



# **AGENDA**

## **ASTORIA PLANNING COMMISSION**

**November 25, 2014**

**6:30 p.m.**

**2<sup>nd</sup> Floor Council Chambers**

**1095 Duane Street • Astoria OR 97103**

1. CALL TO ORDER
2. ROLL CALL
3. MINUTES
  - a. October 28, 2014
4. PUBLIC HEARINGS
  - a. Variance V14-12 by Al Jaques from 24 square foot maximum signage to install one 4' x 40' sign for 160 square feet on the west elevation of the sports field complex structure at 1800 Williamsport in the IN, Institutional zone. Staff recommends approval of the request.
  - b. Variance V14-13 by Al Jaques from the requirement of a landscape separation at every 10 parking spaces to allow one separation approximately every 25 spaces; and to allow ground cover and shrubs rather than trees in the landscaping due to environmental constraints of the site at 1800 Williamsport Road in the IN, Institutional zone. Staff recommends approval of the request with conditions.
  - c. Conditional Use CU14-12 by Kelsy Fausett to locate a daycare center in an existing commercial building at 2911 Marine Drive in the C-3 Zone (General Commercial). Staff recommends approval of the request with conditions.
  - d. Conditional Use CU14-13 by Ryan Helligso for Nomadic Properties to expand an existing 2,000 square foot professional office with 3,000 square feet additional space at 3990 Abbey Lane in units 103, 104, 105, 106, and 107 in the S-2A Zone (Tourist Oriented Shoreland). Staff recommends approval of the request with conditions.
  - e. Parking Variance V14-06 by Jennie Hillard for Rod Gramson, from the required two off-street parking spaces to increase the existing single-family dwelling to a two-family dwelling with zero off-street parking at 1626 Grand in the R-3, High Density Residential zone. This item was continued from previous meetings. The applicant has withdrawn the application.

**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 SHERRI WILLIAMS, COMMUNITY DEVELOPMENT DEPARTMENT, 503-338-5183.**

5. REPORT OF OFFICERS

- a. The December Planning Commission meeting will be moved to Wednesday, December 17, 2014 at 6:30 pm due to the Christmas holiday.

6. ADJOURNMENT

- a. The Planning Commission will adjourn to hold a Work Session on the Riverfront Vision Plan, Bridge Vista Area.

## ASTORIA PLANNING COMMISSION MEETING

Astoria City Hall  
October 28, 2014

### CALL TO ORDER:

President Nemlowill called the meeting to order at 7:06 pm.

### ROLL CALL:

Commissioners Present: President Zetty Nemlowill, Vice President McLaren-Innes, David Pearson, Kent Easom, Peter Gimre, and Sean Fitzpatrick

Commissioners Excused: Thor Norgaard

Staff and Others Present: City Manager Brett Estes, Planner Rosemary Johnson, City Attorney Blair Henningsgaard and consultant Matt Hastie, Angelo Planning Group. The meeting is recorded and will be transcribed by ABC Transcription Services, Inc.

### APPROVAL OF MINUTES:

President Nemlowill called for approval of the minutes of the September 23, 2014 meeting.

Vice President Innes and Commissioner Easom noted the following changes:

- Page 2, 5<sup>th</sup> paragraph: "Vice-President Innes declared that she has been a member of the Astoria Co-Op for a long time. She shops there regularly, but believed she could make an unbiased decision about this application."
- Page 3, 3<sup>rd</sup> paragraph under Reports of Officers: "... Seeing that there were members of the audience who wished to speak on the record, she reconvened the meeting at 6:49 pm."
- Page 4, 4<sup>th</sup> paragraph: "... Planner Johnson said she would have to check with the building official."
- Page 4, 5<sup>th</sup> paragraph, 4<sup>th</sup> line: "Black plastic has been sitting on the buffer zone for two weeks..."

Commissioner Pearson moved that the Astoria Planning Commission approve the minutes with the corrections noted; seconded by Vice President Innes. Motion passed unanimously.

### PUBLIC HEARINGS:

President Nemlowill 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):

A14-04                      Amendment A 14-04 by the Community Development Department to amend Development Code Section 15.065.A.5 concerning wireless communication facility structures to allow lattice towers and support structures for public emergency communication facilities within the LR, Land Reserve, zone, City Wide. Staff recommends that the Planning Commission recommend adoption by the City Council. The City Council will hold a public hearing tentatively scheduled for December 1, 2014 at 7:00 pm in the City Hall Council Chambers.

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

Planner Johnson reviewed the written Staff report. No correspondence had been received and Staff recommended that the Planning Commission approve the request and recommend adoption by the City Council.

President Nemlowill asked if Commissioners had questions for Staff.



Commissioner Gimre asked how tall the existing tower was at the Column. Planner Johnson said she was not sure about the height of the tower on Coxcomb, but the proposed lattice tower would be taller. She confirmed that the tower might be seen, but the height of that tower would be considered by the Planning Commission when the wireless communication permit is reviewed. She clarified the Commission is not approving a specific tower or height, but reviewing a code amendment would allow a lattice tower that could be presented later. The lattice tower may be seen from various points in town, but it would be located above the reservoir off Pipeline Road. City Manager Estes said the tower would be similar to the KAST transmission tower.

Commissioner Gimre asked Staff to define the necessary upgrades. He was concerned about erecting new towers around town if existing towers could not be upgraded. City Manager Estes explained that the existing tower at the Column has come to the end of its life and cannot structurally accommodate any additional antennas. The Friends of the Column have stated to City Council they would like the tower removed from the top of Coxcomb Hill. City Council has established a goal to implement the City's Emergency Communication Plan. The other alternative presented to City Council was to build a new tower at the Column. Planner Johnson added that the existing location at the Column has blind spots with poor reception for emergency services and private providers. The new location will rectify this issue.

President Nemlowill opened the public hearing, noting the Applicant's presentation was made by Staff during presentation of the Staff report. She called for any testimony in favor of the application.

Yvonne Hughes, 1390 Jerome, Astoria, believed there was a 150-foot building height limit that applied to the wooded area off Irving because storms and mudslides could cause the tall trees to fall on the towers. She asked if this would increase the cost of building a foundation that would secure the tower. Planner Johnson said the design was still in a preliminary stage and the engineers were looking at the depth of the foundation. A monopole tower requires a deeper foundation than a lattice tower. Engineers would also consider the geology of the area. However, this request is only to allow a lattice tower, not for a tower in a specific location. The design features, location, and geologic issues would be addressed when the permit is reviewed in the future. City Manager Estes added that all towers must meet State building codes, regardless of where they are located. State building codes address wind loads.

Ms. Hughes confirmed that the city-owned tower was currently being shared with Verizon, and asked if AT&T could provide options that would increase cellular reception. Planner Johnson said the City is also working with Sprint and AT&T. She believed Sprint had completed its upgrade and Staff is currently working on AT&T's permit. City Manager Estes added that any new tower constructed must accommodate co-location of facilities. The reach of the cellular reception would not be known until all of the logistics are in place.

Ms. Hughes said she supported the amendment, especially with all of the emergency preparedness going on in the county.

President Nemlowill called for testimony impartial to the application.

George (Mick) Hague, 1 3<sup>rd</sup> Street, Astoria, said he wanted the service providers and the City to use more stealth implementations, especially if the towers would have flashing lights. There are cities in the United States that push for stealth implementations and he believed it would be appropriate for Astoria to do the same. He was sure the tower would be built in an attempt to attract additional customers. He suggested the Planning Commission find out why other cities prefer the stealth methods and consider those stealth methods for Astoria.

President Nemlowill called for testimony opposed to the application. Hearing none, she called for closing comments of Staff.

Planner Johnson reminded that this request is just for the ability to install a lattice tower for emergency services, not for any specific tower.

President Nemlowill closed the public hearing and called Commission discussion and deliberation.

Commissioner Pearson said he supported the Code amendment because the Staff report addressed all his concerns. Moving some of the electronics away from the Column is a benefit.



Commissioner Fitzpatrick agreed. The discussion about AT&T reminded him that he needed to declare prior to voting that he owns shares of AT&T and possibly Verizon. However, he believed he could be impartial when making a decision. He apologized for failing to make the declaration when asked.

City Attorney Henningsgaard confirmed his declaration was acceptable as long as it was made prior to voting.

Commissioner Easom said he had no comments.

Vice President Innes said she was in favor of this opportunity to examine moving towers away from the Column.

Commissioner Gimre said he supported anything that would improve emergency communications.

Vice President Innes moved that the Astoria Planning Commission adopt the Findings and Conclusions contained in the Staff report, approve Amendment A14-04 by the Community Development Department, and recommend adoption by the City Council; seconded by Commissioner Easom. Motion passed unanimously.

President Nemlowill read the rules of appeal into the record.

ITEM 4(b):

V14-14                      Variance V14-14 by Buoy Beer Company from the maximum 150 square feet of signage and 100 square foot maximum of a single sign to install two signs for a total of approximately 266 square feet on an existing commercial building at 1 8th Street in the A-2, Aquatic Two Development zone.

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

Commissioner Gimre declared a conflict of interest as an investor in Buoy Beer. He stepped down from the dais.

Commissioner Fitzpatrick declared that the president of Buoy Beer rents a home from him, but he believed he could be impartial.

President Nemlowill declared that she had an interest in Fort George Brewery and did not want to give the perception of bias. She turned the hearing over to Vice President Innes and stepped down from the dais.

Commissioner Easom declared that he serves on the Clatsop County Historical Society board with Andrew Bornstein, but believed he could vote impartially.

Vice President Innes called for the Staff report.

Planner Johnson reviewed the written Staff report. No correspondence had been received and Staff recommended approval of the request.

Vice President Innes confirmed that the Commissioners did not have any questions for Staff and opened the public hearing. She called for a presentation by the Applicant. No presentation was provided.

Yvonne Hughes, 1390 Jerome Ave, Astoria, said the building is a large aluminum building. Other than a beautifully painted mural, she believed bigger signage would be most appealing and create a much better sense of space. Due to its location right off the Riverwalk and the limited visibility coming off Marine Drive, a large sign would be adequate for visitors and people trying to locate the restaurant. Walking west on the Riverwalk, pedestrians see the big yellow building with banners. There is a beautiful 12-foot garage door that opens and a large parking area in the front and on the side of the building. She believed increasing the size of the logo and coordinating it with both corners would be effective and aesthetically pleasing. She asked the Planning Commission to approve the variance.



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

Commissioner Easom said he was in favor of the application. He believed the size and locations were appropriate for the business. The building is large and the signs would work.

Commissioner Fitzpatrick agreed that a large building should have larger signage. He noted that the timing of the application was interesting as the Planning Commission would begin reviewing the Bridge Vista Area of the Riverfront Vision Plan. While this restaurant is not in the Bridge Vista Area, the recommendations include preserving sweeping open vistas along the river's edge and focusing on the working riverfront character and industrial scale. The building blocks the view, but there is a great view of the water from inside the building. The Riverfront Vision Plan talks about built elements that respect and complement the working riverfront character, which the Applicant has done. The Plan also discusses continuing to support water-dependent uses, allowing a mix of commercial uses that support but do not compete with the downtown core, as well as new uses consistent with Astoria's working waterfront, and recommends rehabilitating buildings that respect Astoria's character and providing visual and physical access to the water, which the Applicant has done. He believed Buoy Beer had been a good neighbor and the Planning Commission should approve the request.

Commissioner Pearson believed the signage fit the scale of the façade and the Staff report showed that the request met the criteria to qualify for a variance. He supported the application. Vice President Innes agreed.

Commissioner Easom moved that the Astoria Planning Commission adopt the Findings and Conclusions contained in the Staff report and approve Variance V14-14 by Buoy Beer Company; seconded by Commissioner Fitzpatrick. Motion passed unanimously.

Vice President Innes read the rules of appeal into the record. President Nemlowill and Commissioner Gimre returned to the dais.

#### REPORTS OF OFFICERS/COMMISSIONERS:

Commissioner Fitzpatrick reported that the Mayor's Ball was held on October 1, 2014. He thanked the Commissioners and members of the audience who attended. He also attended the Coast Guard Open House at the Astoria Middle School on October 27<sup>th</sup> to discuss the development of Klaskanine Avenue. On Friday, October 31<sup>st</sup>, the Monster Bash will be held at the Armory. The Armory's open skate will be on November 1<sup>st</sup>. While filling out his ballot, he noticed there were no candidates for any zone of the Clatsop Soil and Water Conservation District. There has been some concern about why the proactive Mayor was appointing people to positions in the City. So many positions go unfilled and he has attended commission and committee meetings in Astoria and other areas to find there are only four commissioners instead of seven. He believed Mayor Van Dusen deserved accolades for being proactive and making sure the committees in the City are filled.

#### ADJOURNMENT:

There being no further business, the meeting was adjourned at 7:40 pm to convene the Work Session.

#### WORK SESSION – RIVERFRONT VISION PLAN, BRIDGE VISTA AREA

The Work Session convened at 7:43 pm.

Staff gave a brief overview of the Riverfront Vision Plan (Plan) and implementation process, noting that tonight's work session would focus on the Code language necessary to implement the Bridge Vista Area. Staff is currently working on future phases of the Plan and the City expects to receive a grant for Phase 3, the Neighborhood Greenway Area. The last phase to be implemented will be the Urban Core/Downtown Area.

Matt Hastie, Angelo Planning Group, explained the Code issues identified for the Bridge Vista Area would be reviewed over three meetings. This work session would address Comprehensive Plan policies, physical access to the water and building heights, setbacks, and setbacks on land and over water. He presented the following overview of those Code issues, which were based on recommendations in the Plan:



- The Bridge Vista Area is an area from 2<sup>nd</sup> Street to just past the West Mooring Basin, and between Marine Drive and the outer edge of the overwater parcels. Objectives for this area include support water dependant uses, promote the working waterfront and provide occasional access to and views of the water.
- Overwater Development – Two locations that are most appropriate for visual access to the river should have limited development at least out to a certain point in the river. The Plan specifically states views of the bridge should be preserved. Most other areas should allow development where it is currently allowed.
  - He suggested some specific building heights, widths, stepbacks, setbacks, and types of access to the river that might be appropriate for the Bridge Vista Area. He described how development would affect views of the bridge and river from various locations on the Riverwalk.
- On Land Development – He suggested provisions similar to the Civic Greenway Area. He also proposed an additional setback for two buildings adjacent to the Rivertrail to provide space for landscaping, plazas, and pedestrian activities, particularly on the north side of the trail.
- Next Steps – Receive feedback from the Planning Commission and public, update proposed Code amendments based on the feedback received, and begin on the next set of Code amendments to be discussed in November, which will include permitted uses and modification or rezone of the Tourist Commercial Zone. In December, the Commission will review design guidelines and landscaping. In January, he would present revisions of all the Code amendments.
  - After discussing the City's December schedule, Mr. Hastie and the Planning Commission agreed to consider December 17 or 18, 2014 at 6:30 pm as a possible meeting date.
  - This phase of the project should be complete by the end of June 2015.

President Nemlowill asked if the Commissioners had questions for Mr. Hastie. Hearing none, she invited public testimony on the presentation.

Drew Herzig, 628 Klaskanine Avenue, Astoria, asked where the deep water channel was located in relation to the shore. Planner Johnson explained the deep water channel was located beyond the pier head line and did not appear on the map of the Bridge Vista Area.

George (Mick) Hague, 1 3<sup>rd</sup> Street, Astoria, said he presented the Planning Commission with a letter. He wanted views of the bridge to be preserved as the Bridge Vista Area is developed. Broad views along the river are valued and should be maximized. The Plan should include a sentence that says people do not have to pay to enjoy the views. People should not have to go into a restaurant, hotel, or business in order to enjoy the vista. The vista can currently be enjoyed as one walks west along 2<sup>nd</sup> Street and people of all economic backgrounds enjoy the vista, which should be cherished. It would not take much to start putting a few buildings here and there, destroying the vista that brings people to Astoria. He believed a 35-foot or 20-foot building in areas east of the bridge could compromise the vista. With the exception of the warehousing in this area, most of the walk allows people to enjoy a wonderful view of the bridge. Page 37 of the Plan shows pictures of the trolley traveling through a tunnel of buildings. He believed buildings on the south side of the Rivertrail would be appropriate, but not over the water. He appreciated the recommendation to preserve views by limiting development in an area west of 2<sup>nd</sup> Street and near the bridge. The area west of 2<sup>nd</sup> Street contains some historical elements that he hoped would be preserved, like the ballast that appears when the river is low, the pilings from the historic canneries that used to exist, and the boiler that was taken from a ship to be used by a cannery. He rides the trolley on a regular basis and hears people talk about these historic elements, not new buildings. The few jobs that vista blocking buildings would provide could allow and would cumulatively impact the tourist industry in our area. He was not against development on the south side of the trolley, but was against forming a tunnel for the trolley. Buildings 35 feet tall would block views of the ships coming up the river and the bridge vista. He would not be able to attend the Planning Commission meetings in November and December, so he asked the Commission to think about his comments. If his building were currently being reviewed by the Commission, he would be protesting. He would try to send comments for meetings he would not be able to attend and hoped the Planning Commission would consider his thoughts.

