership monthly meeting
September 13, 2018	Town Hall Meeting
September 14, 2018	<i>Daily Astorian</i> "Urban Core talks take shape"
October 23, 2018	APC work session
October 23, 2018	<i>Daily Astorian</i> "Point of View: What do you think about all the hotel proposals in Astoria?"
October 24, 2018	<i>Daily Astorian</i> "Planners dive into Urban Core"
November 27, 2018	APC work session
November 28, 2018	<i>Daily Astorian</i> "Planners focus on Urban Core"
January 8, 2019	APC work session
January 9, 2019	<i>Daily Astorian</i> "City considers tighter rules in Urban Core"
January 29, 2019	APC work session
February 5, 2019	APC work session
February 12, 2019	<i>Daily Astorian</i> "Group Plans to Petition Astoria on Waterfront Hotels"
March 5, 2019	<i>Astorian</i> "Property owners voice concerns about strict codes for Astoria waterfront"
March 14, 2019	City Council work session
May 28, 2019	APC work session

September 7, 2019	<i>Astorian</i> "Astoria searches for balance on hotels"
September 24, 2019	APC work session
October 22, 2019	APC public hearing

The City was very conscious of the interest in protection of the Riverfront and the need to have an ordinance that would meet the needs of the citizens, property owners, protect the environment and historic resources, be in compliance with State regulations, and would be a permit process that was easy for both the citizens and staff.

Finding: The request is consistent with the Comprehensive Plan.

- D. Section 10.070(A)(2) concerning Text Amendments requires that *"The amendment will not adversely affect the ability of the City to satisfy land and water use needs."*

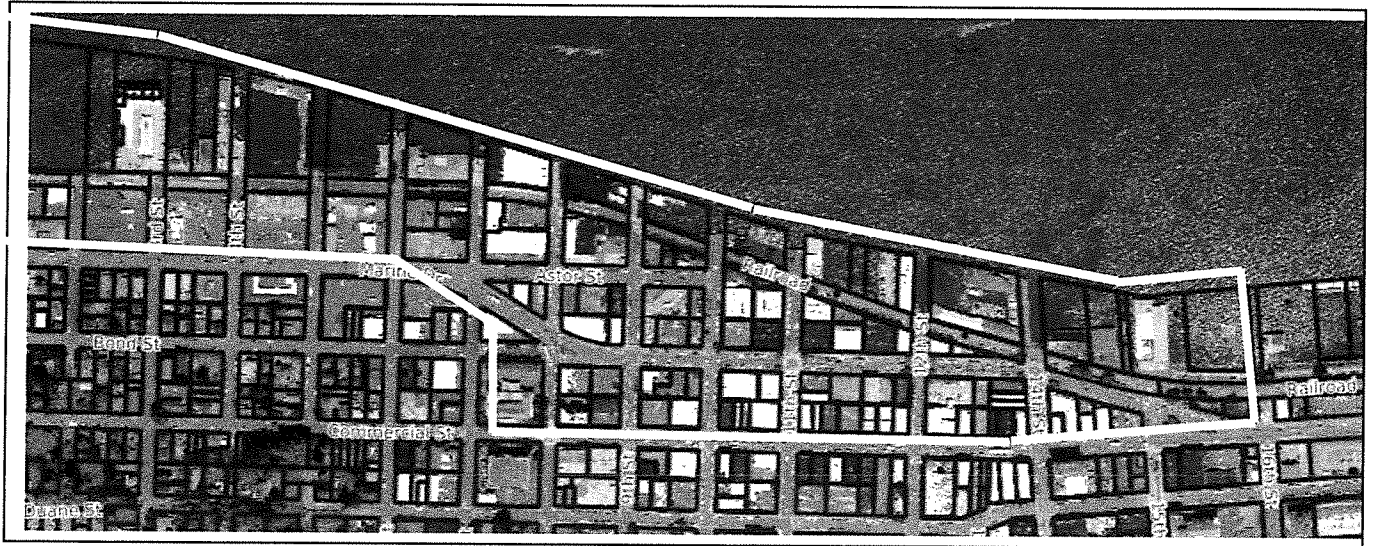
Section 10.070(B.2) concerning Map Amendments requires that *"The amendment will: a. Satisfy land and water use needs; or . . ."*

Finding: The proposed amendment will satisfy land use needs in that it will allow for the development of private properties while protecting the vistas and views along the Urban Core Area of the River Trail. The proposed amendment limits the allowable development in this area thereby reducing some of the impacts associated with a more intensive development. Most of the area is zoned A-2 (Aquatic Two Development) and A-2A (Aquatic Two-A Development) which have limited allowable development, most of which are maritime related. The existing C-2 Zone (Tourist Oriented Commercial) is very limited in its allowable uses. The proposed change to C-3 (General Commercial) and C-4 (Central Commercial) zones would expand the allowable uses with limitations for this specific area.

Proposed lighting and open space landscaping standards would decrease impacts to Police and Fire protection services by the creation of appropriately lit and open areas. As noted in Section C.6 above concerning the BLI, the proposed amendment will not adversely affect the ability of the City to satisfy land and water use needs.

- E. Section 10.070(B.2) concerning Map Amendments requires that *"The amendment will: . . .*
b. Meet transportation demands; or
c. Provide community facilities and services."

Finding: The site is located on the north side of Marine Drive between 2nd and 8th Streets and north of Commercial Street between 8th and 16th Streets. It is currently mostly developed with the offices, restaurants, hotels, one fish processor Fishhawk Fisheries at foot of 4th Street, government buildings, retail, professional and personal services, financial institutions. There are only a few undeveloped lots in the area. The Overlay Area of the Riverfront Vision Plan fronts the River Trail.



In accordance with Statewide Planning Goal 12 concerning Transportation, and the Transportation Planning Rule (TPR) (OAR 660-12-060), any plan amendment having a significant effect on a transportation facility (i.e. Highway 30) must assure that the allowed land uses are consistent with the function, capacity, and level of service of the facility. In addition, OAR 734-051-0080, and OAR 734-051-0100 state that a proposed development or land use action where an on-site review indicates that operational or safety concerns may be present requires a Traffic Impact Study.

The proposed zone changes from C-2 and S-2A to C-3 and C-4 Zones will provide for a different variety of uses within the approximate 33-acre site. Issues concerning the TPR and traffic impact will be addressed in the next section of these Findings of Fact.

The site is relatively flat and there are no designated wetlands. All City utility services are available to the area. There is no indication that operational or safety concerns are present, nor would they be increased as a result of the proposed uses on the existing transportation system. Any future development would be subject to a Traffic Impact Study as required by Development Code Article 3.

In April 2014, the City Council adopted the Transportation System Plan (TSP). This Plan was conducted by the City of Astoria in conjunction with the Oregon Department of Transportation (ODOT) and studied the existing and forecasted transportation needs in the City. The subject property proposed for rezone is located on Marine Drive and Commercial Street between 2nd and 16th Streets. There were several projects identified in the TSP for the Urban Core Area as follows:

- D5 Downtown Traffic Signal Upgrade
- D20 US 30/16th Street Capacity Enhancement - install a traffic signal
- D21 Marine Drive- Columbia to 9th Circulation Option
- D39 Downtown Circulation Feasibility Study
- B2 11th Street (North) Shared Roadway Enhancements - River Trail to Exchange
- B12 6th Street Shared Roadway Enhancements - River Trail to Duane

B50	Marine Drive/W Marine Drive Bike Lanes - Bay Street to 6th Street
CR08	US 30 and 6th Street Crossing Enhancements
CR09	US 30 and 8th Street Crossing Enhancements
CR10	Commercial and 8th Street Crossing Enhancements
CR13	US 30 and 16th Street Crossing Enhancements
CR16	Commercial at 10th, 11th and 12th Crossing Enhancements
T1	Bus Stop Amenity Enhancement- City Wide

These projects are aimed at pedestrian and bike safety and to create better vehicle and pedestrian circulation in the Urban Core Area. The proposal to rezone the C-2 and S-2A Zones in this area to C-3 and C-4 would be consistent with these projects. Redevelopment of this area for commercial and marine related uses would be supported and benefit from these projects.

The area proposed to be zoned is accessed from both City streets and directly from the State Highway. Therefore, ODOT would comment on the TPR review. ODOT has been included in the draft amendment review process. From the existing TSP and projected traffic volumes and projected uses, the transportation facilities in this area with any proposed future improvements will be sufficient to accommodate the uses allowed in the proposed C-3 and C-4 Zone areas.

One small parcel is proposed to be rezoned from S-2A to MH (Maritime Heritage) but is only approximately 1,250 square feet located at the foot of 16th Street. This area is small, and its location would not have any impact that would require TPR review.

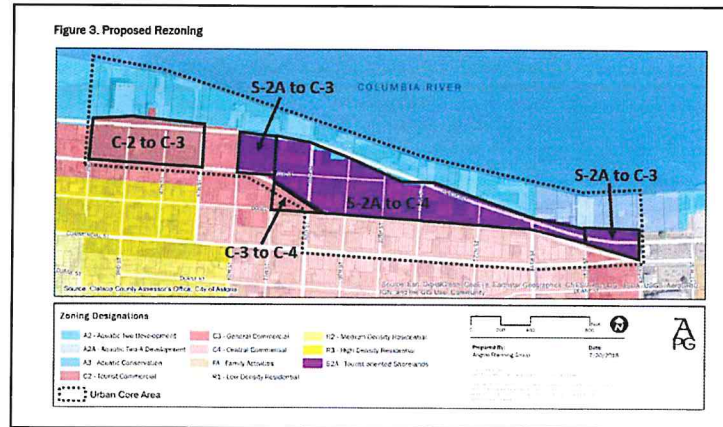
F. Oregon Administrative Rules Section 660-012-0060 (Plan and Land Use Regulation Amendments) states that:

1. *“(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:*
 - (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);”*

Finding: As shown in the attached draft Ordinance for the Map Amendment, the proposed Land Use and Zoning Map amendment consists of the following:

- Rezone an area of C-2 between 2nd and 5th Street to C-3
- Rezone an area of S-2A between 6th and 7th Street to C-3
- Rezone C-3 triangle between 7th, 8th, Bond, Marine Drive to C-4
- Rezone S-2A between 7th and 15th Street to C-4

- Rezone S-2A between 15th and 16th Street to C-3
- Rezone S-2A at foot of 16th Street to MH



These areas contain or are adjacent to roadways including Marine Drive and Commercial Street (US 30, a State highway), and 8th Street which are classified as “principal arterial” streets; 9th, 10th, and 12th are classified as “Major Collector”; 11th is classified as a “Collector”, as shown in Section E: Memo 4- Transportation System Inventories of the April 2014 City of Astoria Transportation System Plan (TSP). The proposed Land Use and Zoning Map amendment does not propose or necessitate changes to these classifications.

2. *“(b) Change standards implementing a functional classification system; or . . .”*

Finding: Section 6 of the Astoria TSP establishes design guidelines, spacing standards, and mobility targets for City streets based on functional classification. The proposed Land Use and Zoning Map amendment does not propose or necessitate changes to these guidelines, standards, or targets.

3. *“(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.*
 - (A) *Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*
 - (B) *Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or . . .”*

Finding: The proposed Land Use and Zoning Map amendment primarily involves revising the set of allowed uses from one set of commercial and industrial uses to another set of commercial and industrial uses in the map amendment area. A portion of the area currently zoned C-2 (Tourist Commercial) and a small portion of the S-2A (Tourist Oriented Shoreland) will be rezoned to C-3 (General Commercial). The remainder of the S-2A area to be rezoned will be converted to C-4 (Central Commercial) zone which primarily allows a mix of commercial uses, most of which generate relatively similar rates of traffic in comparison to tourist-oriented uses currently allowed in the C-2 zone. Several of the more intensive uses that are typically allowed in the S-2A zone in other parts of Astoria (and currently allowed in this area) will not be allowed within the Urban Core area.

In general, as proposed, the amendment would allow similar uses or uses that are not expected to generate significantly more trips than existing zoning. In a number of cases, the number of trips generated would be expected to decrease. Therefore, the proposed map amendment should not significantly change the character of land use and zoning in the area and, thus, the changes in zoning would not affect the types and levels of travel and performance of transportation facilities. More detailed information about specific changes in allowed uses is provided in the following paragraphs.

The table below presents examples of uses currently permitted in the C-2, and S-2A Zones, as compared with the proposed C-3 and C-4 Zones, as well as some uses that are proposed to be permitted or prohibited.

USES O = allowed under another category N = new/different use allowed	S-2A		C-2		C-4		C-3	
	Out-right	Cond Use	Out-right	Cond Use	Out-right	Cond Use	Out-right	Cond Use
Tourist oriented retail sales establishment.	X		X		X		X	
Retail sales		X		X	X		X	
Eating, drinking and entertainment estab without drive-through	X		X		X		X	
Drive-through facility.							X	
Specialized food store, such as bakery, delicatessen, seafood market	X		O		O		O	
Hotel, motel, inn, bed & breakfast, associate uses.	X		X			X	X	
Hotel, motel, inn, bed & breakfast, assoc uses (park in rear & existg)						N		N
Personal service estab, excluding funeral homes.	X				X		X	
Indoor family-oriented amusement, entertain and/or rec estab	X			X		X	X	
Theater.	X			O		O	O	
Home Occupation			X		X		X	
Professional Service		X			X		X	
Family day care center				X	X		X	
Day care center						X		X
Multi-family dwelling		X					X	
Multi-family dwelling, above 1st floor, with commercial on 1st floor						X	N	
Residential facility		X				X	X	
Single-family or two-family, above, below, behind					X		X	
Residential home, above 1st floor, with commercial on 1st floor					X		X	
Public or semi-public use		X		X	X		X	
Repair service not incl auto, heavy equip or other major repair srvc		X			X		X	
Repair service not allowed as an Outright Use								X
Commercial or public off-street parking lot.		X		X	X		X	
Communication service establishment.					X		X	
Construction service establishment.							X	
Education service establishment.					X		X	
Seafood receiving and processing.	X							
Small boat building and repair.	X				N		N	
Boat and/or marine equipment sales.	X							
Park and museum.	X				N		N	
Shoreline stabilization.	X				N		N	
Navigation aide.	X				N		N	
Conference Center.	X		X				X	
Studio for artist		X		X			X	
Business service establishment.					X		X	
Commercial laundry or dry-cleaning establishment.					X		X	
Transportation service establishment.			X		N	X	X	
Transportation facilities					X		X	
Animal hospital or kennel.								X
Automotive sales or service establishment.								X
Gasoline service station.								X
Hospital.								X
Light Manufacturing (without retail component)						X		X
Manufacturing or light manuf with retail component						X		X
Temporary use		X				X		X
Recycling establishment.						X		X
Wholesale trade or warehouse establishment.						X		X
Warehouse establishment with associated prior use						N		N
Mini-storage, or distribution establishment						X		

C-2 to C-3 Zone Change:

In rezoning from C-2 to C-3, there will not be a change between potentially high trip generating uses such as retail sales and services, eating and drinking establishments, indoor family entertainment, and public and semi-public uses. Further, potential high trip generating uses such as conference center, automotive sales and service, transportation service, hospital, and gas stations, which are normally allowed in the C-3 Zone, will not be permitted in the C-3 Zone in the Urban Core Overlay Zone. Drive-through facilities, which are very high trip generating uses that are permitted in C-2 and C-3 Zones, are proposed to be prohibited in Urban Core Overlay Zone, thus reducing trips in the zone.