Cindy Price, 1219 Jerome Ave, Astoria, said it seemed highly likely that the conversation about all areas of the Plan would suggest keeping as much open space as possible. She said she hears often that when reviewing possible Code amendments, the Planning Commission should consider what an area would be like if it were developed to its maximum potential. Slides often show pictures of what an area would look like with one building when the area allows for more. She read in the Plan that murals should be painted on the warehouses to disguise the buildings. She was pleased to see President Nemlowill's reaction to this, as she had the same reaction.



Yvonne Hughes, 1390 Jerome Ave, Astoria, agreed with Ms. Price there would be a lot of discussion about what has been done throughout the Riverfront Project. She often speaks with her son about what is going on in the city and he said the discussion about the riverfront was difficult given the topics involved like renewing housing, painting walls to preserve how they were in the old days, and adding more parks; it was frustrating. She lives on a hill and can see everything, but having lower buildings closer to the water was important because it is difficult to see the river with large buildings in front of you. Her son suggested higher buildings be built further from the river.

- She believed 98 percent of what was planned between 19<sup>th</sup> Street to 39<sup>th</sup> Street was excellent and she looked forward to working on the Bridge Vista phase. There is a lot of commercial industry in the Bridge Vista Area, including a gorgeous yacht club, some beautiful hotels, and a lot of vacant open parking spaces that are used heavily during the fishing season. However, time needs to be spent considering what could be built in the area. Building codes should be very specific, allowing for views and potential economic development. Tourism has grown in the area and she believed it would continue to grow. She wanted to preserve the tourism growth, the trolley, and the Riverwalk. The City also has a unique opportunity to bring in other types of industries. There are many vacant buildings in the area and there are places on the south side of the Riverwalk that could be built on. She believed the City should be cautious about building out over the water. Jake Jacobs did a phenomenal job on the Cannery Pier Hotel, which looks beautiful and sets a tone for the bridge. This was the first place she stayed when she discovered Astoria. She still had a photo of herself walking out of her hotel room at sunset with the sun hitting the bridge. This view should be available to everyone. There are buildings with aluminum siding on Marine Drive. The businesses in these buildings are still very active and those types of commercial industries should continue. The areas near the yacht club can be built up. Moving forward, the Commission should put just as much time and attention to detail into the Building Codes. Her son said the City needs to renew the housing and the walls from the old days. She believed it was critical to maintain and uphold the buildings that exist before thinking about building something new. There are a lot of incredible spaces in the area that could move everyone forward with some preservation.

Mr. Haag asked how he could get the PowerPoint presentation emailed to him. City Manager Estes said Staff could email it to him the next day and it would be available on the project website. Mr. Haag asked the Planning Commission to separate the Bridge Vista Area into two parts, one area east of the bridge and one area west of the bridge. This would preserve most of the vistas that the average person enjoys. City Manager Estes clarified that the Riverfront Vision Plan does not include the finger piers of the port. The Bridge Vista Area extends from 2<sup>nd</sup> Street to the Riverwalk Inn Hotel.

Mike Weston, Port of Astoria, said he spoke earlier in the week with Mr. Hastie and City Manager Estes. He was concerned about limiting development opportunities through building size and setbacks. If wider buildings are allowed, a dock or walkway should be provided to allow for public access. The Bridgewater Bistro could have its view totally blocked if a building were constructed 100 feet off the waterfront in the Exception Area. Therefore, the building should be closer to the shoreline and built in line with the bistro. The west side of the bridge does not work the same as the east side. There is a large pile field to the west of the Astoria-Megler Bridge that could be redeveloped, but chances are slim this pile field would actually be developed. Encouraging development in that direction could be counterproductive to what the community wants to accomplish. This area is high-tuned for tourism. The Port receives a lot of interest for hotels along the marina and the waterfront. He liked the photo of the view platform at the end of the walkway because this is part of the Port's long range plan. The Port has also discussed partnering with the City to install a monument. He believed most of the Port's properties were 45 feet tall, which is optimal for a hotel. The bridge is about 300 feet high and the highway is 20 to 30 feet off the ground, so the current building heights allow plenty of room. A 45-foot high hotel would not affect the view. There is a nice view shed where the Maritime Memorial and park are located, which is partially located on Port property, partially on an ODOT right-of-way, and partially on City property. The Port's interest is the property west of the bridge and the Port would like the Planning Commission to be liberal with zoning codes on this property. He asked the Commission to allow uses that would be productive. The current uses are not clear and do not allow for things like parking lots. Parking space is at a premium in the area because people must park in the streets and fight for parking spots. He asked the Planning Commission to keep the Port in mind as they complete the process of recommending Code amendments.

Suenn Ho, 3742 SE Mill, Portland, said she was speaking on behalf of Professor Jim Petenari, who came to Astoria on Sunday, October 26, 2014 to return five boards. About 25 years earlier, Paul Benoit and Professor Petenari worked on a project where five beautiful hand drawn studies of Astoria's waterfront were developed



from the water looking at the city. Professor Petenari said there are not very many working waterfront cities left along the coasts and rivers. He asked Ms. Ho to tell the City how precious their waterfront is. Looking at the boards that show the land from the water, one will begin to see what Astoria has. If Astoria begins to put things in front of the waterfront, the City needs to look at those structures in the context of its cityscape, landscape, and waterscape. It is very easy to look at what Astoria has from a bird's eye view, but photos and satellite show the city from other views. A building should be seen from the water as well as experienced from between the water and the land. Views from the water are not presented much. The boards will help the Planning Commission. Cities develop their character in response to building codes. She suggested the Commission be very careful about how building codes and design guidelines are developed because many times buildings of a certain era will look the way they do because of the rules. Astoria has a very eclectic type of architecture and a lot of different uses on the waterfront. A working waterfront has buildings that reflect their uses. Therefore, height limits and setbacks can force a factory or cannery to do something that does not work with what is required inside the building. She asked the Commission to consider that many of the existing buildings were built before the building codes and they were built according to how they needed to function. This is where authenticity comes in. The outside of a building will destroy what happens inside if blanket regulations do not consider a building's use. The boards are orphans that have come home; they are precious and tell a lot about Astoria. Astoria has something very precious. She said she was not a preservationist and not pro-development, but as an urban designer, she believed the community needed to think together about how to grow authentically. She suggested the Planning Commission refrain from blanket regulations. She believed Astoria was wonderful and dynamic because it changes all the time. She asked the Commission to be very critical about what guidelines are implemented and to allow for flexibility. A project that breaks all the rules could be exactly what Astoria wants, but the rules would have preceded the opportunity. So, review projects on a case by case basis and allow Astoria to grow. There are many opportunities on land and she hoped they would all be activated. Astoria is a beautiful city.

Commissioner Fitzpatrick asked if the Planning Commission could see the illustrations. Planner Johnson said Staff could bring them to a meeting.

Drew Herzig, 628 Klaskanine Avenue, Astoria, agreed with Ms. Ho's comments about the bird's eye view. When Michelle Reeves was advising the Astoria Downtown Historic District Association (ADHDA), she put a camera on her dashboard. Video taken as she drove into town was part of her presentation, which was incredibly revealing. The bird's eye view does not show what people see on the Riverwalk. He suggested having a pedestrian record images walking through the area so the Planning Commission and City Council can see the area at the pedestrian level. This would be useful for planning, but he agreed it was important to see what people see at that level.

Chris Farrar, 3023 Harrison Avenue, Astoria, said he did not walk in the Bridge Vista Area of the Riverwalk, so the issues being discussed were new to him. He would begin to walk in the area and stay engaged in this Code amendment process by attending all of the meetings. There is a lot of concern about the bird's eye view. The view between two buildings depends on where those buildings are placed. The view of the river cannot be seen half a mile from a 40 foot separation because the buildings appear to be right against each other. The location of the separation between buildings in relation to the Riverwalk should be considered. Huge separations between buildings will be necessary. Otherwise, the buildings will appear to be a solid wall and there will be no views of the river. He did not support tall buildings over the water. People want to see the horizon where the river meets the atmosphere, not a view across the top of a building that just looks into Washington. He wanted to preserve a lot of views in the area and believed a working wharf or port area would be fine. He wanted the Planning Commission to set a specific maximum total coverage.

Robert Jacob, 140 Grand, Astoria, said it is difficult to think about tomorrow with today's brain. He appreciated Ms. Ho's comments about blanket zoning and recognized the Planning Commission faced tough decisions. In many places, the pier line is 600 feet or up against the building. Some of the best architecture is created by the function of the inside of a building. Who would have thought that the cold storage would have become Pier 39 and such an interesting structure? He has had many friends in architecture and many consultants told him his ideas were bad. If it hadn't taken him 13 years, he would have had an ugly structure. The view corridors, types of uses, zoning, variances and all of the issues being discussed have no easy answer. There are quite a few cities with rivers, so many of these issues have been addressed before. He suggested the Planning Commission make sure everyone involved explored the problems and solutions addressed by other cities. Pedestrians should be able to walk past something that is unique to Astoria, like fish being unloaded. He has many investors with unfinished projects. This process will be difficult because every part of the river is unique. It will be tough for the



Planning Commission to collect ideas and find solutions. The Planning Commission needs input from people who are good at planning and river design, developers, and business owners. It's too bad these decisions need to be made so quickly and he did not understand why.

President Nemlowill confirmed there was no further public comment.

Mr. Hastie asked for feedback from the Planning Commission on his presentation. He needed direction in order to refine his recommendations.

Commissioner Fitzpatrick appreciated that Suenn Ho and Robert Jacob were able to articulate some thoughts about the Bridge Vista Area. Their ideas were the same or better than his own. It is difficult to put a limit on something without knowing what could come before the Planning Commission. He believed it was important to remember that Mr. Jacob's building should not fall under what has been presented and should be exempt. He also believed the Commission needed to consider what is in the area, including Mr. Haag's home that is over the water. If the home did not exist yet, people would protest building it. However, the home has become part of the waterfront.

Commissioner Easom said people have talked about the vistas and views, but those views also include the buildings that are constructed along the riverfront. This is part of what makes Astoria unique. No development on the waterfront makes the city very plain and not a working waterfront. The Bridge Vista Area is designated for development, so the Planning Commission needs to make the development possible.

Commissioner Gimre said in the 50 years he has lived in Astoria, the only riverfront development has been the condominiums that Mr. Haag lives in. He asked Staff if anyone has approached the City about developing within the Bridge Vista Area.

Planner Johnson said Mr. Jacob's hotel and the condominiums have been built and the City has received inquiries for one other structure west of the bridge. The City issued a permit, which expired, for a condominium at the foot of Columbia. The City also received one proposal for development at the end of the pier at the foot of 1<sup>st</sup> Street.

Commissioner Gimre questioned whether development would be cost prohibitive. There has been such limited development over the last 50 years. Any new development should fit in to what the waterfront already provides and this will be a real challenge. He supported more restrictions for overwater development because it would be cost prohibitive for a developer to build a structure up to 45 feet. He admitted he could be wrong, but this has not occurred more than twice in the last 50 years. He wanted to preserve Astoria's vistas and views. He suggested taking a closer look at building on the land side.

Vice President Innes appreciated Ms. Ho's comments and looked forward to seeing the illustrations. However, it seemed as if the working waterfront aspect of the Bridge Vista Area already exists. She needed to think about how to preserve and encourage the working waterfront.

Commissioner Pearson said the Riverfront Vision Plan is a working document and there are still a lot of details to work out. However, he believed the recommendations included some fair compromises. Some views and vistas are being preserved, exception zones have been proposed, and development is being encouraged. He believed the Planning Commission was off to a good start, but still needed to consider some details.

Commissioner Fitzpatrick said the Cannery Pier Hotel, the Red Building, Buoy Beer, Baked Alaska, the Docks on 12<sup>th</sup> Street, and the Pilot House on 14<sup>th</sup> Street all have access to the water. He and his wife go out on the dock at 12<sup>th</sup> Street all the time. He believed it was more interesting to view the water from the dock because it adds to the monotony of going back and forth over the same riverwalk each time. If the fishing dock had not been built next to Dock's on 12<sup>th</sup> Street, the views would be different.

President Nemlowill asked how design review should be considered in the Bridge Vista Area.

Mr. Hastie said design guidelines and standards would be reviewed for the area. The intent would be to promote the character of this area in the city. These provisions could take more time to discuss, so they are scheduled to be reviewed with the third set of recommendations.



President Nemlowill believed the design standards would be difficult because there is no existing template, like there was in the Civic Greenway Area. She understood there were no strong objections from Commissioners about anything proposed. She is trying to look at this with a fresh set of eyes, and has a lot of new information to consider, including the public testimony and comments from the other Commissioners. She asked if Staff had any additional comments.

City Manager Estes said the Commissioners would be given more information prior to the next Planning Commission meeting.

There being no further business, the work session adjourned at 8:23 pm.

**ATTEST:**

**APPROVED:**

\_\_\_\_\_  
Secretary

\_\_\_\_\_  
City Manager

DRAFT



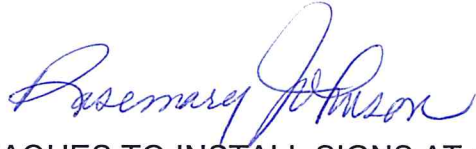
## STAFF REPORT AND FINDINGS OF FACT

November 14, 2014

TO: ASTORIA PLANNING COMMISSION

FROM: MIKE MORGAN, INTERIM PLANNER

THROUGH: ROSEMARY JOHNSON, PLANNER



SUBJECT: VARIANCE REQUEST (V14-12) BY AL JQUES TO INSTALL SIGNS AT 1800 WILLIAMSPORT ROAD

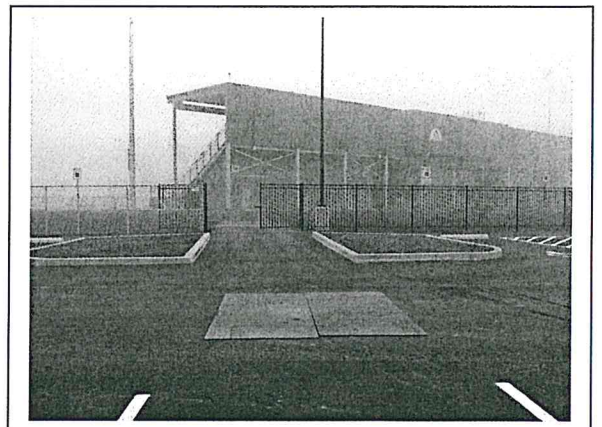
### I. BACKGROUND SUMMARY

- A. Applicant: Al Jaques  
639 Harrison  
Astoria OR 97103
- B. Owner: City of Astoria (land)  
1095 Duane St.  
Astoria, OR 97103  
  
Astoria School District 1C (improvements)  
785 Alameda St.  
Astoria, Oregon 97103
- C. Location: SE Corner Shively DLC 38 Map 16, Tax Lot 1200
- D. Zone: IN, Institutional
- E. Proposal: To allow an existing 160 square foot sign (4' x 40') – "CMH Field" on the west elevation of the sports field complex spectator structure in the IN zone. Maximum allowable signage in the IN zone is 24'.

### II. BACKGROUND

#### A. Subject Site

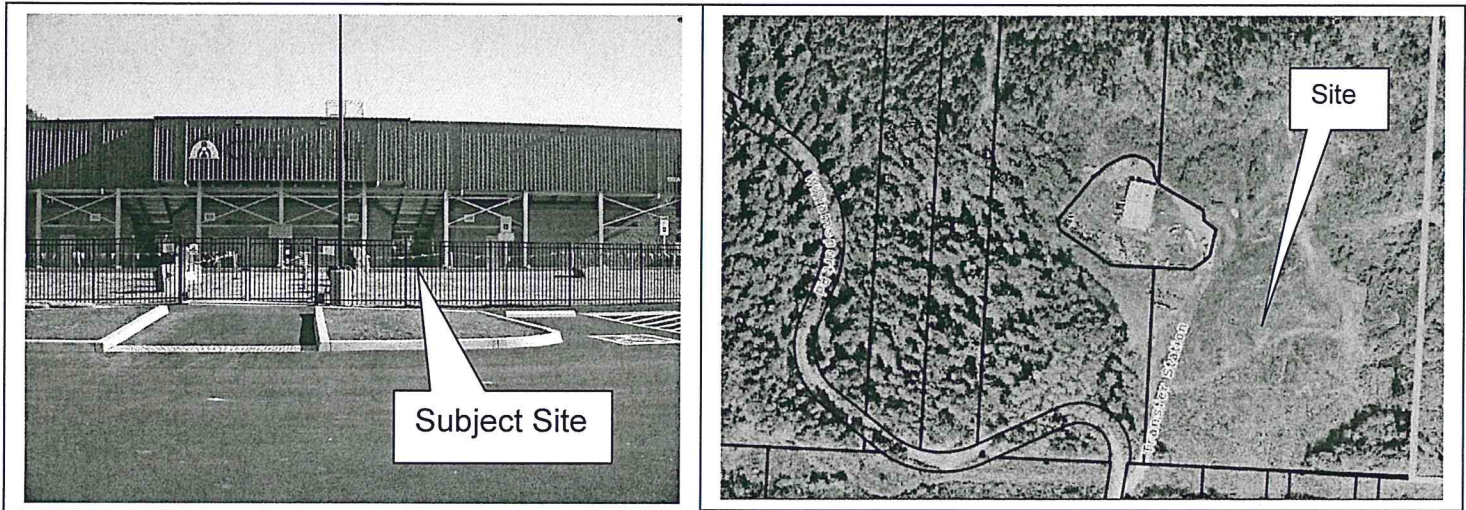
The building is one of two structures on the newly completed Astoria Sports Field Complex. The site is approximately 160,000 square feet, or just under four acres. The building on which the sign is located is the west side of the grandstand, facing the access road and parking area.





B. Adjacent Neighborhood

The site is the former City landfill. The landfill was closed in 1985 when the transfer station was constructed. The sports field complex was a joint effort of the City, Columbia Memorial Hospital (CMH), the Astoria School District and Recology (formerly Western Oregon Waste). There is no adjacent development other than the Recology transfer station. The site is surrounded by mature forest owned by the City, County, and private parties.



C. Proposal

The applicant has installed a 40' long by 4' high painted sign on the west face of the spectator seating structure on the edge of the football field. The sign was allowed to be installed for the dedication on October 24, 2014, with the understanding that if a variance was not granted the sign would be removed. No other signs are proposed at this time. The allowable signage in the IN zone is 24 square feet.

III. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 100 feet pursuant to Section 9.020 on October 30, 2014. A notice of public hearing was published in the Daily Astorian on November 18, 2014. Comments received will be made available at the Astoria Planning Commission meeting.

IV. APPLICABLE REVIEW CRITERIA AND FINDINGS OF FACT

- A. Section 8.170.A, Total Square Footage Permitted for the IN Zone states that *"The total allowable sign area for all permanent signs shall be 24 square feet."*

Finding: The proposed sign is 160 square feet. Therefore a variance is required.







- D. Section 8.110(B) requires that the granting of the variance would not be detrimental to abutting properties.

Finding: The only other business or activity on the site is the transfer station, which will not be impacted by the sign.

- E. Section 8.110(C) requires that the granting of the variance would not create a traffic or safety hazard.

Finding: The building is located well off of Williamsport Road and is not lighted, so it will only be visible for visitors to the sports complex and the transfer station. Granting the variance will not create a traffic or safety hazard.

- F. Section 8.110(D) states that sign variances are exempt from Section 12.030 (General Variance Criteria) through 12.040 (Variance from Standards Relating to Off-street Parking and Loading Facilities).

Finding: The application is for a sign variance and as such is exempt from Section 12.030 through 12.040.

## **V. CONCLUSION AND RECOMMENDATION**

The request, in balance, meets all the applicable review criteria. Staff recommends approval of the request. The applicant should be aware of the following requirements:

Significant changes or modifications to the proposed plans as described in this Staff Report shall be reviewed by the Astoria Planning Commission.

The applicant shall obtain all necessary City and building permits prior to installation of the signs.





# CITY OF ASTORIA

Founded 1811 • Incorporated 1856

## COMMUNITY DEVELOPMENT

Fee: Administrative Permit \$150.00  
(or) Planning Commission \$250.00

### V 14-12

### VARIANCE APPLICATION

Property Address: 1800 Williamsport Rd.

Lot —

Block —

Subdivision SE corner Shively DCL38

Map 16

Tax Lot 1200

Zone 1N

Applicant Name: Al Jaques

Mailing Address: 639 Harrison

Phone: 791-7253 Business Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Property Owner's Name: City of Astoria (land) ; Ast School Dist (improvements)

Mailing Address: 1095 Duane

Business Name (if applicable): \_\_\_\_\_

Signature of Applicant: \_\_\_\_\_ Date: \_\_\_\_\_

Signature of Property Owner: \_\_\_\_\_ Date: \_\_\_\_\_

Existing/Proposed Use: Sports field complex

What Development Code Requirement do you need the Variance from? (Describe what is required by the Code and what you are able to provide without a Variance.)

from 24' max sign to install one 4'x40' sign at 160 ft on the west elevation of the Sports field complex structure in the 1N zone.

**SITE PLAN:** A Site Plan depicting property lines and the location of all existing and proposed structures, parking, landscaping, and/or signs is required. The Plan must include distances to all property lines and dimensions of all structures, parking areas, and/or signs. Scaled free-hand drawings are acceptable.

For office use only:

Application Complete:		Permit Info Into D-Base:	10/6/14
Labels Prepared:	10/6/14	Tentative APC Meeting Date:	11-25-14
120 Days:			



**FILING INFORMATION:** Planning Commission meets on the fourth Tuesday of each month. Completed applications must be received by the 13th of the month to be on the next month's agenda. A Pre-Application meeting with the Planner is required prior to acceptance of the application as complete. Only complete applications will be scheduled on the agenda. Your attendance at the Planning Commission meeting is recommended.

Briefly address the following criteria for **SIGN RELATED VARIANCES**:

8.110. VARIANCES FROM STANDARDS RELATING TO SIGNS.

Variances to the sign regulations of this Section may be approved by the Planning Commission following the procedures of Section 12.060 to 12.120 where the Planning Commission finds that the variance meets the following criteria:

A. One of the following factors exists:

1. The variance would permit the placement of a sign with an exceptional design or style.

---

---

2. The variance would permit the placement of a sign which is more consistent with the architecture, and development of the site.

*Large bldg.*

---

---

3. The existence of an unusual site characteristic, such as topography, existing development, or adjacent development, which precludes an allowable sign from being effectively visible from the public roadway adjacent to the site.

*sets back from Alameda*

---

---

4. The requirement to remove a sign under Section 8.100(A) would constitute a severe or extreme economic hardship to the business or activity involved.

---

---

B. The granting of the variance would not be detrimental to abutting properties.

---

---

C. The granting of the variance would not create a traffic or safety hazard.

---

---

D. Sign variances are exempt from Sections 12.030 through 12.040.



## STAFF REPORT AND FINDINGS OF FACT

November 14, 2014

TO: ASTORIA PLANNING COMMISSION

FROM: MIKE MORGAN, INTERIM PLANNER

THROUGH: ROSEMARY JOHNSON, PLANNER



SUBJECT: VARIANCE REQUEST (V14-13) BY AL JAQUES FROM THE REQUIRED  
LANDSCAPING AT 1800 WILLIAMSPORT ROAD

### I. BACKGROUND SUMMARY

- A. Applicant: Al Jaques  
639 Harrison St.  
Astoria, OR 97103
- B. Owner: City of Astoria (land)  
1095 Duane Street  
Astoria, Or 97103  
  
Astoria School District 1C (improvements)  
785 Alameda St.  
Astoria, Or 97103
- C. Location: 1800 Williamsport Road, Map 16, Tax lot 1200, SE Corner Shively  
DLC 38.
- D. Zone: IN Institutional
- E. Proposal: Variance from landscaping requirement of the parking lot for  
landscape separation from one every 10 spaces to one every  
approximate 25 spaces; and to allow groundcovers and shrubs  
rather than trees in the landscaping areas because of environmental  
constraints.

### II. BACKGROUND

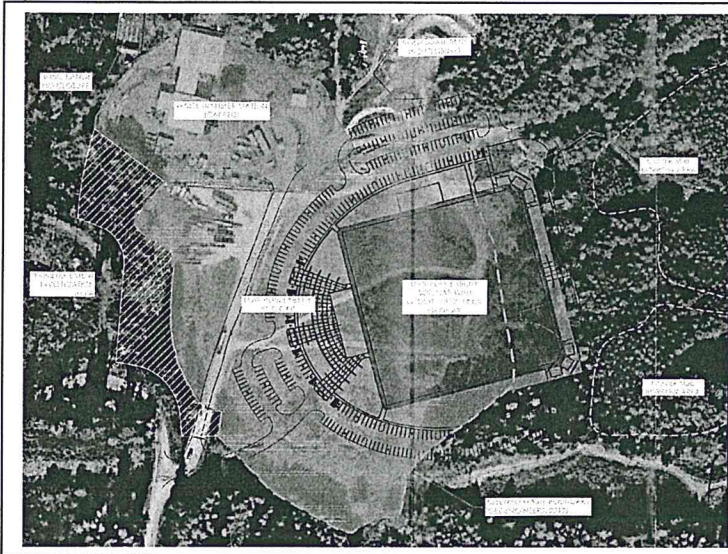
#### A. Site

The Astoria Landfill and CMH Field is located on approximately 4 acres off of Williamsport Road. The landfill was closed in 1985 when the transfer station was constructed. The field was dedicated on October 24, 2014. The entire field was constructed over a 40 millimeter plastic liner to prevent storm water from infiltrating into the old landfill and the gases from migrating up into occupied areas. The landfill closure design does not permit the planting of trees which could penetrate the liner. Groundcovers and shrubs are permissible, however.



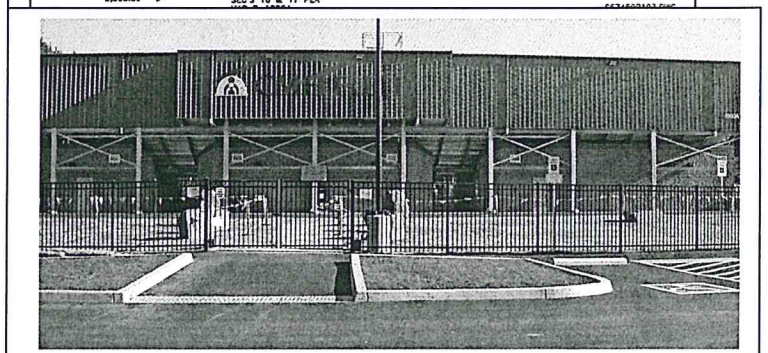
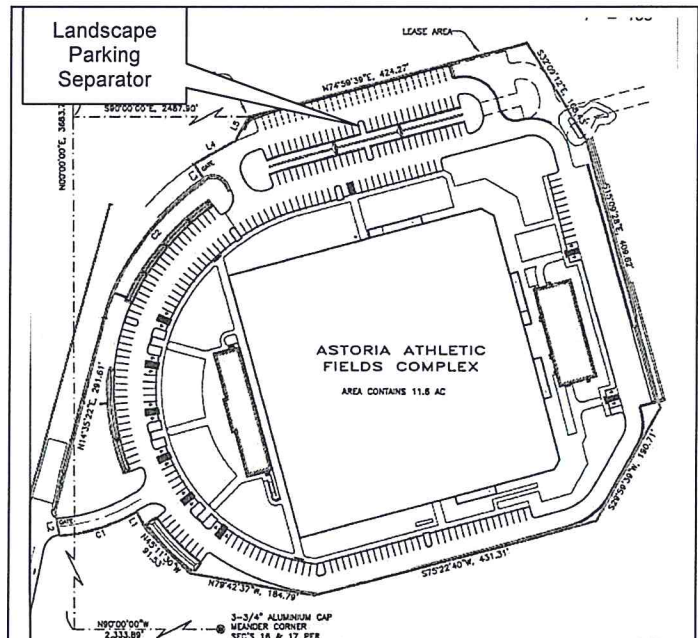
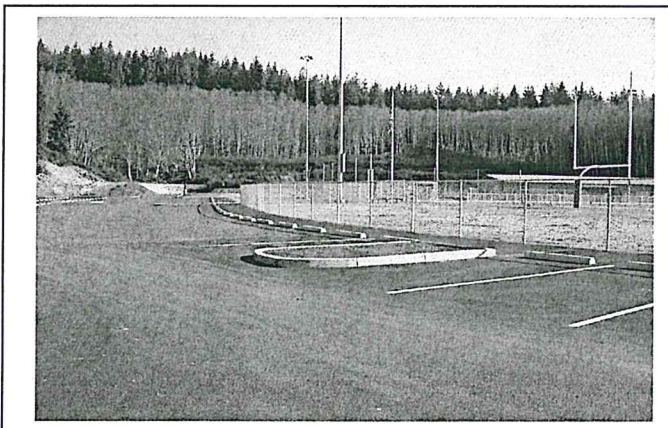
## B. Adjacent Neighborhood

The site is isolated and surrounded by forests. The only other use at the site is the Recology transfer station.



## C. Proposal

The applicant is proposing to utilize shrubs, and groundcovers such as grass to landscape the site and parking separators, and to install one landscape separation approximately every 25 spaces rather than every 10 spaces.





### III. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 100 feet pursuant to Section 9.020 on October 30, 2014. A notice of public hearing was published in the Daily Astorian on November 18, 2014. Comments received will be made available at the Astoria Planning Commission meeting.

### IV. APPLICABLE REVIEW CRITERIA AND FINDINGS OF FACT

- A. Development Code Section 3.120.A.8, Landscaping Requirements, stated that *"Specific requirements governing the placement and maintenance of landscape materials are as follows: 8. Parking areas with 20 spaces or more shall have a minimum of one landscaping divider per ten (10) parking spaces. Each ten (10) parking spaces shall be bordered by a landscaped area. Such area shall consist of a curbed planter of at least three (3) feet by 16 feet, or at least 48 square feet. Each planter shall contain at least one (1) tree, along with hedge or shrub material."*

Finding: The applicant has requested installing dividers at approximately every 25 spaces which would require a variance. The applicant has also requested the use of ground cover and shrubs only and no trees due to the environmental liner barrier for the landfill closure which cannot be penetrated by tree roots. A variance is required.

- B. Development Code Section 3.115, Review of Landscaping Plans, states that *"The landscaping plan shall be reviewed by the Community Development Director to determine if it meets the quantitative requirements of the Code. Landscaping in conjunction with Uses Permitted Outright may be approved by the Community Development Director. Landscaping in conjunction with Conditional Uses shall be reviewed by the Planning Commission as part of the review under Section 11.010. In such cases, the Planning Commission may review schematic plans and the final plans may be reviewed by the Community Development Director. No Certificate of Occupancy or other final approval shall be issued by the building official or the City until the landscaping is installed as specified by the Planning Commission or Community Development Director. Minor changes in the landscape plan may be allowed by the Community Development Director, so long as they do not alter the overall character of the development."*

Finding: The use as a School District sports complex is an outright use in the IN Zone (Institutional) and landscaping is therefore reviewed and approved by the Community Development Director. A landscape plan shall be submitted for review and approval of the Director by December 31, 2014 (Condition 1). The Certificate of Occupancy was issued for the project with the condition that landscaping would be completed. There was urgency in completion of the occupancy permit due to the start of the sports season and the delay of installation of the landscaping until the good planting season. Installation shall be completed by September 2015 (Condition 2).