Light manufacturing that is proposed to be permitted with a retail component should generate no more trips than the general retail sales and services already permitted in the C-2 and C-3 Zones. Regarding residential uses, single- and two-family dwellings are not permitted in the C-3 Zone except above, below, or behind a commercial facility. Multi-family housing is permitted in the C-3 Zone but there is relatively little land available for such development in this area and if such development occurs, it will be only on a limited basis. Further, multi-family housing typically generates fewer trips per household (0.5 to 0.6 trips per unit in the PM peak hour ¹) than other types of residential uses (e.g., single-family housing) already allowed in the zone as noted above.

C-2/S-2A Zone Change to C-4:

Industrial and water-dependent uses permitted in the S-2A Zone, such as light manufacturing and boat building, have low trip generation rates (e.g., 0.7 trips per 1,000 square feet for manufacturing) when compared to general or specialty retail uses (e.g., 2.30 trips per 1,000 square feet) currently allowed in the C-2 zone. Retail services that are permitted in the S-2A Zone are limited to tourist-oriented services. Other uses that are permitted in the S-2A Zone and not in the C-4 Zone include seafood receiving, park and museum. These are proposed to continue to be allowed in the C-4 Zone within the Urban Core Overlay Zone. Marine equipment sales would not be allowed.

Development Standards:

Requirements for off-street parking would not change but location would be regulated for hotels/motels. Building setbacks and stepbacks are proposed as well as other design standards. These could result in a slight increase in intensity of development on a limited number of parcels in this area as large setbacks would not be allowed. However, these will be balanced out by lower trip generation in this area overall (e.g., gas stations and drive-through facilities prohibited), as well as

¹ Institute of Transportation Engineers Common Trip Generation Rates (PM Peak Hour), Trip Generation Manual, 9th Edition

restrictions on building size at maximum 30,000 square feet for development in the Urban Core Overlay Zone.

4. *“(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.”*

Finding: As concluded in the Future Needs Analysis (Section H, Volume 2) in the Astoria TSP, intersection capacity and street capacity on US 30 in the Urban Core Overlay Zone are projected to meet standards in 2035 under baseline average weekday and baseline summer conditions. However, it notes “. . . the US 30-Commercial Street/8th Street, US 30/16th Street, US 30/Exchange Street, and US 30/Nimitz Drive-Maritime Road intersections are expected to operate with a level of service “F” for the side street, even though they are expected to meet ODOT’s v/c target. . .” Therefore, this criterion is not applicable.

Finding: The proposed amendments comply with the Oregon Administrative Rules Section 660-012-0060 (Plan and Land Use Regulation Amendments) requirements.

V. CONCLUSION AND RECOMMENDATION

The request is consistent with the Comprehensive Plan and Development Code. Staff recommends that the Planning Commission recommend adoption of the proposed amendment to the City Council.

ORDINANCE NO. 19-____

AN ORDINANCE AMENDING THE ASTORIA DEVELOPMENT CODE PERTAINING TO IMPLEMENTATION OF THE ASTORIA RIVERFRONT VISION PLAN FOR URBAN CORE AREA

THE CITY OF ASTORIA DOES ORDAIN AS FOLLOWS:

Section 1. Astoria Development Code Sections 14.____ to 14.____ pertaining to Urban Core Overlay Zone is hereby added to read as follows:

“UCO: URBAN CORE OVERLAY ZONE

14.____. PURPOSE.

The purpose of the Urban Core Overlay Zone is to implement the land use principles of the Astoria Riverfront Vision Plan, dated December 2009, as they pertain to the Urban Core Area. The Urban Core Overlay (UCO) Zone is intended to meet and balance multiple objectives, including promoting the urban character of the area and allowing for dense development; encouraging design of new or rehabilitated buildings that respects Astoria’s character; protecting views of and access to the Columbia River; creating intimate open spaces and gathering places within new developments; maximizing existing open areas over the water; and allowing for a mix of commercial, residential, and water dependent uses that supports the downtown core. The UCO Zone extends from approximately 2nd Street to 16th Street, from the pierhead line to Marine Drive, and to Commercial Street between 8th and 16th Streets, as shown in the City’s Zoning Map.

14.____. APPLICABILITY AND REVIEW PROCEDURES.

The provisions in Sections 14.____ to 14.____ apply to all uses in all areas of the Urban Core Overlay Zone unless indicated otherwise in Table 14.____-1 and in the individual sections.

Table 14.____-1: Applicability of Urban Core Overlay Zone Code Sections

Code Section	Applicability
Section 14.____ Uses Prohibited for Overwater Development	• Aquatic Zones
Section 14.____ Standards for Overwater Development	Limitation Areas (Figure 14.____-1) – overwater and land north of the River Trail

Code Section	Applicability
Section 14.____ Uses Permitted for On-Land Development	<ul style="list-style-type: none"> • C-3 and C-4 Zones
Section 14.____ Uses Prohibited for On-Land Development	<ul style="list-style-type: none"> • C-3 and C-4 Zones
Section 14.____ Standards for On-Land Development	<p>Minimum Setbacks</p> <ul style="list-style-type: none"> • North/south Rights-of-way between Marine Drive / Commercial Street and Columbia River • Adjacent to River Trail • Adjacent to Marine Drive and Other Rights-of-Way Parallel to Marine Drive (except River Trail) <p>Maximum Setbacks</p> <ul style="list-style-type: none"> • Adjacent to Marine Drive and Parallel Rights-of-Way <p>Stepbacks</p> <ul style="list-style-type: none"> • All Overlay Zone Adjacent to Rights-of-Way and River Trail <p>Size</p> <ul style="list-style-type: none"> • All Overlay Zone
Section 14.____ Design Guidelines and Standards	<p>Building Style and Form</p> <ul style="list-style-type: none"> • Standards for Projecting Wall-Mounted Mechanical Units Visible from Public Right-of-Way or River Trail • Guidelines for All Uses, All Overlay Zone <p>Roof Form and Materials</p> <ul style="list-style-type: none"> • Form Standards for All Uses • Materials Standards for All Uses • Form Standards for Non-Industrial Uses • Form Standards and Guidelines for Industrial Uses <p>Doors</p> <ul style="list-style-type: none"> • Standards for All Uses • Guidelines for All Uses • Standards for Non-Industrial Uses • Guidelines for Non-Industrial Uses <p>Windows</p> <ul style="list-style-type: none"> • Coverage Standards for All Uses • Design Standards for All Uses • Design Guidelines for All Uses • Coverage Standards for Non-Industrial Uses • Coverage Standards for Industrial Uses <p>Siding and Wall Treatment</p> <ul style="list-style-type: none"> • Standards for All Uses • Guidelines for All Uses <p>Awnings</p> <ul style="list-style-type: none"> • Standards for Types of Awnings/Treatments for All Uses

Code Section	Applicability
	<ul style="list-style-type: none"> Guidelines for Types of Awnings/Treatments for All Uses Standards Along River Trail and North/South Rights-of-Way Lighting <ul style="list-style-type: none"> Standards for All Uses Guidelines for All Uses Signs <ul style="list-style-type: none"> Standards for All Uses
Section 14.____ Landscaping	River Side/Riparian Land Side/Upland Street Trees <ul style="list-style-type: none"> All Street Trees North-South Rights-of-Way Between Marine Drive / Commercial Street and Columbia River

Figure 14.____-1: Limitation Areas



The provisions of the Urban Core Overlay Zone shall apply to all new construction or major renovation, where “major renovation” is defined as construction valued at 25% or more of the assessed value of the existing structure, unless otherwise specified by the provisions in this Section. Applications in the Urban Core Overlay Zone shall be reviewed in a public design review process subject to the standards and guidelines in Sections 14.____-14.____ *[all sections of the UCO Zone]*.

14.____. USES PROHIBITED FOR OVERWATER DEVELOPMENT.

A. Aquatic Zones.

The following uses and activities and their accessory uses and activities are prohibited in Aquatic Zones in the Urban Core Overlay Zone. Permitted uses are identified in the base zones in Article 2.

1. Indoor entertainment. Except indoor family entertainment.
2. Hotels/motels. Facilities existing prior to January 1, 2020 may be repaired, replaced, and/or redeveloped with new hotels/motels to the maximum number of units existing prior to January 1, 2020.

(Annotated: The intent is to allow the existing facilities, including those under construction with active building permits. By limiting the number of units to the existing prevents a small facility from being demolished and replaced with a much larger facility.)

3. Conference center.
4. Fossil fuel and petroleum product terminals.
5. Automotive sales and gas stations.
6. Wood processing.
7. Professional, medical offices, except as follows:
 - a. Buildings existing prior to January 1, 2020 may be repaired, replaced, developed, and/or redeveloped with professional and/or medical offices.

(Annotated: APC agreed that existing buildings could be used for professional and/or medical offices, but by prohibiting them in new buildings, it would reduce the possibility of new construction over the water.)

8. Residential uses, except as follows:
 - a. Residences existing prior to January 1, 2020 may be repaired, replaced, and/or redeveloped with new residences to the maximum number of units existing prior to January 1, 2020.
 - b. Structures existing prior to January 1, 2020 are limited to a maximum of two new dwelling units above the first floor.

(Annotated: The intent is to restrict new residential development. Existing facilities could remain and/or be redeveloped but could not expand the number of units. Other existing structures would be allowed one or two dwelling units. Several waterfront property owners have intentions to live above their business.)

14. ____ STANDARDS FOR OVERWATER DEVELOPMENT.

A. Applicability.

The following development standards apply to overwater development and to on-land development north of the River Trail in the Urban Core Overlay Zone in areas shown in Figure 14-____-1.

B. Exemption

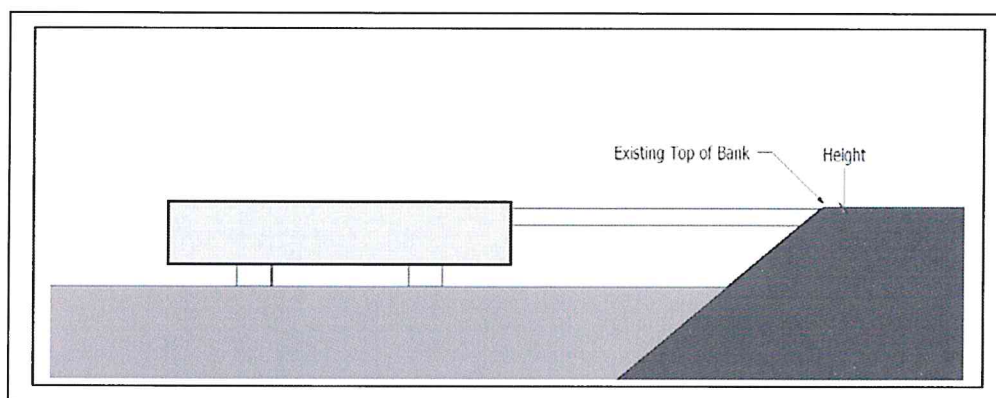
Maintenance, repair, or restoration of buildings existing prior to January 1, 2020 shall be exempt from the standards of this Section 14.____, **except as noted**. New construction, including additions to or expansion of these buildings, which is valued at 25% or more of the assessed value of the structure shall be subject to these standards.

C. Distance from Shore and Height.

1. Structures within Designated Limitation Areas (Figure 14.____-1).

Maximum building height, except hand rails, shall be the top of the existing adjacent riverbank. No variance may be granted for an exception to this height limitation.

Figure 14.____-2: Maximum Building Height within Overwater Development Limitation Areas



2. Structures within Overwater Development Non-Limitation Areas (Figure 14.____-1).

- a. The maximum height shall be 28 feet from the top of the existing adjacent riverbank except as noted in subsections 2.b and 2.c of this section.
- b. A maximum structure height of up to 35 feet is permitted when the following standards are met:

- 1) The maximum width of an individual overwater building shall be a maximum 40% of the total parcel width (measured along the parcel frontage adjacent to the Columbia River shoreline) or 100 feet, whichever is less (Figure 14.____-4); and
 - 2) The maximum width of all overwater buildings located on a contiguous set of parcels under the same ownership shall be a maximum of 40% of the total width of the combined parcels (measured along the parcel frontage adjacent to the Columbia River shoreline); and
 - 3) There shall be a minimum 40 feet wide, unobstructed view corridor separation between buildings; or
 - 4) Water-dependent uses over water may construct water-dependent / water-related needed facilities up to 35 feet in height without a variance. The added structures are subject to the maximum width allowed in Section 14.____.D.
- c. Communication facilities existing prior to January 1, 2020 may be repaired, replaced, and/or redeveloped at the existing height.

(Annotated: This would allow the radio tower at the foot of 15th Street to remain in operation.)