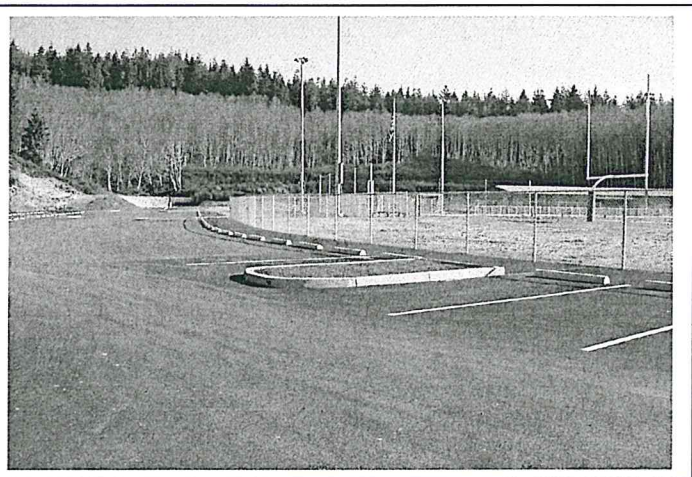
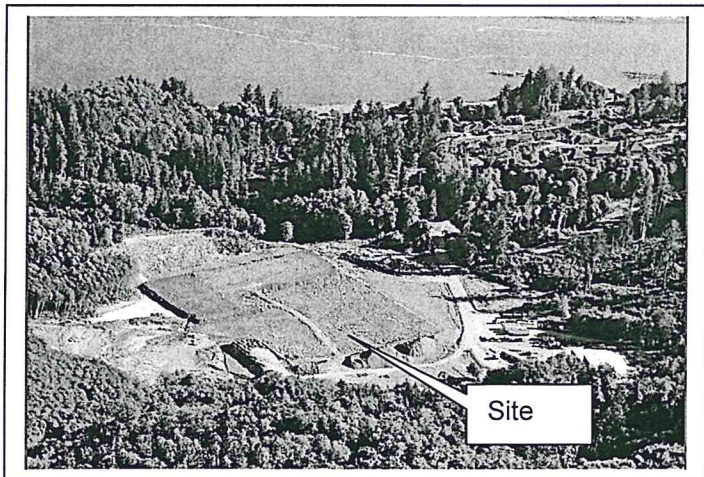
- C. Development Code Section 12.030(A) states *“the granting authority may grant a variance from the requirements of this Chapter, if on the basis of the application, investigation and the evidence submitted by the applicant, all four (4) of the following expressly written findings are made:”*

1. Section 12.030(A)(1) states that *“the request is necessary to prevent unnecessary hardship.”*

*Relevant factors to be considered in determining whether a hardship exists includes:*

- a. Physical circumstances related to the property involved;*
- b. Whether a reasonable use, similar to like properties, can be made of the property without a variance;*
- c. Whether the hardship was created by the person requesting the variance;*
- d. The economic impact upon the person requesting the variance if the request is denied.”*

Finding: The site is required to maintain the environmental purposes of the landfill, specifically the liner. Trees would penetrate the liner and violate the Department of Environmental Quality (DEQ) permit. Groundcovers and shrubs would be a reasonable alternative. Because of parking needs, a very constrained site, and the secluded site location within a heavily forested area, the allowance of a divider every 25 spaces rather than 10 spaces is reasonable.



2. Development Code Section 12.030(A)(2) states that *“development consistent with the request will not be substantially injurious to the neighborhood in which the property is located.”*

*Relevant factors to be considered in determining whether development consistent with the request is substantially injurious to the neighborhood include:*

- a. *The physical impacts such development will have, such as visual, noise, traffic and the increased potential for drainage, erosion and landslide hazards;*
- b. *The incremental impacts occurring as a result of the proposed variance."*

Finding: The site is located in a very isolated area surrounded by forests. There is no need for additional trees from an aesthetic standpoint. The immediate site is heavily landscaped with lawns for seating and public use.

3. Section 12.030(A)(3) states that *"the request is necessary to make reasonable use of the property."*

Finding: The former landfill site was recently developed as a sports complex. The applicant is proposing to reduce two landscape standards (use of trees and distance between landscape separations), but the overall landscaping of the 160,000 square feet is large, including the grass seating areas and the surrounding forested area. The DEQ restrictions prohibiting the penetration of the landfill line eliminates the possibility of planting trees in this area. The request is reasonable. The request is necessary to make reasonable use of the property.

4. Section 12.030(A)(4) states that *"the request is not in conflict with the Comprehensive Plan."*

Finding: The request is not in conflict with the Comprehensive Plan. The Sports Complex is permitted by the Plan and was a collaborative effort by the City, Columbia Memorial Hospital, and the School District.

## **V. CONCLUSION AND RECOMMENDATION**

The request, in balance, meets all the applicable review criteria. Staff recommends approval of the request with the following condition:

1. The applicant shall submit a landscape plan for review and approval of the Planner by December 31, 2014.
2. Landscaping shall be installed by September 2015

The applicant should be aware of the following requirements:

Significant changes or modifications to the proposed plans as described in this Staff Report shall be reviewed by the Astoria Planning Commission.

The applicant shall obtain all necessary City and building permits prior to the start of operation.





# CITY OF ASTORIA

Founded 1811 • Incorporated 1856

## COMMUNITY DEVELOPMENT

No. V 14-13

FEE: Administrative Permit \$150.00  
or Planning Commission \$250.00

### ~~SIGN~~ VARIANCE APPLICATION

Property Location: Address: 1800 Williamsport Rd.

Lot — Block —

Subdivision SE corner Shively  
DLC 381

Map 16 Tax Lot 1200

Zone 1N

Applicant Name: Al Jaques

Mailing Address: 639 Harrison

Phone: 791-7253 Business Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Property Owner's Name: City of Astoria (land); Ast School Dist (bldg)

Mailing Address: 1095 Duane

Business Name (if applicable): \_\_\_\_\_

Signature of Applicant: see bldg permit Date: 8/25/14

Signature of Property Owner: \_\_\_\_\_ Date: \_\_\_\_\_

Existing/Proposed Use: Sports field complex

What Development Code Requirement do you need the Variance from? (Describe what is required by the Code and what you are able to provide without a Variance.)

from the requirement of a landscape separation at every 10 parking spaces to allow one approx every 25 spaces; and to allow ground cover & shrubs rather than trees in the landscaping due to environmental constraints of the site.

**SITE PLAN:** A Site Plan depicting property lines and the location of all existing and proposed structures, parking, landscaping, and/or signs is required. The Plan must include distances to all property lines and dimensions of all structures, parking areas, and/or signs. Scaled free-hand drawings are acceptable.

For office use only:			
Application Complete:		Permit Info Into D-Base:	<u>10/6/14</u>
Labels Prepared:	<u>10/6/14</u>	Tentative APC Meeting Date:	<u>11-25-14</u>
120 Days:			

CALCULATED POSITION OF NE  
CORNER CENTRAL ASTORIA  
PER CITY OF ASTORIA  
ENGINEER'S MAP  
& REFERENCE MONUMENTS

CURVE DATA			
C1		C2	
L=119.97'		L=257.04'	
R=262.50'		R=359.00'	
T=61.05'		T=134.31'	
Δ=26°11'07"		Δ=41°01'26"	
C=118.92'		C=251.59'	
CB=S72°52'31"W		CB=N36°17'18"E	

### BASIS OF BEARING

THE BASIS OF BEARING FOR THIS MAP AND  
LEGAL DESCRIPTION IS THE OREGON STATE  
PLANE COORDINATE SYSTEM, SOUTH ZONE  
NAD83(CORS 11).

### LINE TABLE

LINE	BEARING	DISTANCE
L1	N27°31'48"W	28.21'
L2	N09°51'19"W	35.97'
L3	N33°42'24"W	30.28'
L4	N60°49'54"E	69.94'
L5	N28°40'22"E	39.83'

### NOTE

THE PURPOSE OF THIS MAP IS TO GRAPHICALLY  
DEPICT THE LEASE AREA OF THE ASTORIA ATHLETIC  
FIELDS COMPLEX FROM THE CITY OF ASTORIA TO  
THE ASTORIA SCHOOL DISTRICT.

SCALE:  
1" = 100'

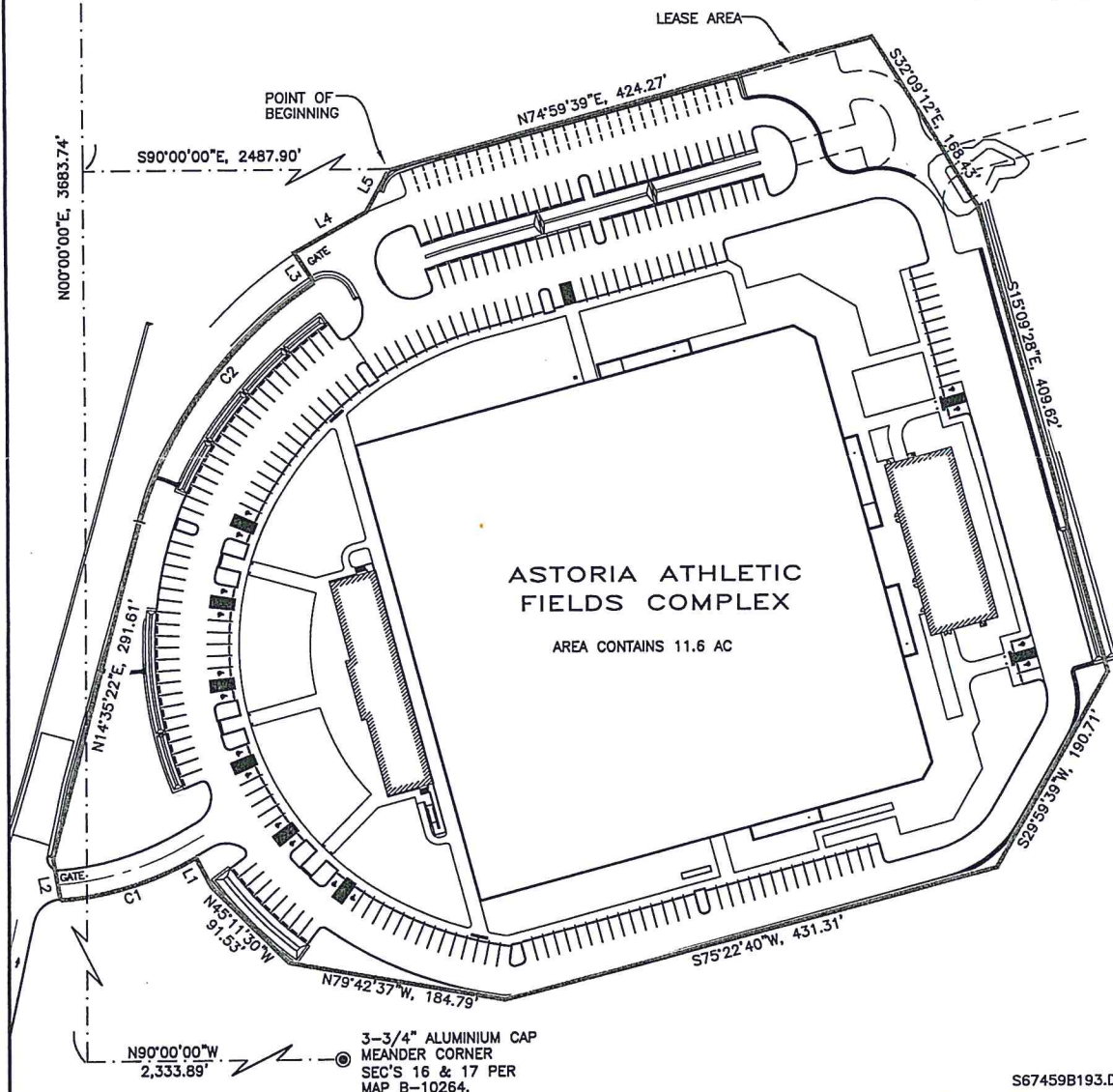


EXHIBIT MAP FOR:

## CITY OF ASTORIA

ASTORIA ATHLETIC  
FIELDS COMPLEX  
LEASE AREA

SE 1/4 SEC 17 & SW SEC 16, T8N, R9W, WM  
CLATSOP COUNTY, OREGON

- SURVEYING
- CIVIL ENGINEERING
- PLANNING
- WATER RIGHTS
- WETLAND CONSULTING



**CLATSOP COUNTY**  
4253-A HWY 101 N.  
GEARHART, OR 97138  
(503) 738-3425  
FAX: (503) 738-7455

**PACIFIC COUNTY**  
1715-B N. PACIFIC AVE.  
LONG BEACH, WA 98631  
(360) 642-4454  
FAX: (360) 642-4054

**TILLAMOOK COUNTY**  
10445 NEAH-KAH-NIE CRK RD.  
MANZANITA, OR 97130  
(503) 358-5394  
FAX: (503) 358-5847

WWW.HLB-OTAK.COM

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

*Dale N. Barrett*

OREGON  
JULY 16, 1982  
DALE N. BARRETT  
1979

RENEWS: DECEMBER 31, 2015

DATE	JOB NO.	EQUIPMENT	FIELD	DRAWN	CHECKED
AUG. 13, 2014	67459	N/A	N/A	RAP	DNB



November 17, 2014

TO: ASTORIA PLANNING COMMISSION

FROM: MIKE MORGAN, INTERIM PLANNER

THROUGH: ROSEMARY JOHNSON, PLANNER

SUBJECT: CONDITIONAL USE REQUEST (CU14-12) BY KELSEY FAUSETT TO LOCATE  
A DAY CARE CENTER AT 2911 MARINE DRIVE

*Mike Morgan*  
*Rosemary Johnson*

I. Background

- A. Applicant: Kelsey Fausett  
640 29<sup>th</sup> Street  
Astoria OR 97103
- B. Owner: 2911 Marine LLC  
89529 Green Mountain Road  
Astoria OR 97103
- C. Location: 2911 Marine Drive; Map T8N-R9W Section 9CB, Tax Lot 900;  
North 97' L6; Block 3, Shively's. 11300 & 11400; Lots 1 to 12,  
Block 51, Lots 1 to 18, Block 50, Taylor's
- D. Zone: C-3, General Commercial Zone
- E. Lot Size: 4,850 square feet (.10 acre) Building is 3,150 square feet.
- F. Request: To locate a day care center in an existing building at  
2911 Marine Drive.

II. BACKGROUND

A. Subject Property

The site is located on the corner of Marine Drive and 29<sup>th</sup> Street in a building that was renovated in 2000. The building is currently being utilized by a property management company and a medical marijuana dispensary.



The applicant's family owns the building, and the applicant owns the dwelling behind (south of) the proposed site. The applicant has operated a small day care center in the dwelling for five years.

B. Adjacent Neighborhood

The neighborhood is developed with a variety of uses, including a bar, restaurants, offices and the medical marijuana facility. Single-family dwellings are located south along 29<sup>th</sup> Street. Multi-family dwellings are located in the Mill Pond area across Marine Drive, along with other commercial businesses. The 65' wide right-of-way is improved to 45' wide with sidewalks and on street parking on both sides of the street. 29<sup>th</sup> Street is also 60' wide, although it is not developed to its full width.



Proposed day  
care center and  
on-street  
parking



Proposed  
employee parking

III. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 100 feet pursuant to Section 9.020 on October 30, 2014. A notice of public hearing was published in the Daily Astorian on November 18, 2014. Comments received will be made available at the Planning Commission meeting.

IV. APPLICABLE REVIEW CRITERIA AND FINDINGS OF FACT

- A. Section 2.395 lists "*Day care center*" as a Conditional Use in the C-3 Zone, in accordance with Article 11 concerning Conditional Uses.



Finding: The proposed use is classified as a day care center and is being reviewed as a Conditional Use.

- B. Section 2.185(1) states that *“All uses will comply with applicable access, parking, and loading standards in Article 7.”*

Section 7.100 requires one space per employee for “day care center”.

Section 7.040 concerning Fractional Measurements for parking states that *“When calculations for determining the number of required off-street parking or loading spaces result in a requirement of fractional space, any fraction of a space less than one-half shall be disregarded, and a fraction of one-half or greater shall be counted as one full space.”*

Finding: The proposed use will be in an existing commercial structure in conjunction with other uses. There will be 5 full time staff needed for the day care center. A total of five parking spaces are required for the day care center based on the requirement of one space per employee.

There are approximately 8 parking spaces available on 29<sup>th</sup> Street. At the time the building was renovated, the City permitted the developer to count the 29<sup>th</sup> Street parking as off street parking as they made the parking improvements in the right-of-way. The applicant plans to utilize the parking area in front of her home as employee parking, which would enable parents and customers of the other businesses to utilize the 29<sup>th</sup> Street parking. The building is 3,150 square feet. If the dispensary utilizes 1,000 square feet, that would require 2 spaces at a ratio of one space per 500 square feet. Therefore, an additional 6 spaces would be available for the day care center.

- C. Section 11.020(B.)(1) states that *“the Planning Commission shall base their decision on whether the use complies with the applicable policies of the Comprehensive Plan.”*

1. CP.075.3, Uppertown Area Policies, states that *“New or expanded commercial or industrial uses along Marine Drive between 23rd and 33rd Street will, whenever feasible, limit their traffic access points to side streets or common driveways.”*

Finding: Access to the site will be from the parking spaces on Marine Drive, 29<sup>th</sup> Street, and the applicant’s parking lot on 29<sup>th</sup> Street. Anticipated impact to the neighborhood would not be significantly different from what has been at this location. Marine Drive is a very busy arterial road, with approximately 15,000 vehicle trips per day in this area. The applicant met with Police Chief and it was agreed that drop-off / pick-up parking spaces for the customers should be located on Marine Drive in front of the facility (Condition 1). The applicant and staff will need to work with ODOT on the location and signing of these spaces. The signage should indicate 15 minute parking only between 7:00 am and

9:00 am, and between 4:00 pm and 6:00 pm (Condition 1). The applicant shall pay for any costs associated with designation of these spaces as loading zones (Condition 2).