Figure 14.____-3: Maximum Building Height within Overwater Development Non-Limitation Areas

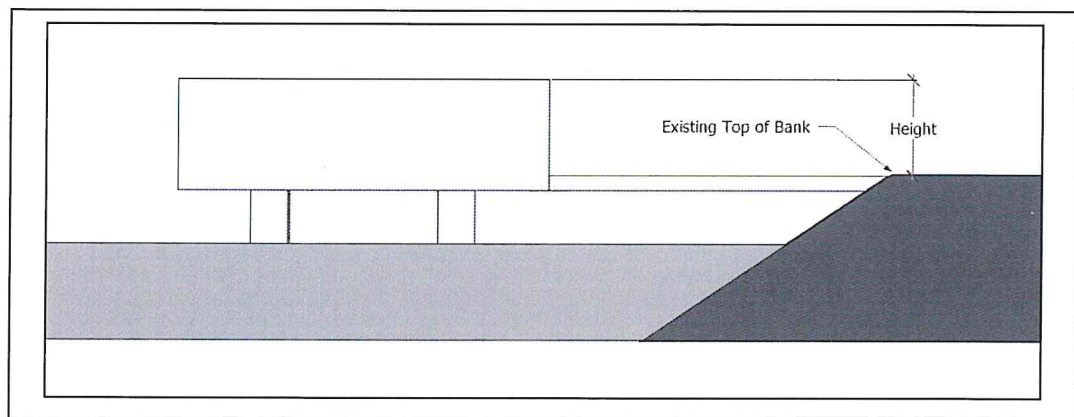
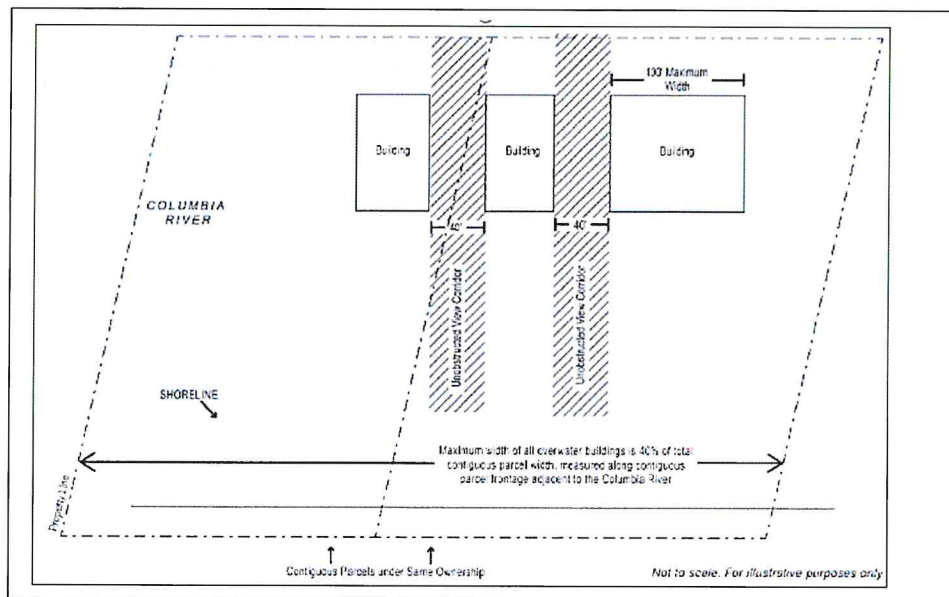


Figure 14. -4: Maximum Building Width Required for Added Structure Height



D. Size.

1. Structures within Overwater Development Limitation Areas (Figure 14.____-1). The maximum gross floor area of enclosed structures is 4,000 square feet.
2. Structures within Overwater Development Non-Limitation Areas (Figure 14.____-1). There shall be no maximum gross floor area for buildings located in these areas.

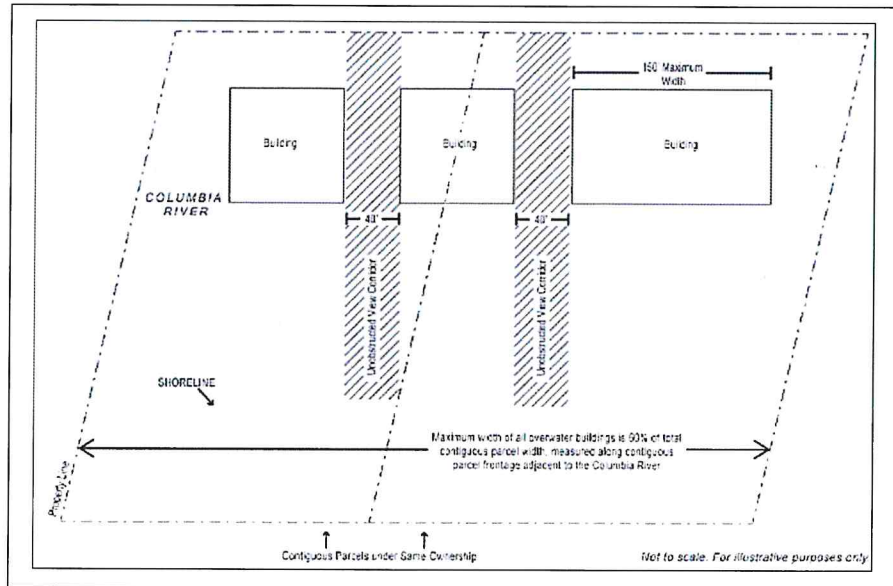
E. Width and Spacing.

1. The following standards apply to all overwater development in the Urban Core Overlay Zone, except as provided in Section ____C.2.b, which provides stricter width and spacing standards in exchange for allowing additional structure height.
2. The maximum combined width of all overwater buildings located on a contiguous set of parcels under the same ownership shall be a maximum of 60% of the total width of the combined parcels (measured along the parcel frontage adjacent to the Columbia River shoreline) with no individual building exceeding 150 feet in width (Figure 14.____-5).
3. There shall be a minimum 40 feet wide, unobstructed view corridor separation between individual buildings.

4. Overwater buildings existing prior to January 1, 2020 may retain their existing width and construct infill additions to the structures to the same width as the existing buildings or as allowed in 14.**.E, whichever is larger.

(Annotated: This would allow existing buildings to fill in to the outside dimensions of the building.)

Figure 14.____-5: Maximum Building Width



F. Access to the Columbia River.

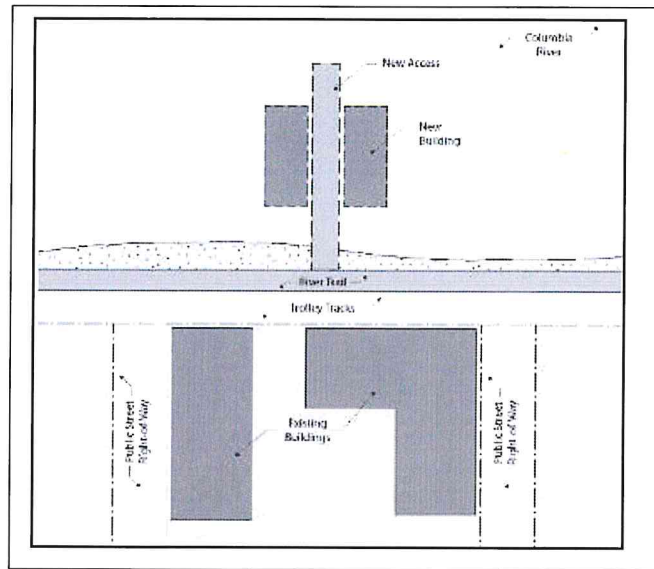
Access to the River shall be provided using piers and/or walkways as part of new construction and major renovations to structures constructed after the year 2013, where major renovation is defined as construction and alterations only to building exteriors valued at 75% or more of the assessed value of the existing structure.

(Annotated: Note that buildings existing prior to 2013 are not required to do the piers or walkways.)

Piers and walkways shall be constructed in accordance with Access Design A, Access Design B, or Access Design C, as shown and described below.

This access design shall be provided in a public access easement provided through the middle of the development or structure.

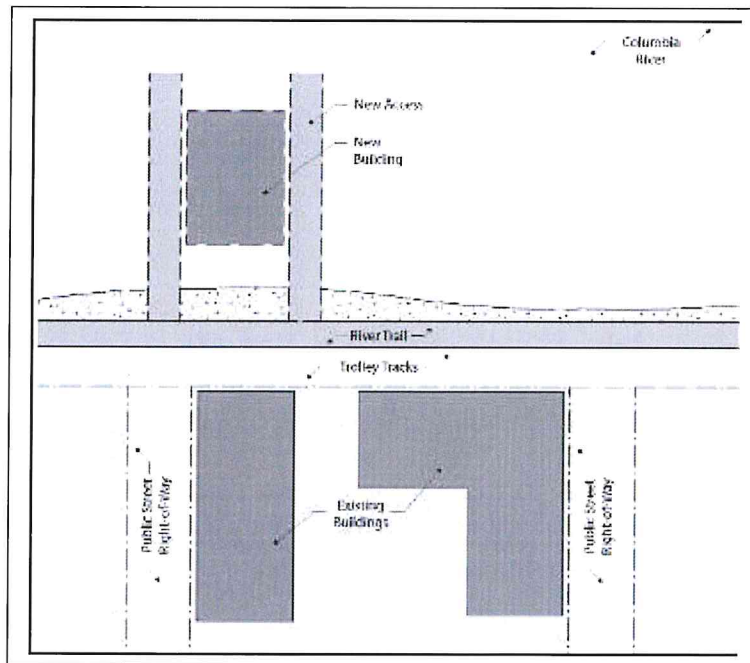
Figure 14.____-6: Access Design A



2. Access Design B – “Viewpoints”.

This access design shall be provided through either existing right-of-way, right-of-way that is created and dedicated to the City, or a public access easement.

Figure 14.____-7: Access Design B



3. Access Design C – “Trail Extension”.

This access design serves as an extension of the River Trail and shall be provided through either existing right-of-way, right-of-way that is created and dedicated to the City, or easements for the piers on the east and west sides of the development. The boardwalk along the north side of the development shall be provided in a public access easement. (Note: Two possible scenarios are illustrated in the following figures for this option.)

Figure 14.____-8: Access Design C.1

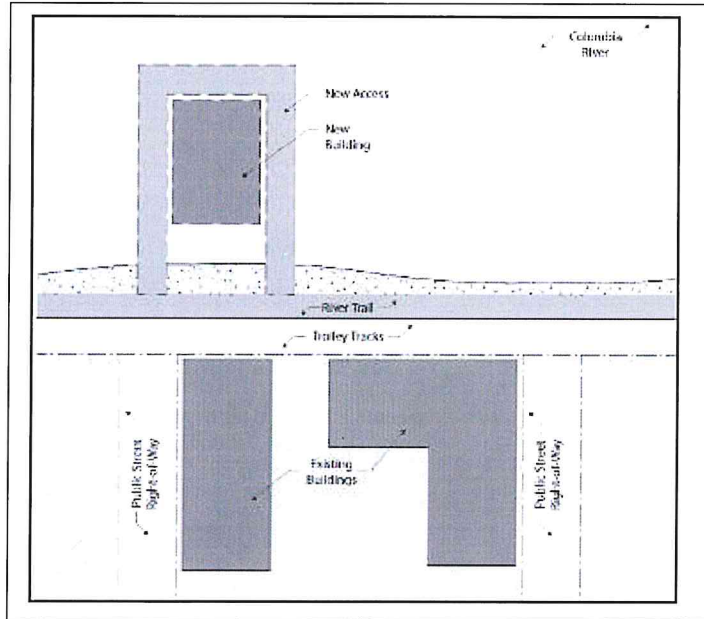
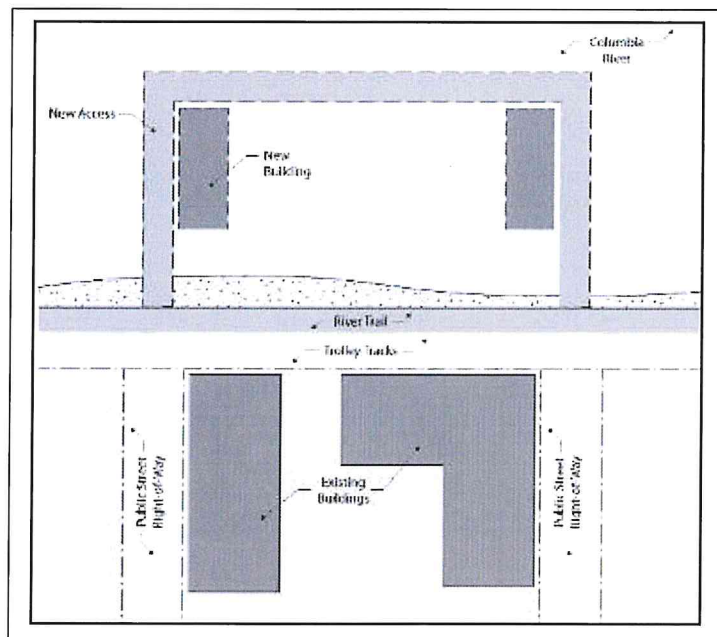


Figure 14.____-9: Access Design C.2



4. Pier and Walkway Width.

Minimum pier and walkway width shall be 10 feet if one side of the pier or walkway is developed with overwater structures. Minimum pier and walkway width shall be 14 feet if both sides of the pier or walkway are developed with overwater structures.

5. Pier and Walkway Length.

Piers and walkways shall extend beyond the north face of the overwater development a minimum length of 10 feet to ensure that the river is visible beyond the adjacent structure(s).

6. Hours of Access.

Access on overwater piers and walkways may be restricted during hours specified in City Code Section 5.926 to 5.928.

7. Maintenance Responsibility.

Responsibility for maintenance of the piers and walkway shall be established through a recorded maintenance agreement acceptable to the City.

G. Setbacks.

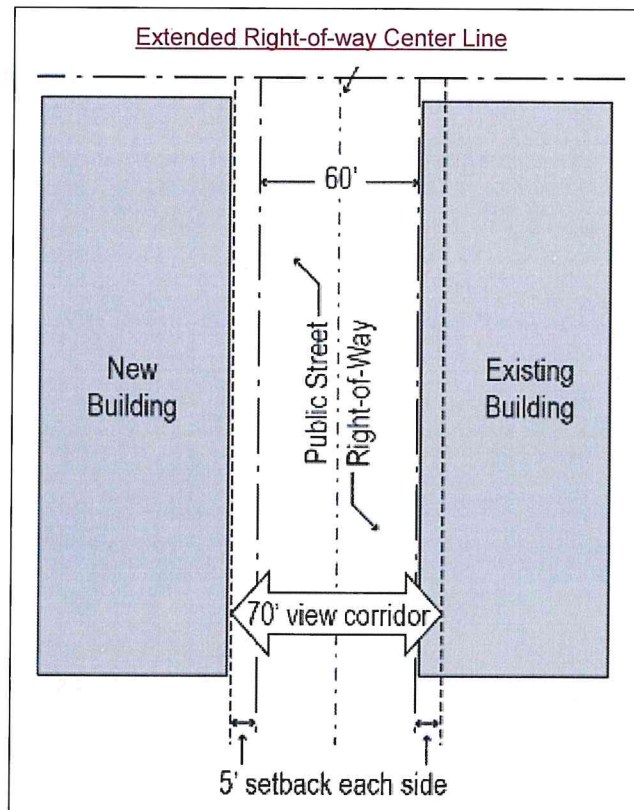
Setback standards apply only to new development approved as of January 1, 2020 or additions to existing buildings. Setback standards apply to over-water development abutting the north-south extended rights-of-way.

(Annotated: used 2020 as we can't change a building once it is built, so 2019 would already be constructed.)

1. Minimum Setbacks.

A minimum unobstructed view corridor width of 70 feet, centered on the extended right-of-way centerline, shall be provided on extended rights-of-way north of the River Trail / Columbia River in the Urban Core Overlay Zone. Buildings shall be set back in order to achieve the 70-foot unobstructed view corridor. If existing development on one side of the extended right-of-way does not meet the setback, the new development on the other side of the extended right-of-way is only required to provide its half of the view corridor width.

Figure 14. -: Minimum Setbacks Over-War**



(Annotated: added this to the over-water area to allow the street end view corridors to continue unobstructed. It was included in the PPT but not in the code.)

14.____. USES PERMITTED OUTRIGHT AND CONDITIONAL USES FOR ON-LAND DEVELOPMENT.

A. Permitted Uses in Commercial Zones.

The following uses and activities and their accessory uses and activities are permitted outright in Commercial Zones in the Urban Core Overlay Zone, in addition to uses permitted outright in the base zone identified in Article 2, and subject to the other appropriate development provisions of this Section.

1. Manufacturing or light manufacturing with a retail component as follows:
 - a. Facilities of maximum 2,000 square feet shall have a retail component of minimum 60 square feet;

- b. Facilities greater than 2,000 square feet shall have a retail component of minimum 144 square feet.
2. Multi-family dwellings in a new or existing structure above, below, or behind the first floor that has commercial or mixed uses on the first floor.
3. ~~Existing motels and their expansion and reconstruction if destroyed.~~

(Annotated: moved existing hotels to CU as they were CU when constructed in downtown and new are CU, and an expansion could be quite extensive.)

3. Park and museum.
4. Shoreline stabilization.
5. Small boat building and repair.
6. Navigation aide.
7. Transportation service establishment.

B. Conditional Uses in Commercial Zones.

The following uses and activities and their accessory uses and activities are permitted as conditional uses in Commercial Zones in the Urban Core Overlay Zone, in addition to uses permitted as conditional uses in the base zone identified in Article 2, and subject to the other appropriate development provisions of this Section.

1. Motel, hotel, bed and breakfast, inn or other tourist lodging facility and associated uses when parking is located at the rear or interior of the site, screened by the building.
2. Motel/hotel existing prior to January 1, 2020 and their expansion and reconstruction if destroyed.

(Annotated: moved existing hotels to CU as they were CU when constructed in downtown and new are CU, and an expansion could be quite extensive.)

3. Warehouse associated with an allowable use, where the allowable use was existing prior to January 1, 2020, located within 300 feet of the primary use.

(Annotated: the primary use must be existing prior to 1-1-20, not the warehouse)

14. USES PROHIBITED FOR ON-LAND DEVELOPMENT.

B. Commercial Zones.

The following uses and activities and their accessory uses and activities are prohibited in Commercial Zones in the Urban Core Overlay Zone. Permitted

uses are identified in the base zones in Article 2 and in Section 14.____ of this Article.

1. Automotive sales and services.
2. Gasoline services stations.
3. Manufacturing or light manufacturing without a retail component.
4. Single-family or two-family dwelling, except above, below, or in the rear of first-floor commercial.
5. Animal hospital or kennel.
6. Conference center.
7. Construction service establishment.
8. Drive-through facilities.
9. Hospital.
10. Repair service establishment not allowed as an Outright Use.
11. Transportation service establishment.
12. Wholesale trade or warehouse establishment, except as follows:
 - a. Warehouse associated with an allowable use, where the allowable use was existing prior to January 1, 2020, located within 300 feet of the primary use.

14.____ STANDARDS FOR ON-LAND DEVELOPMENT

The following development standards apply to on-land development in the Urban Core Overlay Zone.

A. Height.

Height standards apply to on-land development south of the River Trail.

1. Maximum building height within 100 feet of the River Trail is 28 feet. Additional allowable height of subsections A.3 and A.4 of this section is prohibited within 100 feet of the River Trail.
2. Maximum building height in other areas is 35 feet, except as noted in subsections A.3 and A.4 of this section.
3. Building height up to 45 feet is permitted for buildings that provide a plaza, courtyard, or other pedestrian-oriented amenity or public gathering space along the primary public right-of-way frontage, which is designed to activate the right-of-way frontage. The pedestrian-oriented amenity or gathering space must extend along at least 20 feet of the frontage and be at least 10 feet deep.
4. Building height up to 45 feet is permitted for buildings that include multi-family housing when 25 percent of proposed units are set aside for affordable

housing that is available to renters or purchasers earning no more than 80 percent of median income and paying no more than 30 percent of total household income in rent or mortgage. The affordable housing requirement shall apply to the property for a minimum of 20 years.

5. Building stories above 15 feet or one story, whichever is less, must be stepped back from all building planes facing a right-of-way and/or the River Trail by least 10 feet in accordance with Section 14.____.C.2. *[stepback section]*.
6. Exceptions to building height restrictions may be granted through provisions in Section 3.075.

B. Setbacks.

Setback standards apply only to new development approved as of January 1, 2020 or additions to existing buildings. Setback standards apply to on-land development south of the River Trail, as well as to property lines abutting and parallel to the north side of the River Trail.

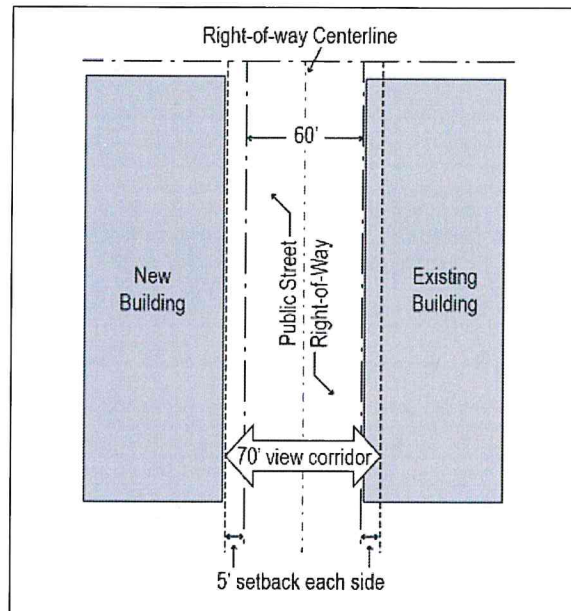
(Annotated: used 2020 as we can't change a building once it is built, so 2019 would already be constructed.)

1. Minimum Setbacks.

- a. North-South Rights-of-Way between Marine Drive / Commercial Street and the Columbia River.

A minimum unobstructed view corridor width of 70 feet, centered on the right-of-way centerline, shall be provided on north-south rights-of-way between Marine Drive / Commercial Street and the Columbia River in the Urban Core Overlay Zone. Buildings shall be set back in order to achieve the 70-foot unobstructed view corridor. If existing development on one side of the right-of-way does not meet the setback, the new development on the other side of the right-of-way is only required to provide its half of the view corridor width.

Figure 14.____-10: Minimum Setbacks On-Land



- b. Adjacent to the River Trail.
 - 1) The minimum setback adjacent to the River Trail shall be 10 feet on the south side of the Trail and 20 feet on the north side of the Trail.
 - 2) The setback area shall be landscaped or shall include a combination of landscaping and pedestrian-oriented amenities such as walkways, seating, and plaza space.

- c. Adjacent to Marine Drive and Other Rights-of-Way Parallel to Marine Drive (except River Trail).

The minimum setback for yards fronting Marine Drive and other public rights-of-way parallel to Marine Drive in the Urban Core Overlay Zone, with the exception of the River Trail, shall be zero (0) feet.

2. Maximum Setbacks.

- a. Adjacent to Marine Drive and Parallel Rights-of-Way.

The maximum setback for yards fronting Marine Drive and all parallel rights-of-way in the Urban Core Overlay Zone, with the exception of the River Trail, shall be five (5) feet.

b. Allowed Extensions of Maximum Setbacks.

The maximum setback for yards fronting a public right-of-way in the Urban Core Overlay Zone may be extended to 20 feet for up to 50% of the building facade if the setback is used for a walkway, plaza, courtyard, or other pedestrian-oriented amenity or public gathering space.

C. Stepbacks.

1. Purpose.

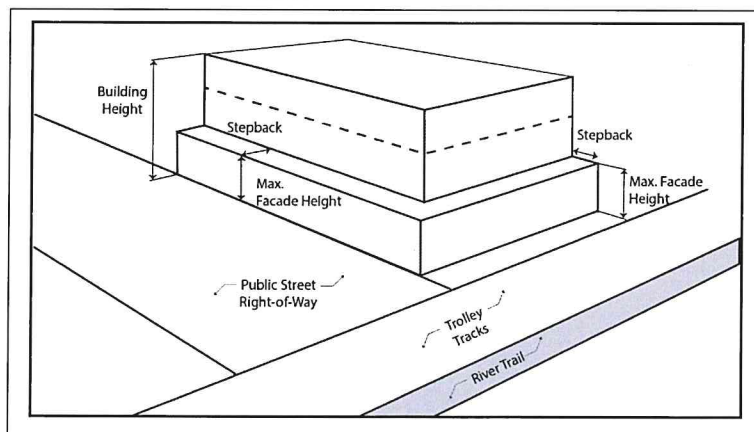
The purpose of a stepback is to allow for less obstructed views from above the building and to create a less imposing building scale as viewed from the street or parallel/adjacent trail. A stepback is also designed to allow more light down to the adjacent or fronting street, sidewalk, or trail.

2. Additional Building Height.

Where the height of a building or building addition is proposed to exceed 15 feet, at least that portion of the building exceeding 15 feet or one story, whichever is less, shall provide a stepback of at least 10 feet from the plane of the proposed building or building addition that faces the right-of-way and/or the River Trail. Balconies and fixed awnings shall not encroach into the required 10-foot stepback area; buildings must be stepped back further in order to accommodate balconies and/or fixed awnings.

Balcony railings constructed to a maximum height of 15 feet are not encroachments when the building facade above the top of rail is stepped back 10 feet.

Figure 14.____-11: Building Stepbacks



D. Size.

The gross floor area of on-land development in the Urban Core Overlay Zone shall be a maximum of 30,000 square feet for all buildings which are part of a single development regardless of tax lot lines and/or phased construction (see definition of "Gross Floor Area"), with the following exception:

1. Public use existing prior to January 1, 2019 may exceed the 30,000 square foot maximum for additions or reconstruction but shall be subject to all other requirements of the Code such as height, setback, stepback, design, etc.

14. DESIGN STANDARDS AND GUIDELINES

A. Applicability and Review.

The following design standards and guidelines apply to all new construction or major renovation, where "major renovation" is defined as construction valued at 25% or more of the assessed value of the existing structure. Applications in the Urban Core Overlay Zone shall be reviewed in a public design review process subject to the standards and guidelines in Sections 14.____-14.____ *[all sections of the UCO Zone except for the first two sections. Include the Purpose sections.]*.

Some of the following design standards and guidelines apply to all uses. Other standards and guidelines are differentiated by non-industrial uses and industrial uses. For the purposes of these Sections, industrial uses include the following as further defined in Section 1.400 of the Development Code:

1. Water-dependent or water-related commercial or industrial use.
2. Communication facility.
3. Communication service establishment.
4. Utility.
5. Cold storage and/or ice-processing facility independent of seafood processing facility.
6. Water-dependent facilities including terminals and transfer facilities.
7. Seafood receiving and processing.
8. Ship and boat building and repair.
9. Aquaculture and water-dependent portions of aquaculture facility.
10. Wholesale trade, warehouse, and/or distribution establishment (including trucking terminal).
11. Research and development laboratory.
12. Wood processing.
13. Manufacturing.

14. Light manufacturing.
15. Petroleum receiving, dispensing and storage for marine use.
16. Transportation services.

Non-industrial uses include all other uses that are allowed outright or conditionally in the A-2, A-2A, C-3, and C-4 zones in the Urban Core Overlay Zone.

B. Building Style and Form.

1. Standards for All Uses.

- a. Projecting wall-mounted mechanical units are prohibited where they are visible from a public right-of-way or the River Trail. Projecting wall-mounted mechanical units are allowed where they are not visible from a public right-of-way or River Trail.
- b. Solid waste disposal, outdoor storage, and utility and mechanical equipment shall be enclosed and screened from view (Figure 14.____-1). A cover shall be required if screened items can be viewed from above. Rooftop equipment shall be screened from view by a parapet wall, a screen made of a primary exterior finish building material used elsewhere on the building, or by a setback such that it is not visible from adjacent properties and rights-of-way up to approximately 100 feet away. Also see Section 3.215, Outdoor Storage Areas and Enclosures.

Figure 14.____-1: Screening Waste Disposal, Outdoor Storage, and Utility/Mechanical Equipment



2. Guidelines for All New Construction.

- a. The design of new construction should respect significant original characteristics, scale, and massing of adjacent structures that are visible from the public right-of-way or River Trail within three blocks of the development site. Buildings should be designed so that they are not substantially different in character from adjacent structures,

in terms of size, mass, or architectural form. Also see Section 14.002.C, Resolving Conflicts within the Code.

- b. New construction should respect significant characteristics of composition and material of adjacent structures that are visible from the public right-of-way or River Trail within three blocks of the development site. Also see Section 14.002.C, Resolving Conflicts within the Code.
- c. Building forms should be simple single geometric shapes, e.g. square, rectangular, triangular (Figure 14.__-2).

Figure 14.__-2: Geometric Building Form



- 3. Guidelines for All Existing Buildings.
 - a. Distinctive stylistic features or examples of skilled craftsmanship of existing buildings and/or structures proposed for renovation, alteration, and/or additions should be treated with sensitivity. All buildings should be respected and recognized as products of their time.
 - b. Renovations, alterations, and/or additions to existing buildings should respect significant existing original characteristics of adjacent structure scale and massing for the entire structure, and should be designed so that they are not substantially different in terms of size, mass, or architectural form. Also see Section 14.002.C, Resolving Conflicts within the Code.
 - c. Renovations, alterations, and/or additions should retain and/or respect significant existing original characteristics of the existing structure composition and material, for the entire structure. Also see Section 14.002.C, Resolving Conflicts within the Code.

(Annotated: added the word “existing to b & c to clarify that features of the building that no longer exist are not what is meant.)

- d. Building forms should be simple single geometric shapes, e.g. square, rectangular, triangular (Figure 14.__-2).
 - e. Mid-century “slip covers” which are not part of the original construction design should be removed when possible.
 - f. Incompatible additions or building alterations using contemporary materials, forms, or colors on building facades are discouraged.
4. Standards for Non-Industrial Uses.