2. CP.200.1, Economic Development Goal 1 and Goal 1 Policies, states that *"The City of Astoria will strengthen, improve, and diversify the area's economy to increase local employment opportunities. 1. Encourage, support, and assist existing businesses."*

Finding: The applicant has an existing day care center in the adjacent residence to the south. Recently, one of the major local day care centers closed leaving an immediate need for additional care centers. The applicant proposed to expand her facility into the adjacent commercial building. The Development Code allows day care as a conditional use in this zone. The site has been used as an office for many years.

Finding: The request is in compliance with the Comprehensive Plan.

- D. Section 11.030(A) requires that *"before a conditional use is approved, findings will be made that the use will comply with the following standards:"*

1. Section 11.030(A)(1) requires that *"the use is appropriate at the proposed location. Several factors which should be considered in determining whether or not the use is appropriate include: accessibility for users (such as customers and employees); availability of similar existing uses; availability of other appropriately zoned sites; and the desirability of other suitably zoned sites for the use."*

Finding: The proposed use is an appropriate use of an existing building. The applicant has operated a ten student preschool in the adjacent dwelling (her home) for 10 years. She is proposing to move the operation to the commercial building and continue to remain in her home. However, the property around her home could be utilized for play area and employee parking, as well as turnaround for vehicles on 29<sup>th</sup> Street (Condition 3).

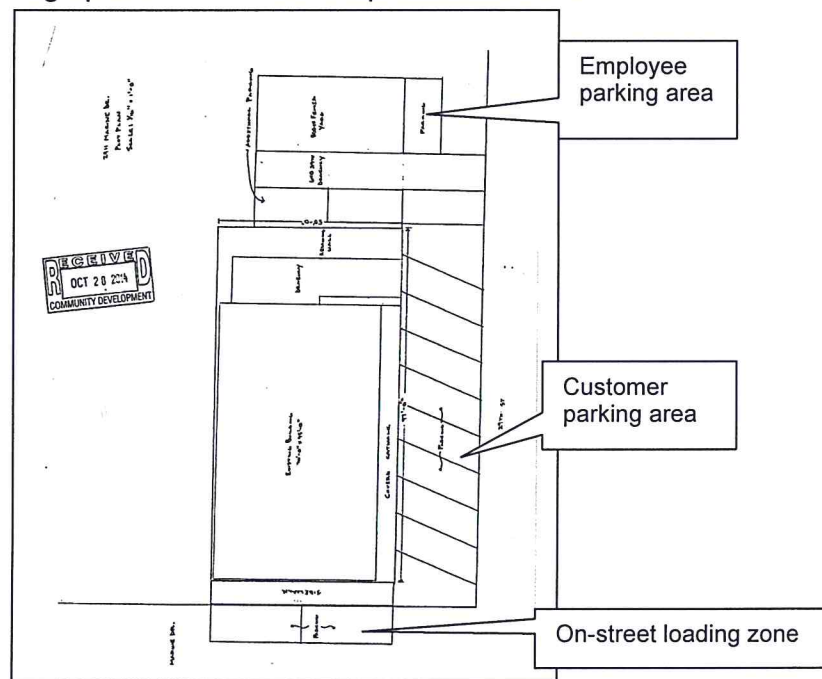


Residence parking lot for employees



2. Section 11.030(A)(2) requires that “an adequate site layout will be used for transportation activities. Consideration should be given to the suitability of any access points, on-site drives, parking, loading and unloading areas, refuse collection and disposal points, sidewalks, bike paths, or other transportation facilities. Suitability, in part, should be determined by the potential impact of these facilities on safety, traffic flow and control, and emergency vehicle movements.”

Finding: The proposed use is for a day care with five full time employees, which requires five parking spaces. Approximately 15 to 20 children will be served by the facility. The proposed ages of the children would be between 6 weeks and 12 years. The day care would operate Monday through Friday from approximately 7:00 am to 6:00 pm. The use would require five parking spaces which can be provided on-site.



With a day care facility, clients need to park to drop off the children and leave within a few minutes. They then return and park to pick up the children, again with a stay of only a few minutes. Most clients would be coming and going at similar times. The current day care facility accommodates approximately 10 children. According to *ITE Trip Generation* resource, 20 children are expected to generate approximately 20 peak vehicle trips between 7:00 am to 9:00 am and again between 4:00 pm and 6:00 pm. There would be an increase in traffic during the peak hours from the previous use. Therefore, the day care should not create a large impact on the traffic pattern in the neighborhood.

The site is close to public transportation. School buses will drop off children after school.

3. Section 11.030(A)(3) requires that the use will not overburden water and sewer facilities, storm drainage, fire and police protection, or other utilities.

Finding: All utilities are at the site and are capable of serving the use. As with all new or increased businesses and development, there would be incremental impacts to police and fire protection but it would not overburden these services. The building does contain a fire suppression system.

4. Section 11.030(A)(4) requires that *“the topography, soils and other physical characteristics of the site are adequate for the use. Where determined by the City Engineer, an engineering or geologic study by a qualified individual may be required prior to construction.”*

Finding: No new construction is proposed except any possible access driveway requirements to any proposed additional parking area. The site is adequate for the existing offices. The site not within 100' of a known geologic hazard as indicated on the City map.

5. Section 11.030(A)(5) requires that *“the use contain an appropriate amount of landscaping, buffers, setbacks, berms or other separation from adjacent uses.”*

Finding: No construction is proposed other than potential use of an already developed area for parking and any possible access driveway. There is no landscaping on the site.

## V. CONCLUSIONS AND RECOMMENDATIONS

The request meets all applicable review criteria. Staff recommends approval of the request based on the findings of fact above with the following conditions:

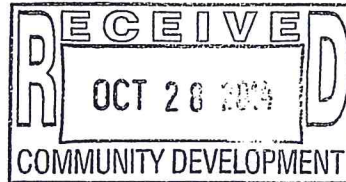
1. Subject to ODOT and City approval, two short term parking spaces shall be designated in front of the building on Marine Drive for drop-off / pick-up of students. The applicant and staff will need to work with ODOT on the location and signing of these spaces. The signage should indicate 15 minute parking only between 7:00 am and 9:00 am, and between 4:00 pm and 6:00 pm.
2. The applicant shall pay for any costs associated with designation of these spaces as loading zones.
3. The parents shall be instructed to use the driveway of the applicant's house for vehicle maneuvering and the area shall be used for staff parking.
4. Significant changes or modifications to the proposed plans as described in this Staff Report shall be reviewed by the Astoria Planning Commission.

The applicant should be aware of the following requirements: The applicant shall obtain all necessary City and building permits prior to the start of operation.





CITY OF ASTORIA  
Founded 1811 • Incorporated 1856  
COMMUNITY DEVELOPMENT



*Pol-*

No. CU 14-12

Fee: \$250.00

**CONDITIONAL USE APPLICATION**

Property Address: 2911 Marine Dr. Astoria OR 97103

Lot N 97' L 6 Block 3 Subdivision Shively

Map 9CB Tax Lot 900 Zone C-3

Applicant Name: Kelsy Fausett

Mailing Address: 640 29th St Astoria OR 97103

Phone: 503-298-0173 Business Phone: 503-298-0173 Email: seaosdreams\_childcare@yahoo.com

Property Owner's Name: 2911 Marine LLC

Mailing Address: 89529 Green Mountain Rd Astoria OR 97103-8118

Business Name (if applicable): \_\_\_\_\_

Signature of Applicant: Kelsy Fausett Date: 10/27/14

Signature of Property Owner: [Signature] Date: 10/28/14

Existing Use: office  
Proposed Use: to locate a daycare center in an existing commercial bldg  
Childcare Center

Square Footage of Building/Site: 3,600 sq ft for daycare ; Existing 800 sq ft ofc ; Existing 1,200 sq ft med ofc.

Proposed Off-Street Parking Spaces: 5 required - total available for all uses 12 +

**SITE PLAN:** A Site Plan depicting property lines and the location of all existing and proposed structures, parking, landscaping, and/or signs is required. The Plan must include distances to all property lines and dimensions of all structures, parking areas, and/or signs. Scaled free-hand drawings are acceptable.

For office use only:			
Application Complete:		Permit Info Into D-Base:	<u>11-5-14</u>
Labels Prepared:	<input checked="" type="checkbox"/>	Tentative APC Meeting Date:	<u>11-25-14</u>
120 Days:			

**FILING INFORMATION:** Planning Commission meets on the fourth Tuesday of each month. Completed applications must be received by the 13th of the month to be on the next month's agenda. A Pre-Application meeting with the Planner is required prior to acceptance of the application as complete. Only complete applications will be scheduled on the agenda. Your attendance at the Planning Commission meeting is recommended.

Briefly address each of the following criteria: Use additional sheets if necessary.

- 11.030(A)(1) The use is appropriate at the proposed location. Several factors which should be considered in determining whether or not the use is appropriate include: accessibility for users (such as customers and employees); availability of similar existing uses; availability of other appropriately zoned sites; and the desirability of other suitably zoned sites for the use.

located on main commercial highway, close to downtown, type of use requires ample parking & ground floor square footage; Bldg has fire suppression & multiple exits for child safety ADA accessible.

- 11.030(A)(2) An adequate site layout will be used for transportation activities. Consideration should be given to the suitability of any access points, on-site drives, parking, loading and unloading areas, refuse collection and disposal points, sidewalks, bike paths, or other transportation facilities. Suitability, in part, should be determined by the potential impact of these facilities on safety, traffic flow and control, and emergency vehicle movements.

Ample parking on-site & on adjacent site; sidewalks, close to bus route, bike, River Trail; dumpster/trash in rear alley; parking on street for loading; could do loading in one of the on-site pkg spaces.

- 11.030(A)(3) The use will not overburden water and sewer facilities, storm drainage, fire and police protection, or other utilities.

Existing bldg; no increase in utilities; fire suppression system.

- 11.030(A)(4) The topography, soils, and other physical characteristics of the site are appropriate for the use. Where determined by the City Engineer, an engineering or geologic study by a qualified individual may be required prior to construction.

No construction other than needed tenant improvements inside.

- 11.030(A)(5) The use contains an appropriate amount of landscaping, buffers, setbacks, berms or other separation from adjacent uses.

Existing landscaping.

- 11.030(B) Housing developments will comply only with standards 2, 3, and 4 above.



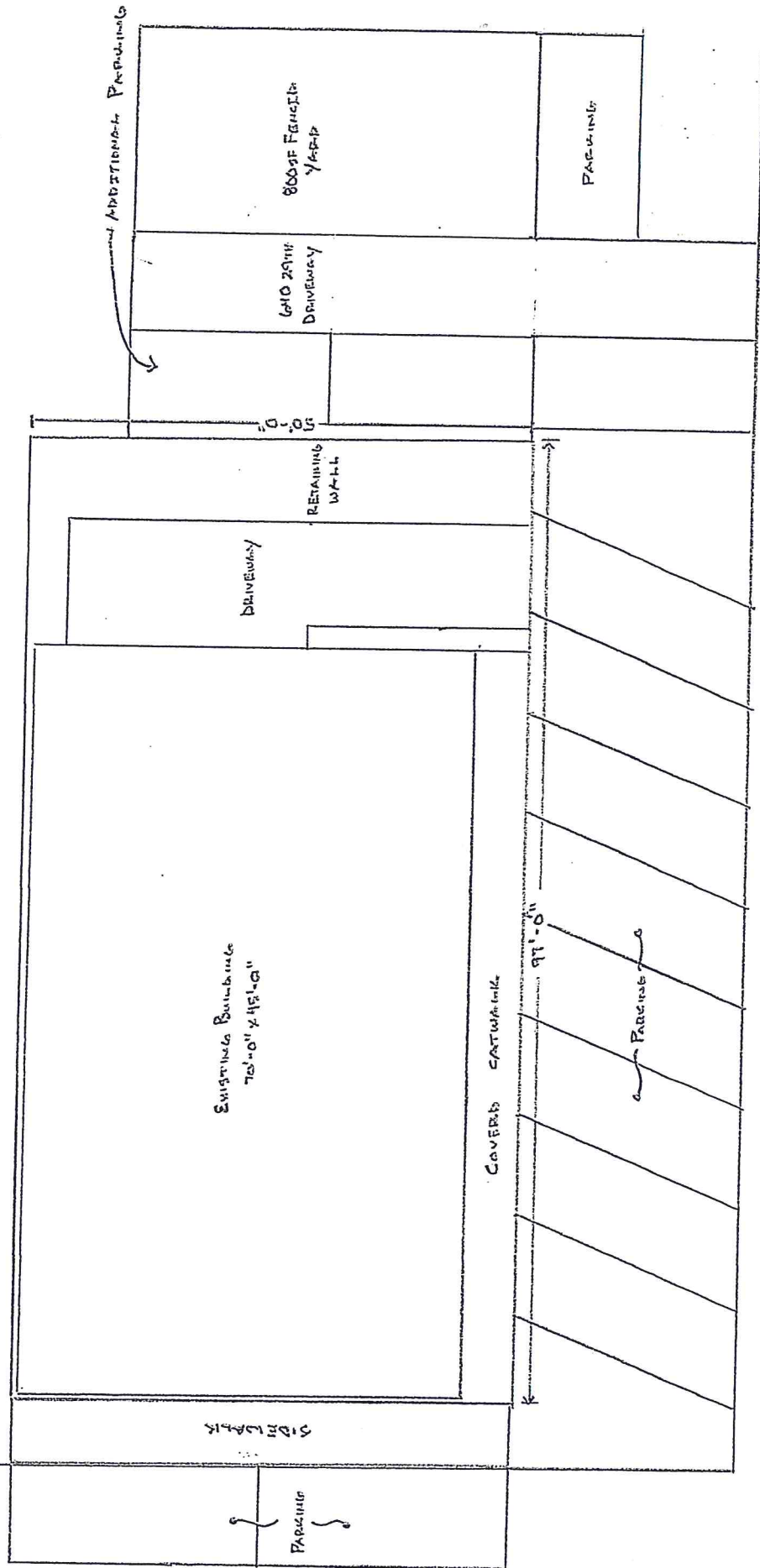
2911 MARINE DR.

Plot Plans

Scale: 1/4" = 1'-0"



MARINE DR.



29TH ST

## STAFF REPORT AND FINDINGS OF FACT

November 20, 2014

TO: ASTORIA PLANNING COMMISSION

FROM: MIKE MORGAN, INTERIM PLANNER

THROUGH: ROSEMARY JOHNSON, PLANNER

SUBJECT: CONDITIONAL USE REQUEST (CU14-13) BY RYAN HELLIGSO TO EXPAND PROFESSIONAL OFFICE AT 3990 ABBEY LANE, CANNERY LOFT CONDOMINIUMS STAGE 2

### I. Background

- A. Applicant: Ryan Helligso  
Helligso Construction Co.  
PO Box 147  
Astoria, Oregon 97103
- B. Owner: Nomadic Properties  
10139 NW Skyline Heights Drive  
Portland OR 97229
- C. Location: 3990 Abbey Lane; Map T8N-R9W Section 9AA, Tax Lot 80105, 80106, 80107; Building B, Cannery Loft Condominium Stage 2, Astoria Business Park
- D. Zone: S-2A, Tourist Oriented Shorelands Zone
- E. Lot Size: Condominium units approximately 5,000 square feet
- F. Request: To expand professional offices in the first floor of the commercial portion of the Cannery Loft Condominium Stage 2 (Building B)

### II. BACKGROUND

#### A. Subject Property

The property is located on the north side of Abbey Lane in Building B of the Cannery Loft Condominium complex. The structure is four stories tall with commercial use spaces on the ground floor and residential use on the upper floors.





B. Adjacent Neighborhood

The neighborhood is developed with a mixture of industrial and commercial uses. To the south across Abbey Lane is the Astoria Business Park with Fastenal construction supplies, AAMCO, automotive repair/detailing, carpet store, and OBJJ Gym. To the north are the City Trolley line and River Trail, Columbia River, and Pier 39 facility with Rogue Brewery, boat storage, offices, and marine related supplies. To the west is Building A of the condominium complex, and across the 39th Street right-of-way is the Hampton Inn Hotel under construction. To the east are a vacant lot and a wetland with City River Trail.

Abbey Lane right-of-way is 50' wide with a paved area of approximately 35' wide and parking on the north side only.