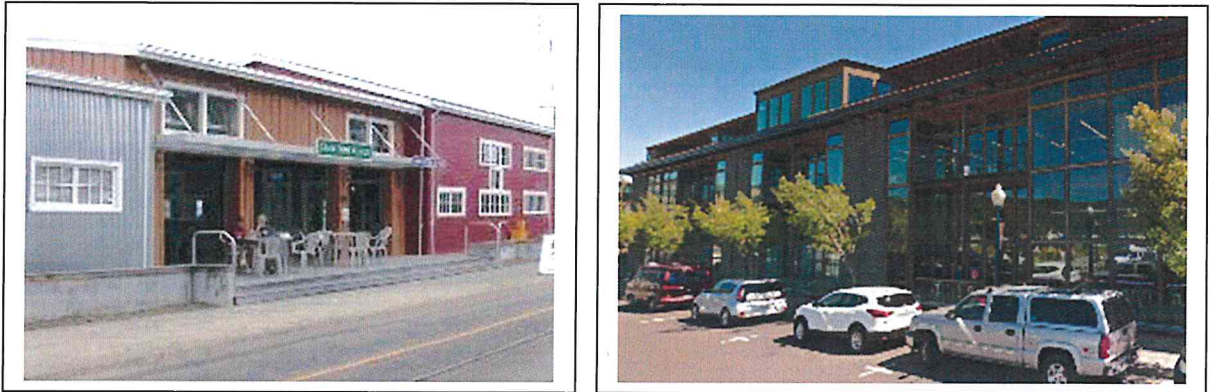
a. Facade Variation.

All non-industrial buildings shall incorporate design features such as offsets, balconies, projections, window reveals, or other similar elements to preclude large expanses of uninterrupted building surfaces in areas which are visible to the public. Design features shall occur at a minimum of every 30 feet for all building facades visible from a public right-of-way or River Trail. (Figure 14.__-3)

The facade shall contain at least two (2) of the following features:

- 1) Recess (e.g., deck, patio, courtyard, entrance or similar feature) that has a minimum depth of six (6) feet;
- 2) Extension (e.g., floor area, deck, patio, entrance, or similar feature) that projects a minimum of two (2) feet and runs horizontally for a minimum length of four (4) feet;
- 3) Offsets or breaks in roof elevation of two (2) feet or greater in height;
- 4) Outdoor seating area, plaza, or other interactive landscaped area adjacent to the building that is specifically identified and/or covered, and approved by the review authority; and/or
- 5) Other similar facade variations approved by the review authority.

Figure 14.____-3: Facade Variation



b. Building Orientation and Entries.

All non-industrial buildings shall have a prominent main entry oriented to and directly connected to the public sidewalk. Main entries shall be designed with prominent features that distinguish them from other building entries and must include at least two of the following features: (Figure 14.____-4)

- 1) Recessed entry of at least 3 feet behind the front building plane
- 2) Canopy or awning
- 3) Transom/clerestory windows or flanking windows on either side of the door
- 4) At least 2 ornamental light fixtures flanking the entry
- 5) Pilasters or columns that frame the doorway

Figure 14.____-4: Prominent Main Entry



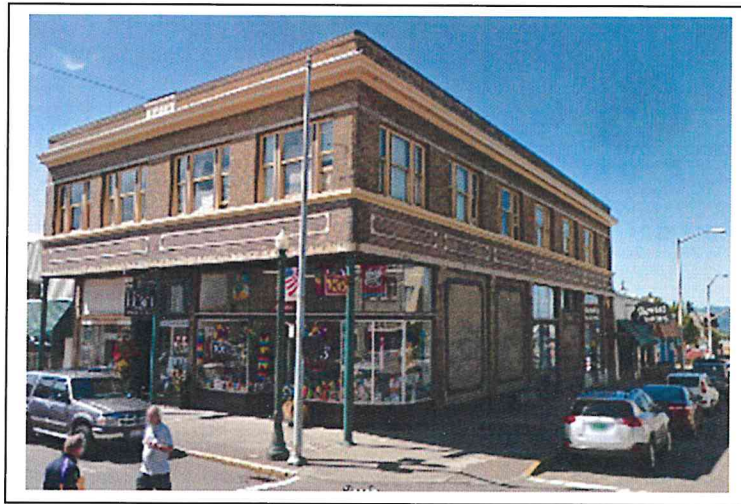
c. Base, Middle, and Top of Building.

All non-industrial buildings shall have a clear and distinct base, middle and top to break up vertical mass (Figure 14.____-5). All facades visible from a right-of-way or River Trail shall utilize horizontal bands and/or changes in color, material, form and/or pattern to differentiate the base, middle, and top of the building, subject to the following requirements:

- 1) Horizontal bands or other changes in pattern or material shall be a minimum of 8 inches high (the length of a standard brick) and shall project a minimum of one (1) inch from the building face.
- 2) Changes in building massing and form may also be used to differentiate a building's base, middle, and top. This may include architectural setbacks or projections, measuring a minimum of 3 inches.
- 3) Changes in color alone may not be used to differentiate a building's base, middle, and top, but may be used in conjunction with the other features.

(Annotated: added that color alone is not sufficient as color can be easily changed over time and then this criteria would not be met.)

Figure 14.____-5: Base, Middle, & Top of Building



d. Parking location.

Parking and vehicle maneuvering areas shall not be located between the front building facade and the front property line, or between a building facade facing the River Trail and the property line adjacent to the River Trail.

Parking shall be permitted between a building and an interior lot line that is not a rear lot line, provided the following standards are met:

- 1) Where surface parking or maneuvering areas are located adjacent to a right-of-way or the River Trail, a minimum 5-foot wide landscaped strip shall be provided between the parking and maneuvering area and the right-of-way or River Trail. The landscaped strip shall be planted with trees spaced not more than 30 feet on center and with a mix of shrubs and ground cover. Additional standards for landscaping in parking areas are found in Section 3.120.A.15.
- 3) Parking and maneuvering areas, including accessways and driveways, must not exceed 40 percent of a lot frontage.

4. Guidelines for Non-Industrial Uses

a. Compatibility with Historic Buildings.

- 1) The massing, scale, and configuration of non-industrial buildings should be similar to historic structures that are visible from the public right-of-way or River Trail within three blocks of the development site.
- 2) Non-Industrial buildings should be compatible with the vertical proportions of existing historic facades and the simple vertical massing of historic structures that are visible from the public right-of-way or River Trail within three blocks of the development site.
- 3) The location, size, and design of windows and doors in non-industrial buildings should be compatible with existing historic structures that are visible from the public right-of-way or River Trail within three blocks of the development site.
- 4) Development should be designed so that structures are not substantially different in character from adjacent buildings, in terms of size, mass, or architectural form.

b. Corner Entrances and Features.

Non-industrial buildings on corner lots are encouraged to have corner entrances. Where a corner entrance is not provided, the building design should provide an architectural element or detailing (e.g., tower, beveled/chamfered corner, art, special trim, etc.) that accentuates the corner location (Figure 14.__-6).

Figure 14.__-6: Corner Entrance and Features



c. Architectural Bays.

Non-industrial buildings are encouraged to be divided into distinct street-facing architectural bays that reflect traditional storefront design (Figure 14.____-7). Architectural bays should feature at least two of the following elements:

- 1) Engaged columns, pilasters, or piers
- 2) Transom windows over doorways
- 3) Storefront cornice or belt course
- 4) Storefront frieze or sign band
- 5) Bulkheads

Figure 14.____-7: Architectural Bays / Storefront Design



C. Roof Form and Materials.

1. Roof Form Standards for All Uses.

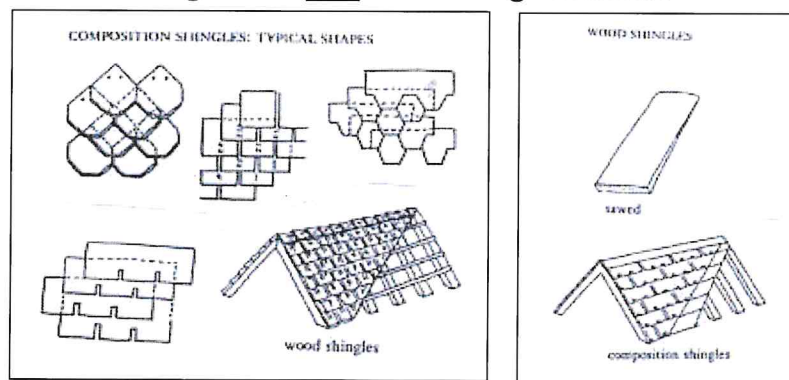
The following roof forms are prohibited:

- a. False mansard or other applied forms; and
- b. Dome skylights.

2. Roof Materials Standards for All Uses.

- a. Buildings shall be constructed or reconstructed with one of the following roofing materials.
 - 1) Cedar shingle (Figure 14.____-8);
 - 2) Composition roofing (Figure 14.____-8); or
 - 3) Materials cited in Section 14.____.C.4 or Section 14.____.C.6.

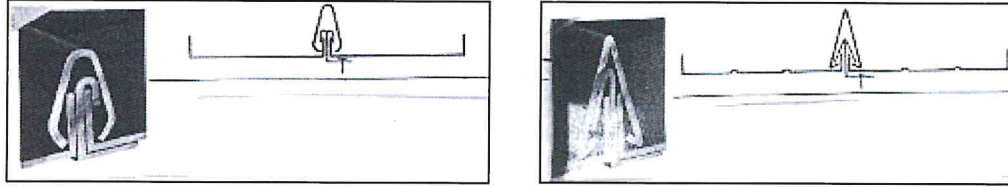
Figure 14.____-8: Roofing Materials



- b. The following roofing materials are prohibited for all types of buildings:

- 1) High profile standing seam metal roof (Figure 14.____-9); and
- 2) Brightly colored roofing material.

Figure 14.____-9: Low (3/8" x 1") and High (1/4" x 1-1/4") Roof Seams



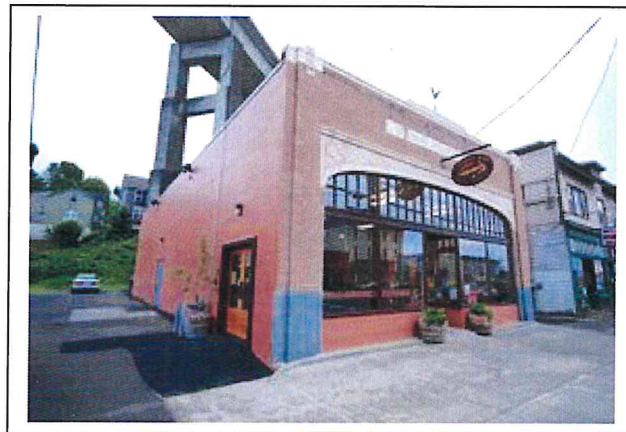
- c. Roofing materials shall be gray, brown, black, deep red, or another subdued color.

3. Roof Form Standards for Non-Industrial Uses

Buildings for non-industrial uses shall include one of the following roof forms:

- a. Single gable with low pitch; or
- b. Repetitive gable with steep pitch; or
- c. Flat or gable roof behind parapet wall (Figure 14.____-10).

Figure 14.____-10: Non-Industrial Building, Flat Roof Behind Parapet Wall



4. Roof Materials Standards for Non-Industrial Uses.

Buildings for non-industrial uses shall be constructed or reconstructed with one of the following roofing materials:

- a. Materials cited in Section 14.____.C.2; or
- b. Built-up roofing materials.

5. Roof Form Standards for Industrial Uses.

Buildings for industrial uses shall include the following roof forms:

- a. Single gable with low pitch; or
- b. Repetitive gable with steep pitch (Figure 14.____-11 and Figure 14.____-12); and
- c. Shallow eaves (Figure 14.____-12).

Figure 14.____-11: Roof Pitches

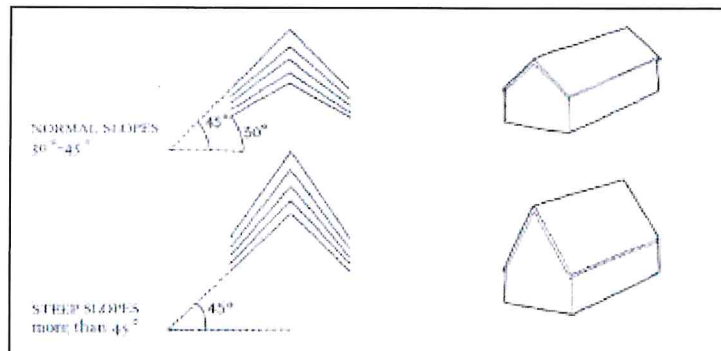
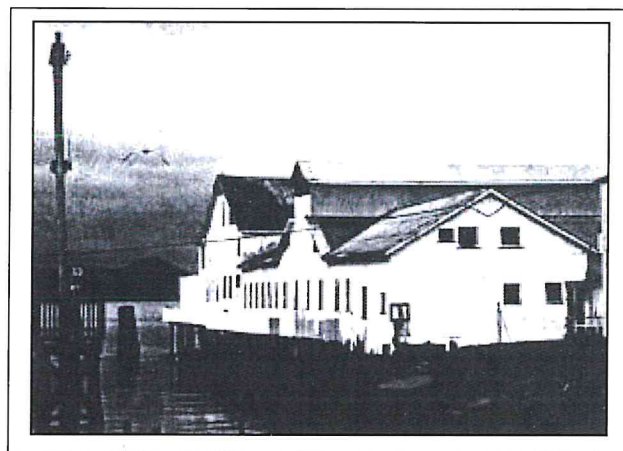


Figure 14.____-12: Industrial Building, Multiple Gables, Monitor Roof, and Shallow Eaves



6. Roof Materials Standards for Industrial Uses.

Buildings shall be constructed or reconstructed with one of the following roofing materials:

- a. Materials cited in Section 14.____.C.2; or
- b. Galvanized corrugated metal; or
- c. Low profile standing seam, metal roof (Figure 14.____-9); or
- d. Roll down.

7. Roof Form Guidelines for Non-Industrial Uses.

Buildings for non-industrial uses may also include the following roof forms or features:

- a. Structural skylights
- b. Shallow eaves behind parapet wall

8. Roof Form Guidelines for Industrial Uses.

Buildings for industrial uses may also include one or more of the following roof forms or features:

- a. Small shed roof dormers
- b. Monitor roof on ridge line (Figure 14.____-12)
- c. Flat panel skylights or roof window

D. Doors.

1. Standards for All Uses.

The following types of doors and door treatments are prohibited:

- a. Automatic sliding doors;
- b. Primary entry doors raised more than three feet above sidewalk level;
- c. Doors flush with building facade;
- d. Clear anodized aluminum frames; and
- e. Reflective, opaque, or tinted glazing.