C. Proposed Use

The applicant has requested a conditional use to expand a professional office into three of the remaining ground floor units of the building. The professional office (Coastal Family Health Clinic) currently occupies approximately 2,000 square feet of the first floor space, and would, if approved, occupy 3,000 additional square feet for a total of 5,000 square feet. Nomadic Properties owns all of the first floor commercial space and would lease it to the clinic. As a condominium, each unit is individually owned, but the building envelope, parking, and other common areas are owned jointly by all condominium owners through a home owners association. The space would house the administrative offices of the clinic operation.

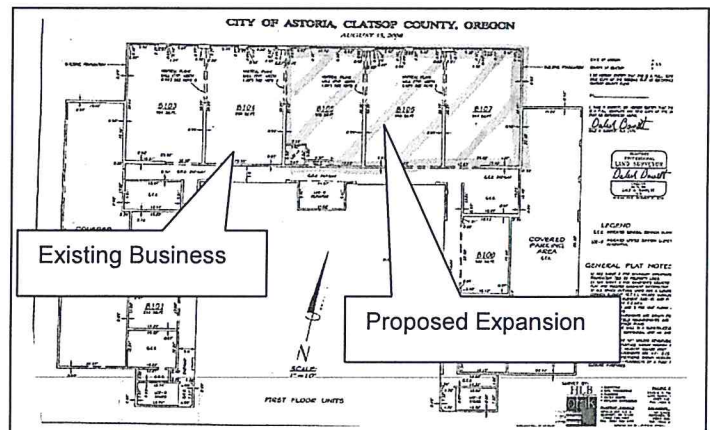
III. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 100 feet pursuant to Section 9.020 on October 30, 2014. A notice of public hearing was published in the Daily Astorian on November 18, 2014. Any comments received will be made available at the Planning Commission meeting.

IV. APPLICABLE REVIEW CRITERIA AND FINDINGS OF FACT

- A. Section 2.710, Conditional Uses in the S-2A Zone, lists "*Professional and business offices*" as an allowable conditional use.

Finding: The applicant proposes to expand a professional office from approximately 2,000 square feet of the existing ground floor into the adjacent 3,000 square feet. The gross floor area of the ground commercial level includes 7,959 square feet (enclosed building area excluding parking and outdoor covered walkways).





- Section 7.100(C), Minimum Parking Space Requirements, Business and Professional Services, requires one off-street parking space per 500 square feet of gross floor area.

[illegible]

- 3



CP.200, Economic Development Goal 1 Policies, states

- “4. *Encourage private development such as retail, restaurants, commercial services, transient lodging.*
5. *Provide a supportive environment for new business.*
6. *Encourage a diversity of businesses, target firms to add to the business mix and strengthen the overall economic base.”*

Finding: The proposed office will utilize a long vacant commercial space. The City recently rezoned the site from GI to S-2A in order to permit better utilization of the space. The existing spaces in the condominium buildings are underutilized. They were constructed as small condominium units and were determined not to be conducive to industrial operations.

Finding: The proposed use complies with the Comprehensive Plan.

E. Section 11.030(A) requires that *“before a conditional use is approved, findings will be made that the use will comply with the following standards:”*

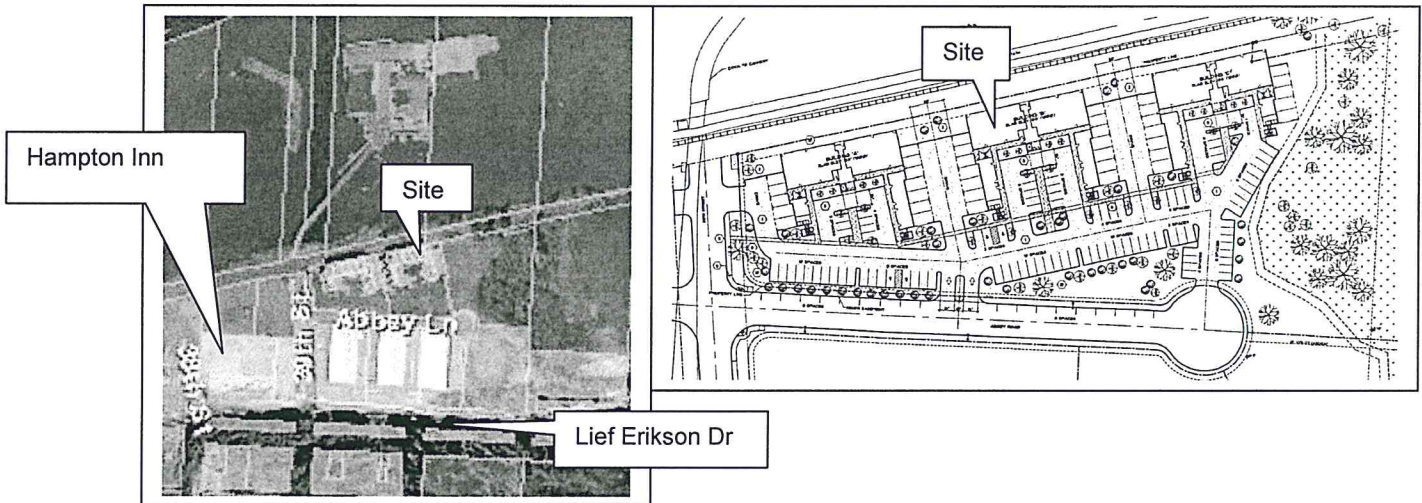
1. Section 11.030(A)(1) requires that *“the use is appropriate at the proposed location. Several factors which should be considered in determining whether or not the use is appropriate include: accessibility for users (such as customers and employees); availability of similar existing uses; availability of other appropriately zoned sites; and the desirability of other suitably zoned sites for the use.”*

Finding: The proposed use is an appropriate use of an existing under-utilized building. The property is accessed from 39th Street, north of Lief Erikson Drive. There is an existing parking lot at the site with sufficient area for vehicle maneuvering. The nature of the applicant’s business is a medical office with customers physically coming to and from the site by appointment or at limited times, minimizing traffic and accessibility impacts on the site. Other zones which allow this type of use outright may have difficulty accommodating the need for off-street parking for full-time employees and customers. Other suitable sites for this particular use are not immediately available in the vicinity.

2. Section 11.030(A)(2) requires that *“an adequate site layout will be used for transportation activities. Consideration should be given to the suitability of any access points, on-site drives, parking, loading and unloading areas, refuse collection and disposal points, sidewalks, bike paths, or other transportation facilities. Suitability, in part, should be determined by the potential impact of these facilities on safety, traffic flow and control, and emergency vehicle movements.”*

Finding: There is ample area available for maneuvering of vehicles on the site. The 39th Street and Abbey Lane rights-of-way are improved to a width of approximately 35’, with existing curbs and sidewalks. The site is easily accessible by bike and foot, via the River Trail. The site is located

within walking distance of the trolley line. The site is accessible by vehicle. Vehicle traffic on 39th Street is increasing yearly with the development at Pier 39, the occupancy of the Condominium buildings, and the construction of a Hampton Inn Hotel. However, the proposed use should not add a larger volume of vehicle trips to the site due to the nature of the client appointments for the business. With the recent property sale, it is unknown when the vacant site to the east will be developed. A Traffic Impact Study was completed for the recent rezoning of this property which indicated that proposed uses such as this would not overburden the existing street system for access.



3. Section 11.030(A)(3) requires that the use will not overburden water and sewer facilities, storm drainage, fire and police protection, or other utilities.

Finding: All utilities are at the site and are capable of serving the use. As with all new or increased businesses and development, there will be incremental impacts to police and fire protection but it will not overburden these services.

4. Section 11.030(A)(4) requires that *"the topography, soils and other physical characteristics of the site are adequate for the use. Where determined by the City Engineer, an engineering or geologic study by a qualified individual may be required prior to construction."*

Finding: The site is not within 100' of a known geologic hazard as indicated on the City map. No new construction is proposed.

5. Section 11.030(A)(5) requires that *"the use contain an appropriate amount of landscaping, buffers, setbacks, berms or other separation from adjacent uses."*

Finding: The site is landscaped and is buffered from other uses. No additional landscaping is required.



V. CONCLUSIONS AND RECOMMENDATIONS

The request meets all applicable review criteria. Staff recommends approval of the request. The applicant should be aware of the following requirements:

Significant changes or modifications to the proposed plans as described in this Staff Report shall be reviewed by the Astoria Planning Commission.

The applicant shall obtain all necessary City and building permits prior to the start of operation.



CITY OF ASTORIA  
Founded 1811 • Incorporated 1856

COMMUNITY DEVELOPMENT

Zone Change:  
CI → S2A  
5/8/14

Ad by Helligso Constr.

No. CU 14-13

Fee: \$250.00

## CONDITIONAL USE APPLICATION

Property Address: 3990 ABBEY LN. #103-104-105-106-107

Lot — Block — Subdivision Cannery loft

Map 9AA Tax Lot 80105 80106 80107 Zone S-2A

Applicant Name: RYAN HELLIGSO, HELIGSO CONSTRUCTION CO.

Mailing Address: PO BOX 147 ASTORIA, OR

Phone: 503-325-7697 Business Phone: — Email: Ryan@HelligsoConstruction.com

Property Owner's Name: NOMADIC PROPERTIES

Mailing Address: 10139 NW SKYLINE DRIVE PORTLAND, OR 97229

Business Name (if applicable): —

Signature of Applicant: [Signature] Date: 10/29/14

Signature of Property Owner: — Date: —

Existing Use: Vacant

Proposed Use: professional ofc - expand w/ units 103 & 104 CUI-2

Square Footage of Building/Site: 3,000 sq ft added to existing 2,000 sq ft

Proposed Off-Street Parking Spaces: 6 spaces + 4 spaces  
to expand an existing 2,000 sq ft professional office with 3,000 sq ft additional space @ 3990 Abbey Lane Units 103-104-105-106-107

**SITE PLAN:** A Site Plan depicting property lines and the location of all existing and proposed structures, parking, landscaping, and/or signs is required. The Plan must include distances to all property lines and dimensions of all structures, parking areas, and/or signs. Scaled free-hand drawings are acceptable.

For office use only:

Application Complete:	✓	Permit Info Into D-Base:	11/5/14
Labels Prepared:	✓	Tentative APC Meeting Date:	11/25/14
120 Days:			



**FILING INFORMATION:** Planning Commission meets on the fourth Tuesday of each month. Completed applications must be received by the 13th of the month to be on the next month's agenda. A Pre-Application meeting with the Planner is required prior to acceptance of the application as complete. Only complete applications will be scheduled on the agenda. Your attendance at the Planning Commission meeting is recommended.

Briefly address each of the following criteria: Use additional sheets if necessary.

- 11.030(A)(1) The use is appropriate at the proposed location. Several factors which should be considered in determining whether or not the use is appropriate include: accessibility for users (such as customers and employees); availability of similar existing uses; availability of other appropriately zoned sites; and the desirability of other suitably zoned sites for the use.

*Expansion of existing 2,000 sq ft of site into add'l 3,000 sq ft.*

- 11.030(A)(2) An adequate site layout will be used for transportation activities. Consideration should be given to the suitability of any access points, on-site drives, parking, loading and unloading areas, refuse collection and disposal points, sidewalks, bike paths, or other transportation facilities: Suitability, in part, should be determined by the potential impact of these facilities on safety, traffic flow and control, and emergency vehicle movements.

*on River Trail; access from 39<sup>th</sup> off Hwy Erikson; access to bus & bike & trolley; existing disposal area. parking - has 6 spaces for existing & will add 4 spaces w/ expansion*

- 11.030(A)(3) The use will not overburden water and sewer facilities, storm drainage, fire and police protection, or other utilities.

*Existing facilities*

- 11.030(A)(4) The topography, soils, and other physical characteristics of the site are appropriate for the use. Where determined by the City Engineer, an engineering or geologic study by a qualified individual may be required prior to construction.

*no exterior change*

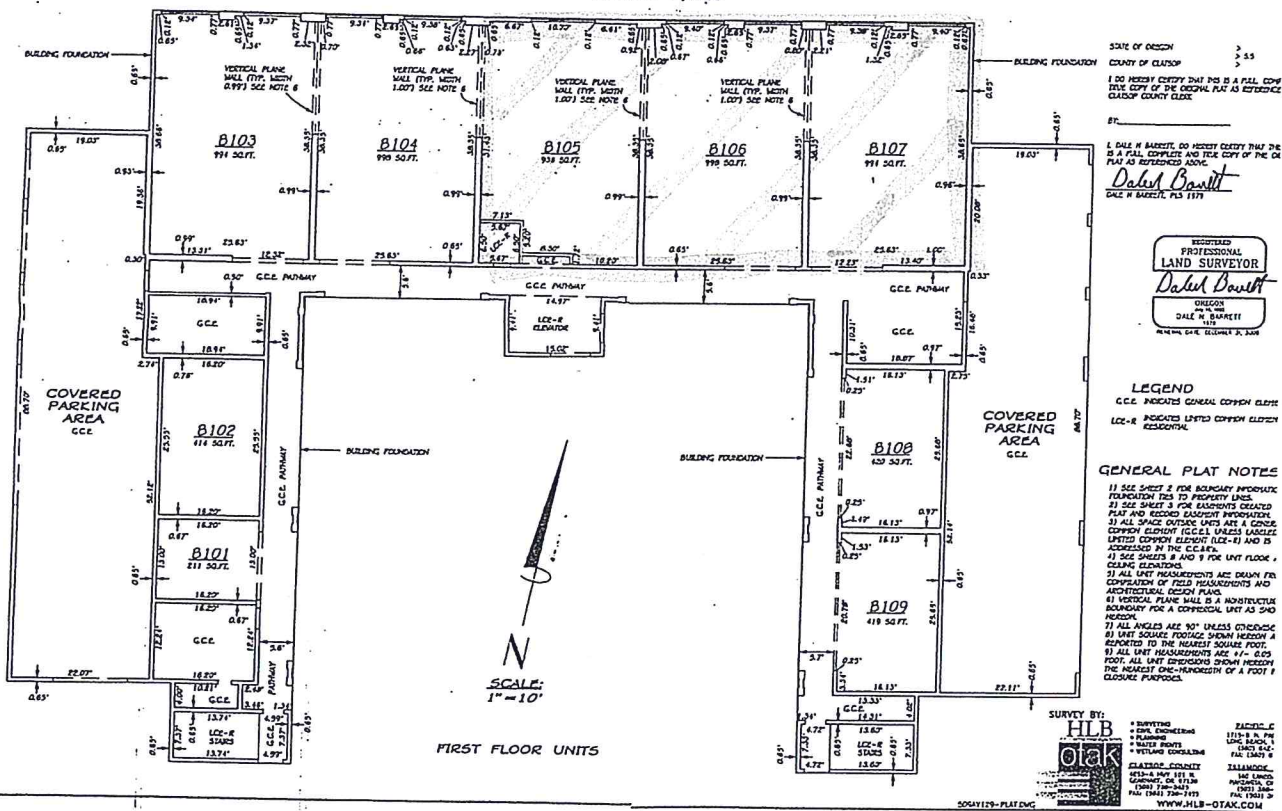
- 11.030(A)(5) The use contains an appropriate amount of landscaping, buffers, setbacks, berms or other separation from adjacent uses.

*Existing*

- 11.030(B) Housing developments will comply only with standards 2, 3, and 4 above.

**SHEET**

**AUGUST 15, 2008**





# Memorandum

**Date:** November 18, 2014  
**To:** City of Astoria Planning Commission  
**cc:** Brett Estes and Rosemary Johnson, City of Astoria Community Development Department  
**From:** Matt Hastie and Shayna Rehberg  
**Re:** Draft Bridge Vista Area Amendments #1B (Task 8.1)<sup>1</sup>

---

## A. INTRODUCTION/OVERVIEW

In 2009 the City of Astoria adopted the Astoria Riverfront Vision Plan. The Riverfront Vision Plan describes a future vision and specific recommended implementation measures related to open space, land use, and transportation plans along the Columbia River waterfront. For purposes of the Riverfront Vision Plan, City's riverfront was divided into four plan areas: Bridge Vista, Urban Core, Civic Greenway, and Neighborhood Greenway.

In 2012-2013, the City of Astoria requested and received a Transportation and Growth Management (TGM) Code Assistance grant to develop and write updated comprehensive plan language, development code text, and map amendments to implement policies and recommendations in the City's adopted Riverfront Vision Plan for the Civic Greenway area (Phase 1) and Bridge Vista area (Phase 2). Phase 1 has been completed and this memorandum is a part of Phase 2, which addresses the Bridge Vista area, shown in Figure 1. The current zoning within the Bridge Vista area is shown in Figure 2.