2. Guideline for All Uses.

Building lighting should emphasize entrances.

3. Standards for Non-Industrial Uses.

- a. Solid metal or wood doors with small or no windows are prohibited.
- b. Doors with a minimum of 50% of the door area that is glass are required.

4. Guidelines for Non-Industrial Uses.

- a. Doors should be recessed (Figures 14.____-13 and 14.____-14).
- b. Large cafe or restaurant doors that open the street to the interior by pivoting, sliding, or rolling up overhead are encouraged (Figure 14.____-13).

- c. Well-detailed or ornate door hardware is encouraged (Figure 14.____-14). Contemporary hardware should be compatible with the design of the door.
- d. Transom, side lites, or other door/window combinations are encouraged (Figure 14.____-14).
- e. Doors combined with special architectural detailing are encouraged.
- f. Double or multiple door entries are encouraged (Figure 14.____-14).

Figure 14.____-13: Roll-Up Doors and Recessed Doors



Figure 14.____-14: Recessed Doors, Contemporary Door Hardware, Single/Double Doors, Side Lites, and Transom Windows



E. Windows.

- 1. Coverage Standards for All Uses.
 - a. All building facades visible from a public right-of-way, the River Trail, and/or the Columbia River shall have windows or other

openings in the facade, except as noted in subsection E.1.b of this section. Blank walls on any facades visible from the right-of-way, River Trail, and/or Columbia River for any type of use are prohibited.

b. Exception for elevator shafts.

An exception to the window coverage standard may be allowed for the portion of a building facade that includes an elevator shaft, with the inclusion of architectural detail / design features in amounts equal to the minimum window coverage requirement. Such architectural details shall include but not be limited to a change in material, horizontal projections, engaged columns or pilasters, belt course, moldings, clock, or other similar features. Non-industrial buildings may be allowed to reduce the minimum window percentage, per subsection 14.____.E.4.c.

2. Design Standards for All Uses.

a. Window detailing. Windows shall have casings/trim, sills, and crown moldings. Window detailing shall meet the following requirements.

- 1) Casings/trim shall have minimum dimensions of 5/4 inch x 4 inch and shall extend beyond the facade siding. Exceptions may be granted for waterfront industrial style windows (Figure 14. -**).

(Annotated: may need criteria for this exception. It is to allow industrial style windows to not have casings as they historically did not have casings.)

- 2) Windows shall be recessed a minimum distance of two (2) inches from the face of the trim surface to the face of the sash to ensure a shadow line/effect.

(Annotated: added that it is measured to the face of the sash to match the graphic. For historic we use face of facade, not trim to the glass. This would result in the same general dimension.)

- 3) The bottom of the sill shall be a minimum of 18 inches above the ground or floor elevation.

Figure 14.____-15: Window Detailing – Trim and casement location and dimensions

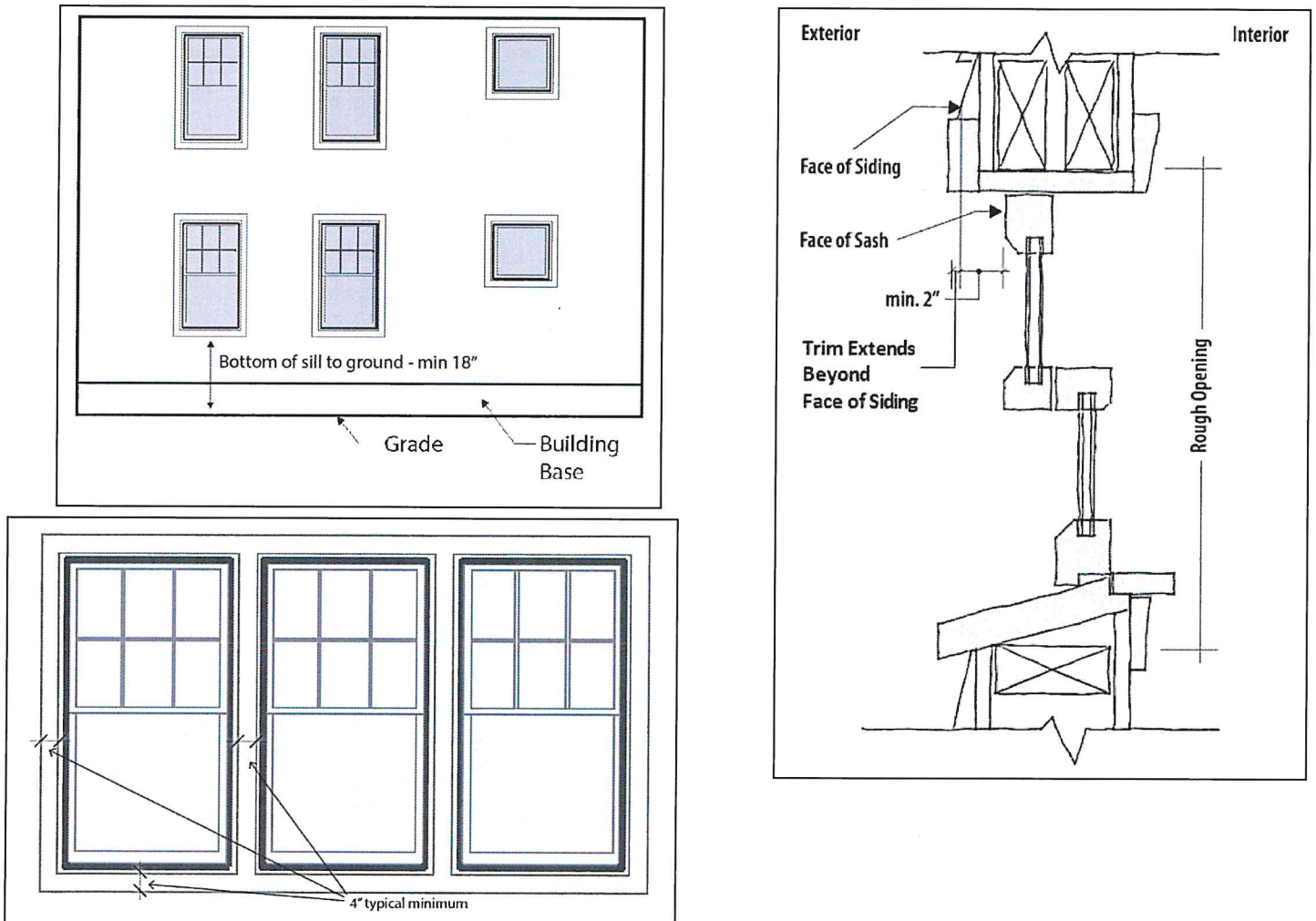
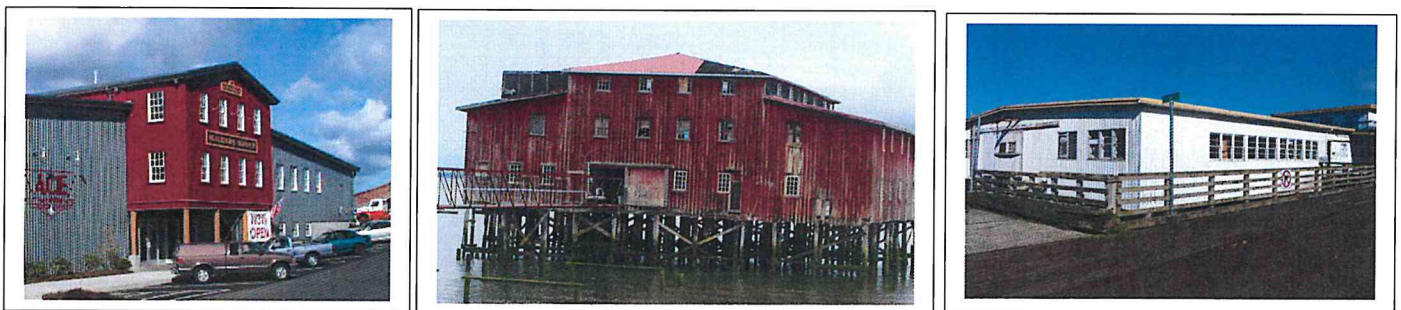


Figure 14.____-: Window Detailing – Industrial Style - no trim or casement**



b. The following types of windows or window treatments are prohibited:

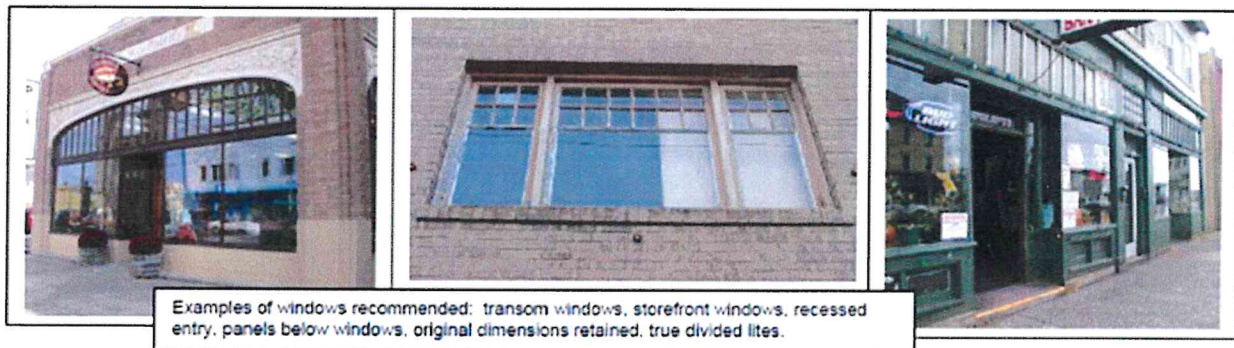
- 1) Residential-styled window bays;

- 2) Half-round windows;
- 3) Smoked, tinted, frosted, mirrored, and/or reflective glass, except for bathroom windows not on the facade facing a right-of-way or River Trail;
- 4) Horizontal sliding windows;
- 5) Vinyl windows; and
- 6) Blocked-out windows; and
- 7) Windows that extend beyond the plane of the building facade; and
- 8) Applied muntins that have no profile.

3. Design Guidelines for All Uses.

- a. Windows, including transoms on existing buildings, should retain their original size and location as part of renovation activities.
- b. Windows that open by pivoting, casement, single hung, or other shuttering are encouraged.
- c. Painted wood or stucco panels or tile clad panels below windows are encouraged (Figure 14.____-16).
- d. Clear glass is encouraged.
- e. True divided lites are encouraged (Figure 14.____-16). Simulated divided lites shall have exterior muntins to create exterior shadow lines.
- f. Boldly articulated window and storefront trim are encouraged.

Figure 14.____-16: Transom Windows, Panels Below Windows, and True Divided Lites



4. Coverage Standards for Non-Industrial Uses.

- a. At least 50% of the ground-floor facades of non-industrial uses visible from a right-of-way and/or River Trail shall be covered by windows. At

least 30% of the upper-floor facades visible from a right-of-way and/or River Trail shall be covered by windows, except as noted in subsection 4.c of this section.

- b. At least 20% of the ground-floor facades and 10% of the upper-floor facades of non-industrial uses visible only from the Columbia River shall be covered by windows, except as noted in subsection (c) of this section.
- c. Exception for elevator shafts.

A reduction in the window percentage may be allowed for facades that include an elevator shaft, with the inclusion of architectural detail / design features in amounts equal to the minimum window coverage requirement. Such architectural details shall include but not be limited to a change in material, horizontal projections, engaged columns or pilasters, belt course, moldings, clock, or other similar features.

5. Coverage Standards for Industrial Uses.

- a. All facades of buildings for industrial uses in the Urban Core Overlay Zone that are visible from a public right-of-way, the River Trail, and/or the Columbia River shall have windows. However, buildings for industrial uses are not subject to minimum window area requirements.
- b. Buildings for industrial uses are not required to have ground floor windows but shall have, at the least, clerestory or transom windows on the upper story facades or above a height of 14 feet.

F. Siding and Wall Treatment.

1. Standards for All Uses.

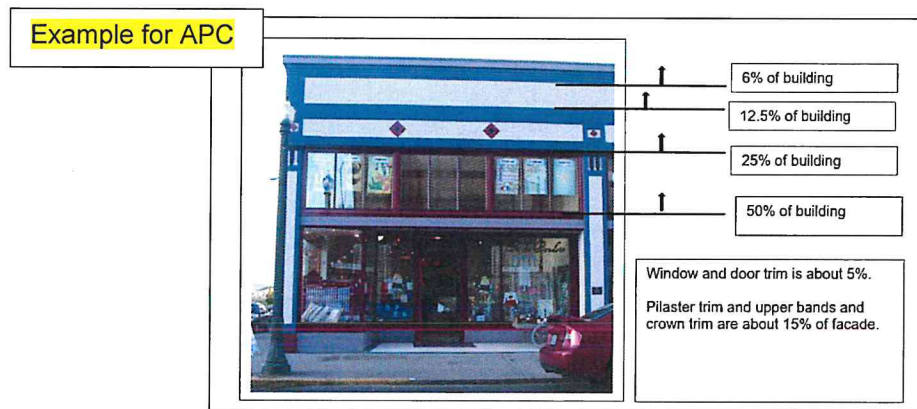
The following types of siding and wall materials and treatments are prohibited:

- a. Cladding materials such as corrugated metal panels or spandrel glass;
- b. Panels that are poorly detailed or do not have detailing;
- c. Neon or other fluorescent colors;
- d. Bright or primary wall colors for the entire wall surface;
- e. Flagstone, simulated river rock, or other similar veneer cladding;
- f. Painted brick; and
- g. Non-durable materials such as synthetic stucco or shingles at the ground floor.
- h. Textured fiber cement siding. Smooth fiber cement siding is allowed.

2. Guidelines for All Uses.

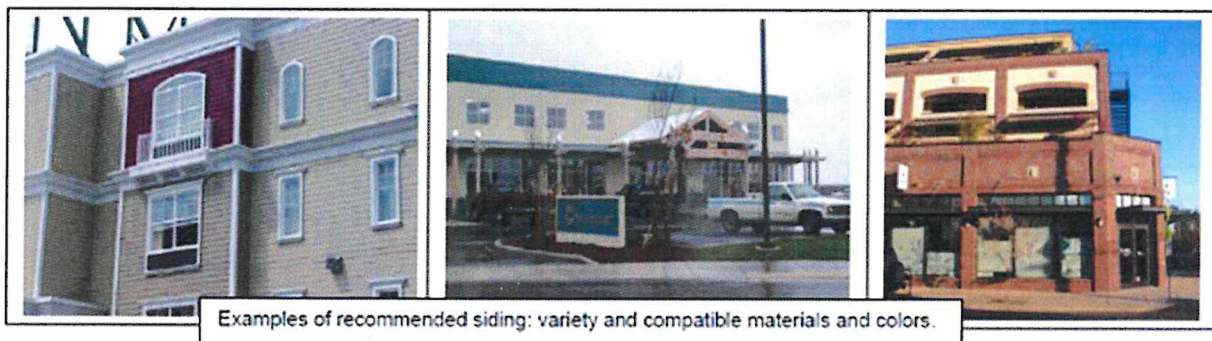
- a. Variations in wall cladding materials and patterns consistent with historic patterns are encouraged (Figure 14.___-17).
- b. Natural or subdued building colors are encouraged (Figure 14.___-17).
- c. Bright colors may be used for accent trim in limited amounts, not to exceed 15% of the area of any facade.