In preparation for Phase 2, the project consultants reviewed Comprehensive Plan and Development Code implementation issues identified in the Riverfront Vision Plan for the Bridge Vista area with City staff. Riverfront Vision Plan goals and objectives related to land use in the Bridge Vista area include the following:

- Continue to support water-dependent uses within this area, but allow for a mix of commercial and residential uses that support but don't compete with the Downtown core.
- If development is to occur, promote new uses that are consistent with Astoria's "working waterfront."
- Encourage design of new or rehabilitated buildings that respect Astoria's character.
- Encourage new development along the Columbia River to improve and celebrate the River Trail and provide visual and periodic physical access to the water.

---

<sup>1</sup> This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), local government, and State of Oregon funds. The contents of this document do not necessarily reflect views or policies of the State of Oregon.

- Improve physical connections to adjacent neighborhoods.
- 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.
- Change zoning of area west of 2<sup>nd</sup> Street from Tourist Commercial to other commercial zone.
- Expand (Uniontown) design overlay for the historic district to accentuate the historic area (north of US 30) and create a more prominent gateway for the urban core.

The Vision Plan also notes 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.”

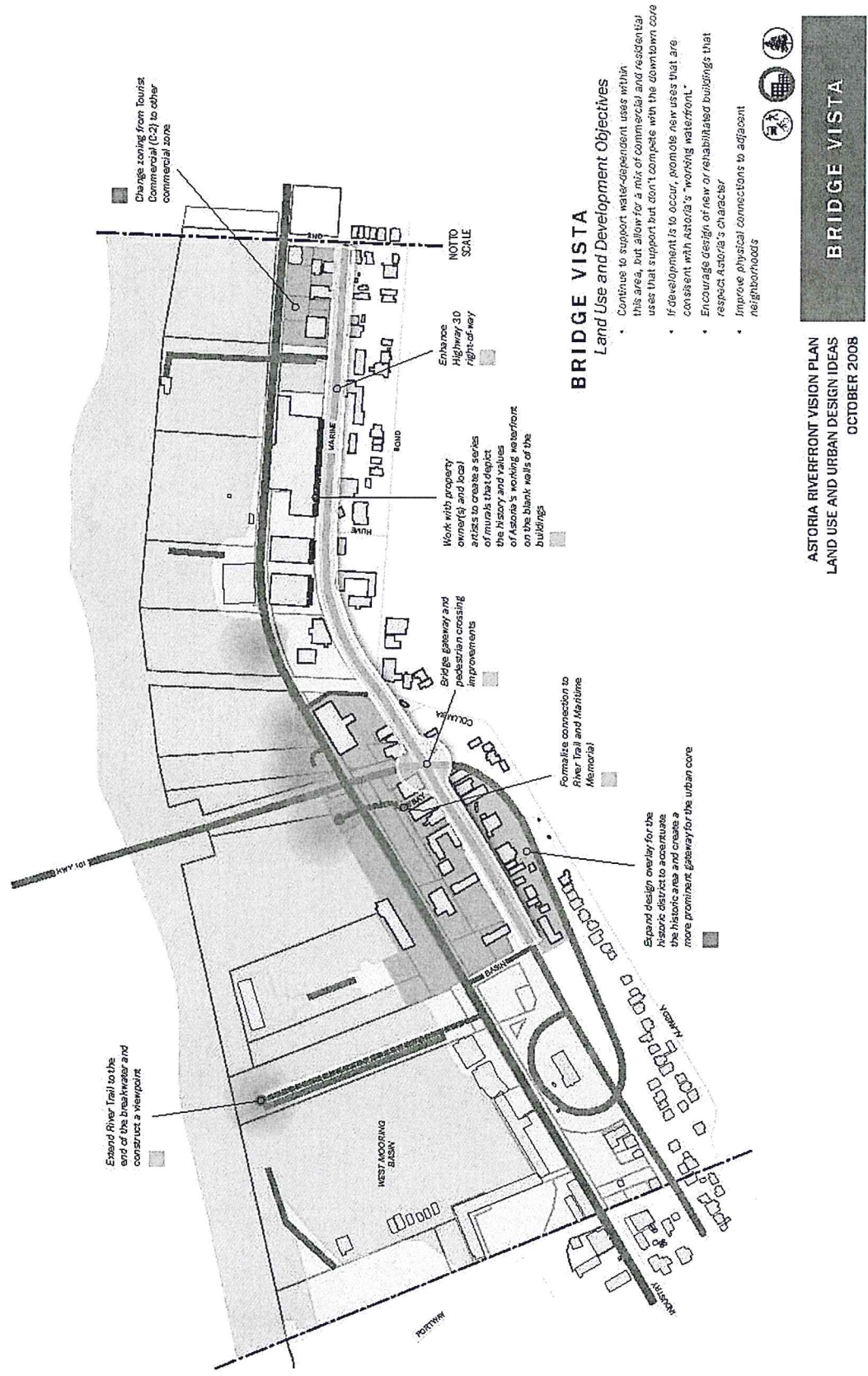
This memorandum presents the first draft of the Set B (referred to as **Amendments #1B**) package of recommended policy and code amendments for the Bridge Vista area, the second of three sets of amendments described in the Draft Bridge Vista Area Amendments #1A Memorandum, dated October 27, 2014. The amendments in this memorandum are organized as follows:

- Use Regulations and Associated Development Regulations
  - Zoning Framework – Targeted rezoning in the Bridge Vista area will support Riverfront Vision Plan objectives in the Bridge Vista area.
  - Uses Permitted in Existing Zones – Support water-dependent uses within this area and allow for a mix of commercial and residential uses that complement the downtown core, while limiting some industrial and auto-dependent uses that may not be compatible with objectives for the area.
  - Uses Permitted in a New Pedestrian-Oriented Zone – Create a new commercial zone for application in the Bridge Vista area and citywide that supports a range of commercial uses and prohibits more auto-dependent uses.
  - Development Standards – Consider development standards, such as floor area limits, that assist in complementing uses in the downtown core and strengthening pedestrian orientation.
- Applicability and Implementation
  - Consider implementing recommended regulations through changes to base zones, as a new zone, or by including them as provisions in a new overlay zone where, in some cases, provisions will apply specifically to base zones within the overlay zone.

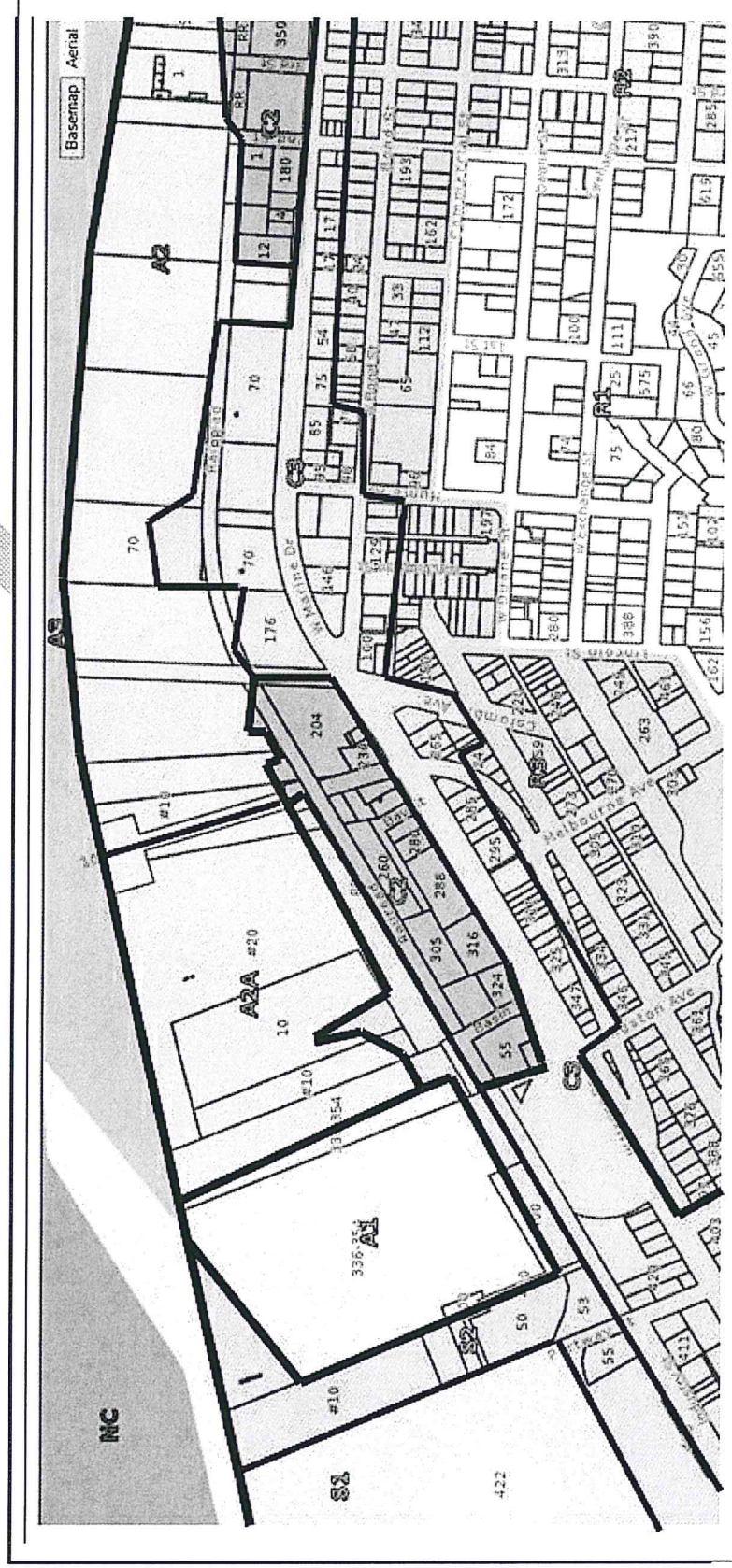
In each section of the memorandum, the project team has made recommendations about proposed use and development regulations; in some instances, the recommendations include specific requests for the Astoria Planning Commission’s feedback (indicated in bold). Once the Planning Commission reviews and provides comments about these recommendations, the recommendations will be revised as needed and presented as adoption-ready code language. The code language can be readily prepared as many of the recommendations in this memorandum refer to and rely on existing code language.



Figure 1: Bridge Vista Area



**Figure 2: Zoning in the Bridge Vista Area**





**Figure 3: Zoning Concepts in the Bridge Vista Area**

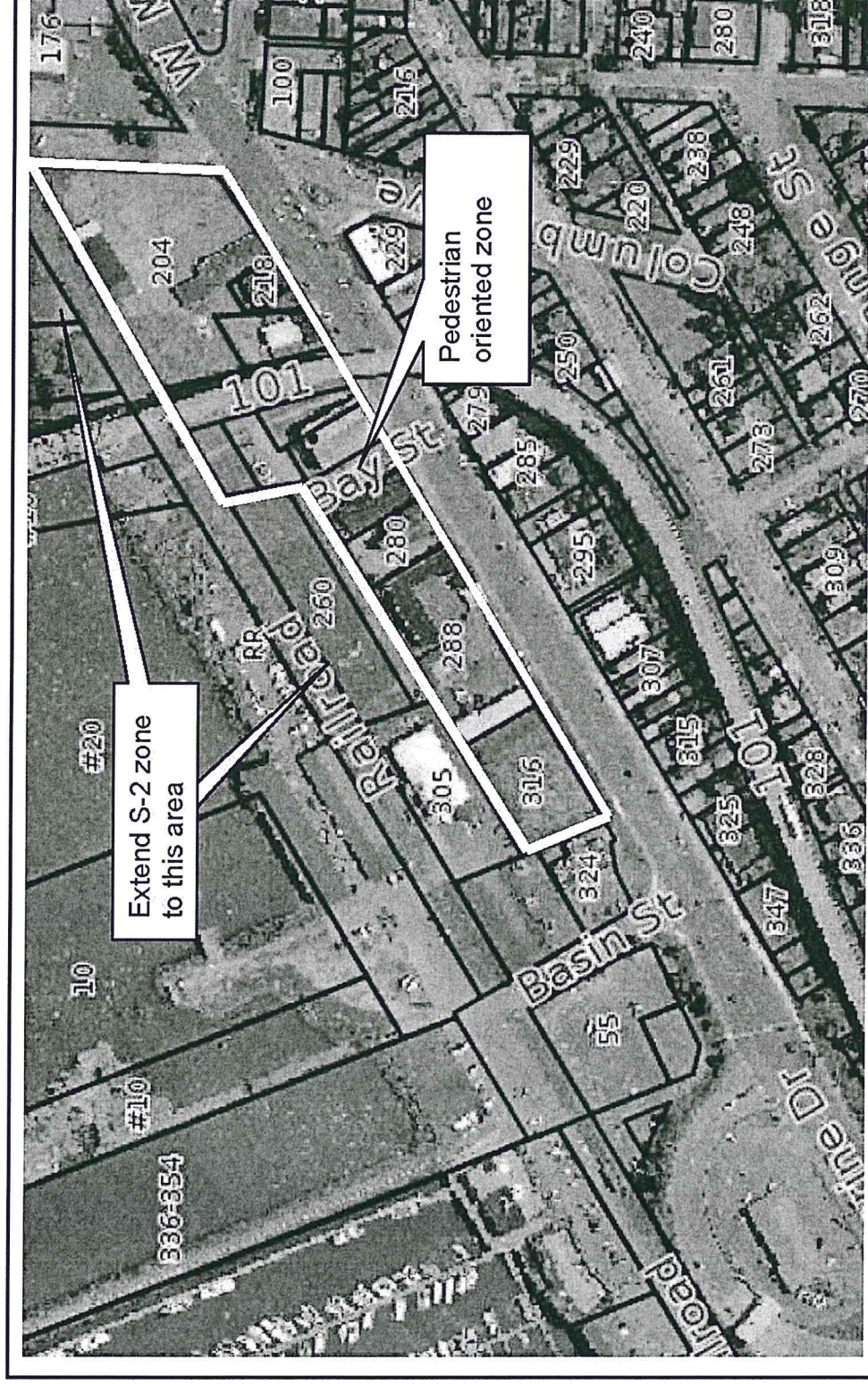




Table 1: Uses Permitted in Aquatic and Shoreland (A-2, A-2A, and S-2) Zones

Permitted Outright	A-1	A-2	A-2A	S-2
	<p>1. Water-dependent commercial or industrial use.</p> <p>2. Navigational structure.</p> <p>3. Water-dependent public recreational facility, including boat ramp, dock, moorage and marina for commercial and recreational marine craft.</p> <p>4. Shoreline stabilization.</p> <p>5. Flowlane disposal of dredged material.</p> <p>6. Pipeline, cable, and utility crossing.</p> <p>7. Storm water and treated wastewater outfall.</p> <p>8. Communication facility.</p> <p>9. Temporary dike for emergency flood protection limited to 60 days subject to State and Federal requirements.</p> <p>10. New dike construction.</p> <p>11. Maintenance and repair of existing structure or facility.</p> <p>12. Dredging and filling, pursuant to the applicable standards in Section 4.050 and 4.070, for any of the permitted uses 1 through 11 listed above.</p> <p>13. The following water-related commercial and</p>	<p>1. Water-dependent commercial and industrial use.</p> <p>2. Small boat building and repair.</p> <p>3. Water-dependent facilities including dock, moorage, pier, terminal, transfer facility and marina for commercial and recreational marine craft, for passengers, or for waterborne commerce.</p> <p>4. Public pier.</p> <p>5. Navigational structure.</p> <p>6. Shoreline stabilization.</p> <p>7. Pipeline, cable, and utility crossing.</p> <p>8. Storm water and treated wastewater outfall.</p> <p>9. Communication facility.</p> <p>10. New dike construction.</p> <p>11. Maintenance and repair of existing structure or facility.</p> <p>12. Public use in conjunction with the Columbia River Maritime Museum.</p> <p>13. Flowlane disposal of dredged material.</p> <p>14. Dredging or filling, pursuant to the applicable standards in Section 4.050 and 4.070, for any of the permitted uses 1 through 13 listed</p>	<p>1. Water-dependent commercial and industrial use.</p> <p>2. Small boat building and repair.</p> <p>3. Dock, moorage, pier, terminal, transfer facility and marina for commercial and recreational marine craft, for passengers, or for waterborne commerce.</p> <p>4. Public pier.</p> <p>5. Navigational structure.</p> <p>6. Shoreline stabilization.</p> <p>7. Pipeline, cable, and utility crossing.</p> <p>8. Storm water and treated wastewater outfall.</p> <p>9. Communication facility.</p> <p>10. New dike construction.</p> <p>11. Maintenance and repair of existing structure and facility.</p> <p>12. Flowlane disposal of dredged material.</p> <p>13. Dredging or filling as necessary for any of the permitted uses 1 through 12 listed above, pursuant to the applicable standards in Section 4.050 and 4.070.</p> <p>14. The following water-related commercial uses:</p> <p>a. Boat and/or marine</p>	<p>1. Charter fishing office.</p> <p>2. Cold storage and/or ice processing facility.</p> <p>3. Marina and high intensity water-dependent recreation.</p> <p>4. Marine equipment sales establishment.</p> <p>5. Petroleum receiving, dispensing and storage for marine use.</p> <p>6. Seafood receiving and processing.</p> <p>7. Ship and boat building and repair.</p> <p>8. Maintenance and repair of existing structure or facility.</p> <p>9. Navigation aide.</p> <p>10. Temporary dike for emergency flood protection subject to State and Federal regulations.</p> <p>11. Shoreline stabilization.</p> <p>12. Public park or recreation area.</p> <p>13. Water-dependent industrial, commercial and recreational use.</p> <p>14. Manufactured Dwelling in an approved park.</p>