(Annotated: APC asked for % to define limited amounts of bright colors.)



- d. Durable materials such as brick, stucco, granite, pre-cast concrete, board and batten, or horizontal wood siding should be used (Figure 14.___-17). These materials include galvanized corrugated metal on buildings for industrial uses.
- e. Architectural wall features such as belt courses, pilasters, and medallions are encouraged.

Figure 14.___-17: Siding Variety and Compatible Materials and Colors



G. Awnings.

1. Standards for Types of Awnings and Treatments.

- a. Awnings over building entries shall be a minimum of 5 feet deep. Awnings over windows shall be a minimum of 3 feet deep. The bottom of all awnings shall be 8 to 12 feet above grade.
- b. Awnings shall extend the full width of the window and/or door area below the awning.
- c. The following types of awnings and awning treatments are prohibited:
 - 1) Fixed “bubble shaped” awnings (Figure 14.__-18); and
 - 2) Awnings lit internally.
- d. Signage and/or graphics are limited to the valance area only of awnings.

2. Guidelines for Types of Awnings and Treatments.

Vinyl or other non-compatible material awnings are discouraged (Figure 14.__-18).

Figure 14.__-18: Prohibited and Discouraged Awning Types and Treatments



3. Standards for Awning locations Along River Trail and North/South Rights-of-Way.

Awnings are generally discouraged and shall not project into the setback area.

H. Lighting.

1. Standards for Lighting Types and Treatments for All Uses.

The following lighting types or treatments are prohibited:

- a. Neon silhouette accent lighting;
- b. Fluorescent tube lighting;
- c. Security spotlight;
- d. Signs lit by lights containing exposed electrical conduit, junction boxes, or other electrical infrastructure; and
- e. Up-lighting that shines into the sky or light that shines into other properties or traffic.

2. Standards Regarding Lighting Glare for All Uses.

All uses shall comply with applicable lighting standards in Section 3.128.

(Annotated: The lighting standards have been adopted as the City-wide standard in 3.128.)

3. Guidelines Regarding Wall-Washing Light.

Wall-washing lighting fixtures should be concealed and integrated into the design of buildings or landscape walls and stairways (Figure 14.____-19). Wall-washing lighting shall be designed to minimize light directed upwards into the night sky.

4. Guidelines for Lighting Types and Treatments for Non-Industrial Uses.

The following lighting types or treatments are encouraged.

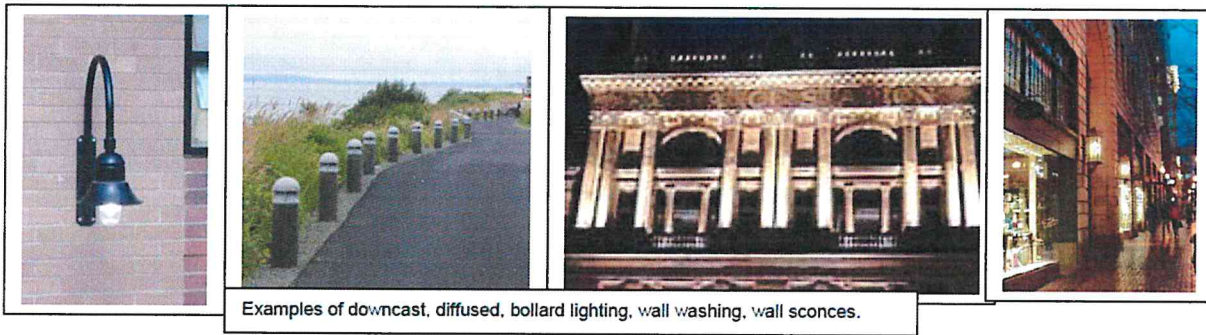
- a. Decorative lighting integrated with architecture.
- b. Historic street lamps along walks and parking lots.

5. Guidelines for Lighting Types and Treatments for Industrial Uses.

The following lighting types or treatments are encouraged.

- a. Industrial pan light with goose neck.
- b. Low bollard lighting.

Figure 14.____-19: Downward and Diffused Lighting, Wall-Washing Lighting



I. Signs.

Signs in the Urban Core Overlay Zone are subject to the requirements in Article 8 (Sign Regulations) of the Astoria Development Code and to the standards and guidelines in this Section.

1. Sign Standards for All Uses.

- a. Monument signs (Figure 14.____-20) are allowed up to a maximum of 32 square feet.
- b. Monument signs shall be a maximum of five (5) feet tall.
- c. Monument signs shall be constructed from materials that are consistent with the historic character of the area, including wood, brick, stone, and metal.
- d. Freestanding or ground ~~pole-mounted~~ signs are prohibited (Figure 14.____-20).

(Annotated: changed from "pole-mounted" to clarify that all freestanding signs were intended to be prohibited other than sandwich board signs and monument signs.)

2. Sign Guidelines for All Uses.

The following sign types are encouraged.

- a. Hanging blade signs.
- b. Signs painted on building facade.
- c. Signs applied to building facade.
- d. Front lit.
- e. Graphics historic in character.

Figure 14.____-20: Monument Signs and Freestanding Pole-Mounted Signs



Monument



Freestanding



14.____. LANDSCAPING.

Landscaping is required in the Urban Core Overlay Zone in accordance with the provisions in this Section and those in Section 3.120 to 3.125. The provisions in this Section apply to new construction or exterior renovations with a value of at least 20% of the assessed value of the structure, or in the event of installation of new parking areas. Buildings existing prior to January 1, 2020 that cover more than 90% of a lot are exempt from meeting landscape requirements when making renovations.

A. River Side and/or Riparian Standards.

The following standards apply to landscaping on the river side of the River Trail and to riparian areas to the south of the River Trail, which is defined as the landward limit of Columbia River aquatic vegetation or, where aquatic vegetation is absent, the Mean Higher High Water.

1. Height and Spacing.
 - a. Maximum shrub height is 30 inches.
 - b. Maximum width of clusters of trees is 30 feet.
 - c. Clusters of trees shall have a minimum of 50 feet clear between branches at maturity.
 - d. Trees are not permitted to be planted on the river side of the River Trail or riparian areas south of the River Trail within the extended public right-of-way or view corridor extending from it for a distance of 70 feet centered on the right-of-way centerline.
 - e. Trees shall not exceed 25 feet in height at maturity
 - f. Maximum height of fences is three (3) feet.

Figure 14.____-1: River Side Landscaping

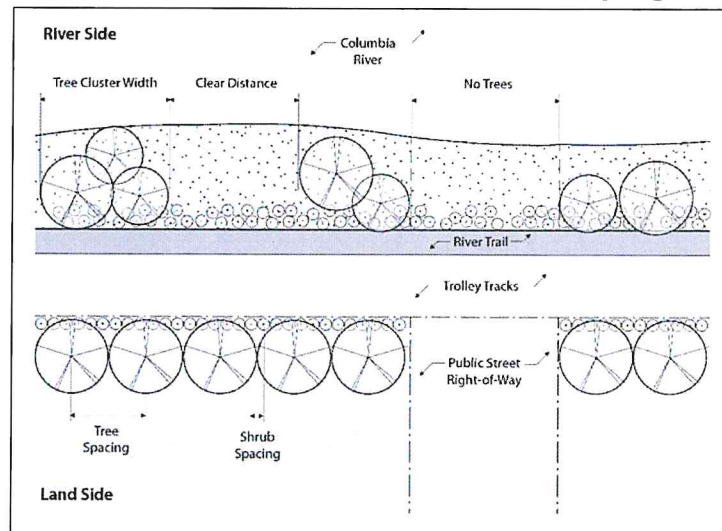
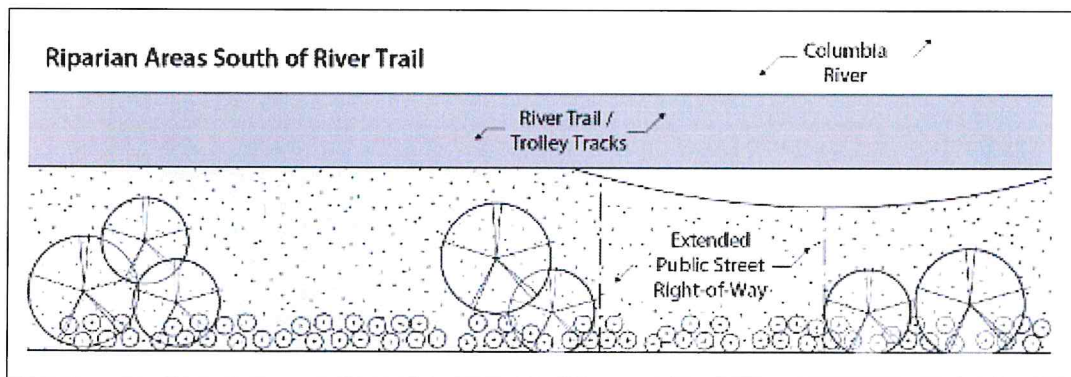


Figure 14. -2: Riparian Landscaping



2. Native Plants.

See Section 3.125 concerning use of native plants and list of recommended native plants.

3. Landscaping Credits for Non-Vegetation Features.

- a. The Community Development Director may approve non-vegetative features to account for up to 40% of required landscaping when the features consist of hardscaped pedestrian-oriented areas (e.g., courtyards, plazas). Permeable paving and other stormwater management techniques are encouraged in the design of these areas.

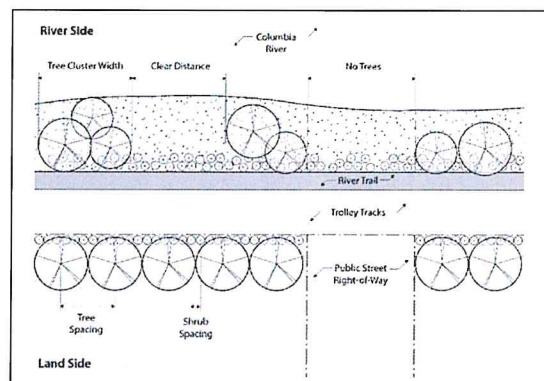
- b. An application proposing more than 40% of required landscaping be credited by non-vegetative features is subject to approval in accordance with variance procedures in Article 9 and Article 12.
- c. Non-vegetative features allowed in the public right-of-way and/or on the River Trail in lieu of required landscaping shall be maintained by the applicant. There shall be a maintenance agreement or other City approved agreement. Failure to maintain or loss of the non-vegetative feature will result in the requirement for installation of the landscaping in accordance with the Code at the time of the loss.

B. Land Side or Upland Standards.

The following standards apply to landscaping along the frontage of parcels abutting the River Trail to the south, except where riparian areas are located to the south of the River Trail. Riparian areas are subject to the standards of Section 14.____.A.

1. Height and Spacing.
 - a. Maximum spacing of trees.
 - 1) 20 feet on center for non-industrial uses
 - 2) 15 feet on center for industrial uses
 - b. Maximum spacing of shrubs
 - 1) Five (5) feet on center for non-industrial uses
 - 2) Three (3) feet on center for industrial uses
 - c. Ground cover landscaping is required in between shrubs and trees.
 - d. Trees shall not exceed 35 feet in height at maturity

Figure 14.____-3: Land Side Landscaping



2. Parking Area Landscaping.

- a. Landscaping required between parking areas, streets, and sidewalks in accordance with Section 3.120.A.7 shall also be required between parking areas and the River Trail.
 - b. Landscaping shall minimize pedestrian exposure to parking lots with a hedge or a decorative fence that is 36" to 42" high.
 - c. Maximum tree height and width in parking areas shall be 15 feet at maturity.
3. Landscaping Credits for Non-Vegetation Features.
- a. The Community Development Director may approve non-vegetative features to account for up to 25% of required landscaping when the features consist of the following:
 - 1) Hardscaped pedestrian-oriented areas (e.g., courtyards, plazas); and/or
 - 2) At least one of the following amenities meeting the City approved design within the public right-of-way and/or River Trail right-of-way:
 - a) bike rack
 - b) bench
 - c) table
 - d) drinking fountain
 - e) directional or interpretive/information signage
 - f) trash or recycling container
 - g) lighting
 - h) restroom

Permeable paving and other stormwater management techniques are encouraged in the design of these areas.

- b. An application proposing more than 25% of required landscaping be credited by non-vegetative features is subject to approval in accordance with variance procedures in Article 9 and Article 12.
- c. Non-vegetative features allowed in the public right-of-way and/or on the River Trail in lieu of required landscaping shall be maintained by the applicant. There shall be a maintenance agreement or other City approved agreement. Failure to maintain or loss of the non-vegetative

feature will result in the requirement for installation of the landscaping in accordance with the Code at the time of the loss.

C. Street Trees.

Street trees shall be planted within the right-of-way along both sides of the street in the Urban Core Overlay Zone in accordance with the provisions in this Section.

1. Standards for Street Trees on All Streets.

- a. Spacing should be 30 feet on center, depending on species and branching habit.
- b. Minimum size of deciduous trees should be 2" caliper, with an upright form.
- c. Mature branching height should be a minimum of 15 feet.
- d. Durable tree grates and trunk protectors should be installed.
- e. Areas between trees should be landscaped with a variety of shrubs and perennials, with an emphasis on flowering species.
- f. Required street trees shall be maintained by the adjacent property owner and/or other identified entity. There shall be a maintenance agreement or other City approved agreement.
- g. Location of street trees shall be reviewed and approved by the City Engineer. Due to the nature of the downtown hollow sidewalks, in-ground street trees may not be feasible. Alternative street landscaping with shrubs, groundcover, and/or raised planters may be approved.

2. Standards for Street Trees on North-South Streets North of Marine Drive.

- a. Maximum height is 35 feet.
- b. Street trees shall have narrow profiles and/or be pruned to a maximum width of 15 feet.

- c. Street trees shall be one of the columnar species listed in Section 3.125.B.1, unless otherwise approved by the Community Development Director.”