	A-1	A-2	A-2A	S-2
	<p>industrial uses:</p> <p>a. Boat and/or marine equipment sales;</p> <p>b. Fish or shellfish retail or wholesale outlet;</p> <p>c. Charter fishing office;</p> <p>d. Sports fish cleaning, smoking, or canning establishment;</p> <p>e. Retail trade facility for the sale of products such as ice, bait, tackle, gasoline or other products incidental to or used in conjunction with a water-dependent use;</p> <p>f. Eating and drinking establishment which provides a view of the waterfront, and which is in conjunction with a water-dependent use such as a marina or seafood processing plant;</p> <p>g. Cold storage and/or ice-processing facility independent of seafood processing facility.</p> <p>14. Navigation aid.</p> <p>15. Piling and pile supported structure as necessary for any of the permitted uses 1 through 14 listed above, or as necessary for any use permitted in the adjacent</p>	<p>above.</p> <p>15. The following water-related commercial uses:</p> <p>a. Boat and/or marine equipment sales;</p> <p>b. Fish or shellfish retail or wholesale outlet;</p> <p>c. Charter fishing office;</p> <p>d. Sports fish cleaning, smoking or canning establishment;</p> <p>e. Retail trade facility for the sale of products such as ice, bait, tackle, gasoline or other products incidental to or used in conjunction with a water-dependent use.</p> <p>16. Navigation aid.</p> <p>17. Piling as necessary for any of the permitted uses 1 through 16 listed above.</p>	<p>equipment sales;</p> <p>b. Fish or shellfish retail or wholesale outlet;</p> <p>c. Charter fishing office;</p> <p>d. Sports fish cleaning, smoking or canning establishment;</p> <p>e. Retail trade facility for the sale of products such as ice, bait, tackle, gasoline or other products incidental to or used in conjunction with a water-dependent use.</p> <p>15. Navigation aide.</p> <p>16. Piling as necessary for any of the permitted uses 1 through 15 listed above.</p>	

	A-1	A-2	A-2A	S-2
	shoreland. 16. Bridge crossing.			
Permitted Conditionally	<p>1. Mining and mineral extraction.</p> <p>2. Active restoration.</p> <p>3. Bridge crossing support structure.</p> <p>4. Aquaculture and water-dependent portions of aquaculture facility.</p> <p>5. In-water log dump, sorting operation.</p> <p>6. A use for which an exception to the Estuarine Resources Goal has been adopted as an amendment to the Astoria Comprehensive Plan.</p> <p>7. Dredged material disposal at sites designated for dredged material disposal in the Comprehensive Plan.</p> <p>8. Dredging and filling, pursuant to the applicable standards in Section 4.050 and 4.070, for any of the conditional uses 1 through 7 listed above.</p> <p>9. Water-related recreational use.</p> <p>10. Water-related commercial or industrial use other than those listed under</p>	<p>1. Dredged material disposal at sites designated for dredged material disposal in the Comprehensive Plan.</p> <p>2. Dredged material disposal at sites not designated for dredged material disposal in the Comprehensive Plan, provided the dredged material is utilized as a source of fill material for an approved fill project.</p> <p>3. Aquaculture and water-dependent portions of aquaculture facility.</p> <p>4. Water-dependent or water-related recreational use not listed elsewhere in this zone.</p> <p>5. Active restoration.</p> <p>6. Bridge crossing and bridge crossing support structure.</p> <p>7. A use for which an exception to the Estuarine Resources Goal has been adopted as an amendment to the City's Comprehensive Plan.</p> <p>8. Fill in conjunction with any of the conditional uses 1 through 7 listed above, pursuant to the applicable standards in Section 4.050 and 4.070, for any of the conditional uses 1 through 7 listed above.</p> <p>9. Water-related recreational use.</p> <p>10. Water-related commercial or industrial use other than those listed under</p>	<p>1. Aquaculture and water-dependent portions of aquaculture facility.</p> <p>2. Water-dependent or water-related recreational use not listed elsewhere in this zone.</p> <p>3. Active restoration.</p> <p>4. Bridge crossing and bridge crossing support structure.</p> <p>5. A use for which an exception to the Estuarine Resources Goal has been adopted as an amendment to the Astoria Comprehensive Plan.</p> <p>6. Fill in conjunction with any of the conditional uses 1 through 5 listed above, pursuant to the applicable standards in Section 4.070.</p> <p>7. Mining and mineral extraction.</p> <p>8. Dredging in conjunction with any of the conditional uses 1 through 7 listed above, pursuant to the applicable standards in Section 4.050.</p> <p>9. Water-related commercial or industrial use.</p> <p>10. Eating and drinking</p>	<p>1. Active restoration/resource enhancement.</p> <p>2. Automobile sales and service establishment.</p> <p>3. Contract construction service establishment.</p> <p>4. Educational establishment.</p> <p>5. Gasoline service station.</p> <p>6. Housing which is secondary to another permitted use, such as security guard's or proprietor's quarters.</p> <p>7. Log storage/sorting yard.</p> <p>8. Manufactured Dwelling Park which satisfies requirements in Section 11.120.</p> <p>9. Single-family residence where such use occupies no more than 25% of a structures gross floor area.</p> <p>10. Multi-family dwelling.</p> <p>11. Public or semi-public use.</p> <p>12. Utility.</p> <p>13. Business service establishment.</p> <p>14. Communication service establishment.</p> <p>15. Personal service establishment.</p> <p>16. Professional service</p>



	<b>A-1</b>	<b>A-2</b>	<b>A-2A</b>	<b>S-2</b>
	<p>Section 2.505(13) of this zone.</p> <p>11. Piling as necessary for any of the conditional uses 1 through 10 listed above.</p> <p>12. Temporary use meeting the requirements of Section 3.240.</p> <p>13. Non-water dependent and non-water related uses may be located in existing, under-utilized buildings provided the use does not preclude future water-dependent or water-related uses.</p>	<p>standards in Section 4.050.</p> <p>9. Mining and mineral extraction.</p> <p>10. Dredging in conjunction with any of the conditional uses 1 through 9 listed above, pursuant to the applicable standards in Section 4.050.</p> <p>11. Water-related commercial or industrial use not listed under Section 2.530.</p> <p>12. Eating and drinking establishment open to the general public which provides significant visual access to the waterfront.</p> <p>13. Hotel, motel, inn, bed and breakfast which provides significant visual access to the waterfront.</p> <p>14. Tourist-oriented retail sales establishment which provides significant visual access to the waterfront.</p> <p>15. Indoor amusement, recreation establishment which provides significant visual access to the waterfront.</p> <p>16. Professional and business office, personal service establishment limited to beauty and barber services and</p>	<p>establishment open to the general public which provides significant visual access to the waterfront.</p> <p>11. Hotel, motel, inn, bed and breakfast which provides significant visual access to the waterfront.</p> <p>12. Tourist-oriented retail sales establishment which provides significant visual access to the waterfront.</p> <p>13. Indoor amusement, entertainment, and/or recreation establishment which provides significant visual access to the waterfront.</p> <p>14. Professional, business and medical office.</p> <p>15. Residential use meeting the requirements of 2.565(8).</p> <p>16. Temporary use meeting the requirements of Section 3.240.</p> <p>17. Conference Center which provides significant visual access to the waterfront.</p> <p>18. Piling in conjunction with any of the conditional uses 1 through 16 listed above.</p>	<p>establishment.</p> <p>17. Repair service establishment.</p> <p>18. Research and development laboratory.</p> <p>19. Shipping and port activity.</p> <p>20. Wholesale trade, warehouse, and/or distribution establishment (including trucking terminal).</p> <p>21. Eating and drinking establishment.</p> <p>22. Retail sales establishment.</p> <p>23. Hotel, motel, inn, bed and breakfast.</p> <p>24. Indoor amusement, entertainment and/or recreation establishment.</p> <p>25. Wood processing.</p> <p>26. Light manufacturing.</p> <p>27. Temporary use meeting the requirements of Section 3.240.</p> <p>28. Water-related industrial, commercial and recreational uses.</p> <p>29. Conference Center.</p>

A-1	A-2	A-2A	S-2
	<p>garment alterations, residence, and arts and crafts studio meeting the requirements of Section 2.540(10).</p> <p>17. Conference Center which provides significant visual access to the waterfront.</p> <p>18. Piling in conjunction with any of the above conditional uses.</p> <p>19. Temporary use meeting the requirements of Section 3.240.</p>		

Table 2: Uses Permitted in Commercial (C-2, C-3, and C-4) Zones

C-2	C-3	C-4
<p>1. Eating or drinking establishment.</p> <p>2. Home occupation in existing dwelling.</p> <p>3. Motel, hotel, bed and breakfast, inn or other tourist lodging facility and associated uses.</p> <p>4. Tourist-oriented retail sales or service establishment.</p> <p>5. Conference Center.</p>	<p>1. Business service establishment.</p> <p>2. Commercial laundry or dry cleaning establishment.</p> <p>3. Commercial or public off-street parking lot.</p> <p>4. Communication service establishment.</p> <p>5. Construction service establishment.</p> <p>6. Eating and drinking establishment.</p> <p>7. Educational service establishment.</p> <p>8. Family day care center in single-family, two-family, or multi-family dwelling.</p> <p>9. Home occupation in existing dwelling.</p> <p>10. Motel, hotel, bed and breakfast, inn, or other tourist lodging facility and associated uses.</p>	<p>1. Business service establishment.</p> <p>2. Commercial laundry or dry cleaning establishment.</p> <p>3. Commercial or public off-street parking lot.</p> <p>4. Communication service establishment.</p> <p>5. Eating and drinking establishment without drive-thru facilities.</p> <p>6. Education service establishment.</p> <p>7. Family day care center in existing dwelling.</p> <p>8. Home occupation in existing dwelling.</p> <p>9. Personal service establishment.</p> <p>10. Professional service establishment.</p> <p>11. Public or semi-public use.</p>



	C-2	C-3	C-4
		<p>11. Multi-family dwelling.</p> <p>12. Personal service establishment.</p> <p>13. Professional service establishment.</p> <p>14. Public or semi-public use.</p> <p>15. Repair service establishment, not including automotive, heavy equipment, or other major repair services.</p> <p>16. Residential facility.</p> <p>17. Retail sales establishment.</p> <p>18. Single-family and two-family dwelling in a new or existing structure:</p> <p>a. Located above or below the first floor with commercial facilities on the first floor of the structure.</p> <p>b. Located in the rear of the first floor with commercial facilities in the front portion of the structure.</p> <p>19. Transportation service establishment.</p> <p>20. Conference Center.</p> <p>21. Indoor family entertainment or recreation establishment.</p>	<p>12. Repair service establishment, not including automotive, heavy equipment, or other major repair service.</p> <p>13. Residential home, located above the first floor, with commercial facilities on the first floor of existing structure.</p> <p>14. Retail sales establishment.</p> <p>15. Single-family and two-family dwelling, located above or below the first floor, with commercial facilities on the first floor of existing structure.</p> <p>16. Studio for artists.</p>
Permitted Conditionally	<p>1. Dwelling as an accessory use to a Use Permitted Outright or a Conditional Use.</p> <p>2. Family day care center in existing dwelling.</p> <p>3. Indoor family entertainment or recreation establishment.</p> <p>4. Non-tourist-oriented retail sales or service establishment, professional, financial, business and medical office where they are part of a mixed-use development that also includes some of the uses that are permitted outright. The</p>	<p>1. Animal hospital or kennel.</p> <p>2. Automotive sales or service establishment.</p> <p>3. Day care center.</p> <p>4. Gasoline service station.</p> <p>5. Hospital.</p> <p>6. (Section 2.395(6) deleted by Ordinance 98-01, 1-5-98)</p> <p>7. Light Manufacturing.</p> <p>8. Recycling establishment.</p> <p>9. Repair service establishment not allowed as an Outright Use.</p>	<p>1. Day care center.</p> <p>2. Indoor family entertainment or recreation establishment.</p> <p>3. Light manufacturing.</p> <p>4. Motel, hotel, bed and breakfast, inn or other tourist lodging facility, and associated uses.</p> <p>5. Multi-family dwelling, located above the first floor, with commercial facilities on the first floor.</p> <p>6. Recycling establishment.</p> <p>7. Residential facility, located above the</p>

	C-2	C-3	C-4
	conditional use shall not be located on the ground floor of the building, and shall not occupy more than 50% of the total project's gross floor area. 5. Public or semi-public use. 6. Temporary use meeting the requirements in Section 3.240.	10. Temporary use meeting the requirements of Sections 3.240. 11. Wholesale trade or warehouse establishment.	first floor, with commercial facilities on the first floor. 8. Temporary use meeting the requirements of Sections 3.240. 9. Transportation service establishment. 10. Wholesale trade, warehouse, mini-storage, or distribution establishment (see Section 11.170). 11. Conference Center.



## **B. USE REGULATIONS AND ASSOCIATED DEVELOPMENT REGULATIONS**

The Riverfront Vision Plan calls for supporting water-dependent uses within the Bridge Vista area and allowing for a mix of commercial and residential uses that complement the downtown core. Addressing these elements of the Plan involves a discussion of uses that are currently permitted in the zones in the Bridge Vista area and water-dependent, commercial, and residential uses that are or are not currently permitted, as well as development regulations – floor area, in particular – that can aid in making uses complementary to the downtown core.

### **1. Zoning Framework**

The City's proposal for supporting Riverfront Vision Plan objectives in the Bridge Vista area involves the zoning and rezoning concepts that are illustrated in Figure 3 and outlined below.

- Convert most of the existing Tourist Commercial (C-2) zoning around the bridge to a new pedestrian-oriented zone (discussed further later in this memorandum).
- Extend existing General Development Shorelands (S-2) zoning east around the West Mooring Basin to areas of existing C-2 zoning.
- Convert the western end of the existing C-2 zone around the Astoria-Megler Bridge to General Commercial (C-3) zoning, as well as C-2 zoning between 1<sup>st</sup> Street and 2<sup>nd</sup> Street in the Bridge Vista area (not pictured in Figure 3).

Use regulations and development regulations discussed in the following sections would work within this proposed zoning framework for the Bridge Vista area.

### **2. Uses Permitted in Existing Zones**

As shown in Figure 2, the Bridge Vista area includes Aquatic One (A-1), Aquatic Two (A-2), Aquatic Two A (A-2A), General Development Shorelands (S-2), Tourist Commercial (C-2), and General Commercial (C-3) zoning designations. The uses currently permitted in these zones are presented in Table 1 and Table 2.

Water-dependent and water-related uses that are currently permitted in the A-1, A-2, A-2A, and S-2 zones (e.g., water-dependent commercial and industrial uses, docks and marinas, boat building and repair, navigational structures or aides) appear to be sufficient to support and protect the “working waterfront” character in Astoria and the Bridge Vista area. As in the Civic Greenway area, fossil fuel and petroleum product terminals and facilities are not necessarily compatible with the visitor-oriented uses in the area. Uses currently permitted in the S-2 zone that may not be compatible with the vision for the Bridge Vista area include manufactured dwellings, manufactured dwelling parks, auto sales, gas stations, wholesale trade/warehouses, and wood processing. Similarly, uses for reconsideration in the C-3 zone in the Bridge Vista area include hospitals, automotive sales, and gas stations.

In order to explore uses that complement the downtown core, uses currently permitted in the Central Commercial (C-4) are provided in Table 2. The uses identified below are commercial and residential uses that are allowed more broadly in the C-4 zone that could be considered for the