Section 2. Section 14.001, Definitions, is added to read as follows:

“FITNESS CLUB OR GYM: A facility for instruction, training, or assistance in a program of physical exercise or weight reduction, which may include the use of a sauna, whirlpool bath, weight lifting room, massage, steam room, or other exercising or weight reduction machine or device. The facility may be classified as “Medical”, and/or “Indoor Entertainment or Recreation” depending on the programs provided.

“HEIGHT, TOP OF BANK: For over-water / shoreline construction, top of bank shall be measured from the existing lowest point along the top of the shoreline adjacent to the subject property prior to any grading and/or fill. Features such as railings, balustrades, dolphins, bumper pilings, mooring pilings, and water navigational fixtures are exempt from the maximum “top of bank” height restriction as “water-dependent” features.”

(Annotated: This definition is included here and with the BVO amendment for whichever one is adopted first.)

INDOOR ENTERTAINMENT: A facility which provides entertainment for persons of all ages but may also be limited to persons over the age of 21 years, and which may be passive or active. Examples include bowling alleys, movie theaters, swimming pools, racquet ball courts, adult movie theaters, adult dance halls, fitness club, gym, and similar facilities.

INDOOR FAMILY ENTERTAINMENT OR RECREATION ESTABLISHMENT: A facility which provides entertainment or recreation for persons of all ages, and which may be passive or active. Examples include bowling alleys, movie theaters, swimming pools, racquet ball courts, light manufacturing production viewing areas, fitness club, gym, and similar facilities.

Section 3. Section 2.415.15, Other Applicable Use Standards, in the C-3 Zone is added to read as follows:

15. All uses located within the Urban Core Overlay Zone area will comply with the requirements of the Urban Core Overlay Zone in Sections 14.*** to 14.***.

Section 4. Section 2.445.13, Other Applicable Use Standards, in the C-4 Zone is added to read as follows:

13. All uses located within the Urban Core Overlay Zone area will comply with the requirements of the Urban Core Overlay Zone in Sections 14.*** to 14.***.

Section 5. Section 2.540.16, Development Standards and Procedural Requirements, in the A-2 Zone is added to read as follows:

16. All uses located within the Urban Core Overlay Zone area will comply with the requirements of the Urban Core Overlay Zone in Sections 14.*** to 14.***.

Section 6. Section 2.565.14, Development Standards and Procedural Requirements, in the A-2A Zone is added to read as follows:

14. All uses located within the Urban Core Overlay Zone area will comply with the requirements of the Urban Core Overlay Zone in Sections 14.*** to 14.***.

Section 7. Effective Date. This ordinance and its amendment will be effective 30 days following its adoption and enactment by the City Council.

ADOPTED BY THE COMMON COUNCIL THIS ____ DAY OF _____, 2019.

APPROVED BY THE MAYOR THIS ____ DAY OF _____, 2019.

ATTEST:

Mayor

Brett Estes, City Manager

ROLL CALL ON ADOPTION:

YEA

NAY

ABSENT

Commissioner Rocka
 Brownson
 Herman
 West

Mayor Jones

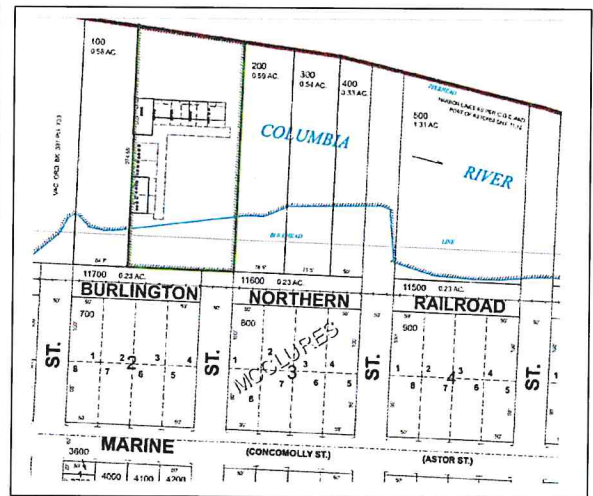
ORDINANCE NO. 19-_____

AN ORDINANCE AMENDING THE ASTORIA LAND USE AND ZONING MAP PERTAINING TO IMPLEMENTATION OF THE ASTORIA RIVERFRONT VISION PLAN FOR URBAN CORE AREA AS NOTED IN THE ATTACHED MAP

THE CITY OF ASTORIA DOES ORDAIN AS FOLLOWS:

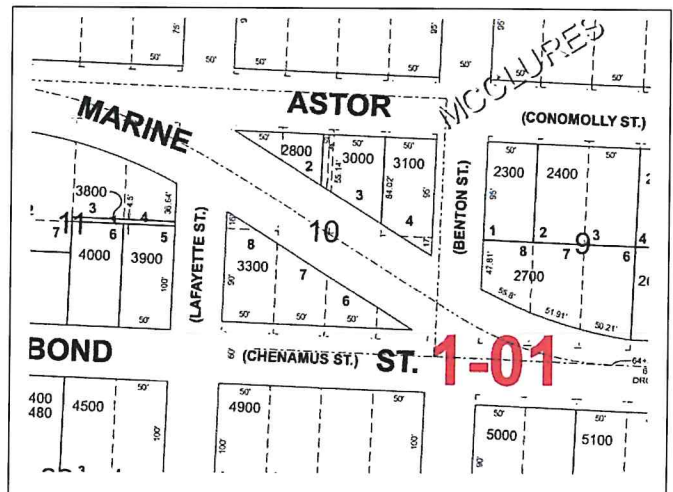
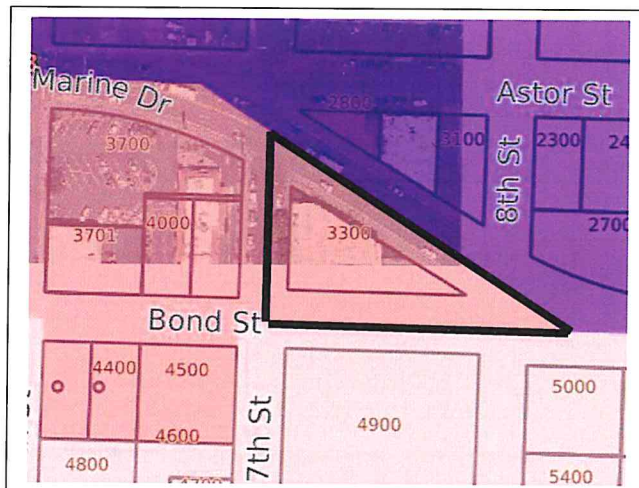
Section 1. Astoria Land Use and Zoning Map is amended with the rezoning of the following properties from C-2 (Tourist-Oriented Commercial) to C-3 (General Commercial).

Map T8N R9W Section 7DA, Tax Lots 700, 800, 900, 15000, 16000, 17000, and land portions above the aquatic area of Map T8N R9W Section 7DA, Tax Lots 100, 200, 300, 400, 500, 90000; Blocks 2, 3, 4, McClure; land portions above the aquatic area of footings of Blocks 2, 3, 4, McClure; railroad right-of-way / River Trail; and one half of adjacent rights-of-way.



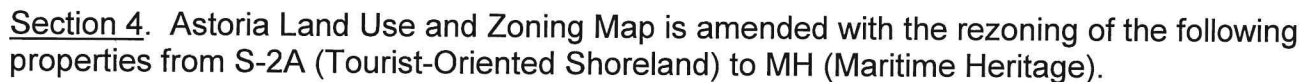
Section 2. Astoria Land Use and Zoning Map is amended with the rezoning of the following properties from C-3 (General Commercial) to C-4 (Central Commercial).

Map T8N R9W Section 8CB, Tax Lot 3300; south portions of Lots 1, 5, 6, 7, 8, Block 10, McClure; and one half of adjacent rights-of-way.

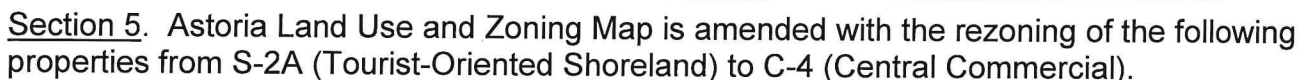


Map T8N R9W Section 8CB, Tax Lots 1000, 1100, 1200, 1300, 1400, and land portion above aquatic area of Map T8N R9W Section 8CB, Tax Lot 10300; Block 6, McClure, and railroad right-of-way / River Trail; and one half of adjacent rights-of-way.

Map T8N R9W Section 8DB, Tax Lots 600, 601, 3200, and land portion above aquatic area of Map T8N R9W Section 8DB, Tax Lots 400, 500, 501; footing of Block 134, Shively; and one half of adjacent rights-of-way.

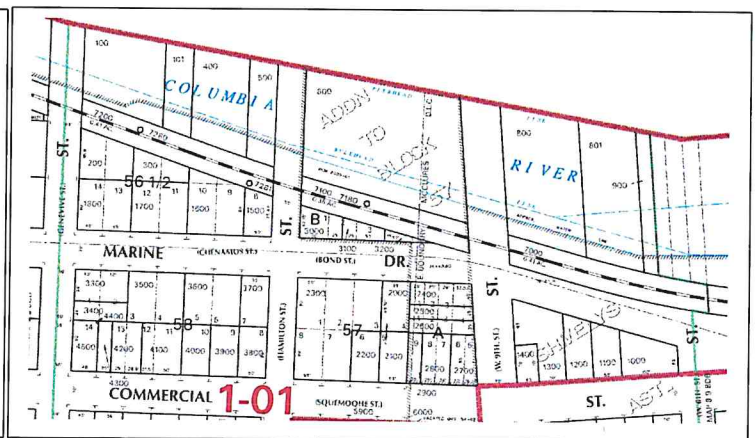
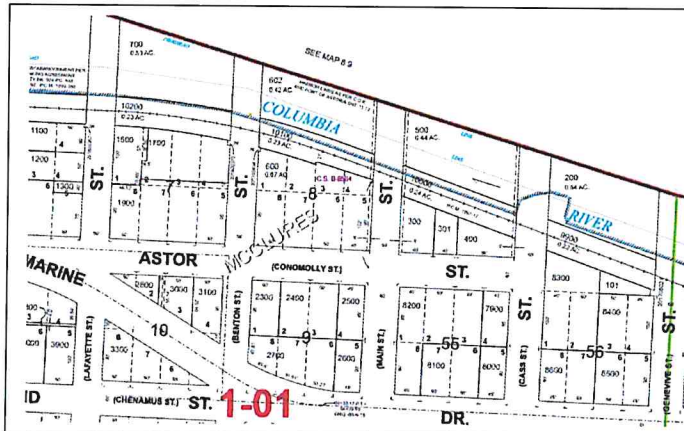


Map T8N R9W Section 8DB, land portion above aquatic area of Tax Lot 403; footing of Block 134, Shively.

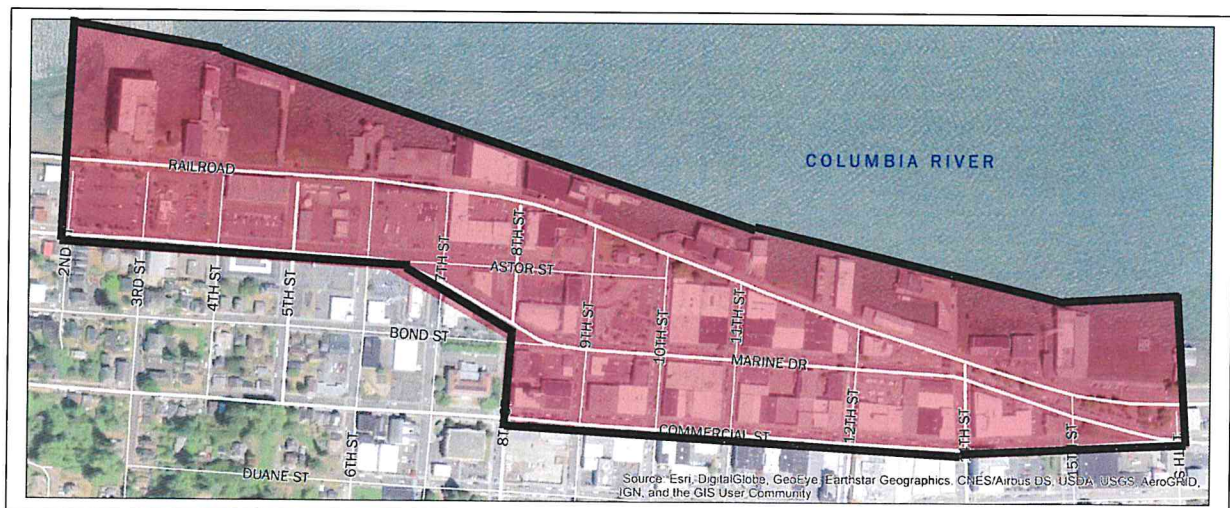


Map T8N R9W Section 8CA, Tax Lots 200, 300, 1500, 1600, 1700, 1800, 3000, 3100, 3200; and land portion above aquatic area of Map T8N R9W Section 8CA, Tax Lots 100, 101, 400, 500, 600, 800, 801, 900; Block 56.5, McClure; footing of Block 56.5, McClure; Block B, Addition to Block 57, McClure; and land portion above aquatic area of footing of Block B, Addition to Block 57, McClure; and one half of adjacent rights-of-way.

Map T8N R9W Section 8CB, Tax Lots 101, 300, 301, 400, 600, 1600, 1700, 1900, 2300, 2400, 2500, 2600, 2700, 2800, 3000, 3100, 7900, 8000, 8100, 8200, 8300, 8400, 8500, 8600, 9900, 10200, 10300; and land portion above aquatic area of Map T8N R9W Section 8CB, Tax Lots 200, 10000, 10100; Blocks 7, 8, 9, 10, 11, 55, 56, McClure; north portion of Lots 1, 2, 3, 4, 5,



Generally, from 2nd Street to 8th Street, Marine Drive to pierhead line; and 8th Street to 16th Street, Commercial Street to pierhead line.



Section 7: Effective Date. This ordinance and its amendment will be effective 30 days following its adoption and enactment by the City Council.

ADOPTED BY THE COMMON COUNCIL THIS ____ DAY OF _____, 2019.

APPROVED BY THE MAYOR THIS ____ DAY OF _____, 2019.

ATTEST:

Mayor

Brett Estes, City Manager

ROLL CALL ON ADOPTION:

YEA

NAY

ABSENT

Commissioner

Rocka
Brownson
Herman
West

Mayor Jones

Attached Overview Map

Figure 3. Proposed Rezoning

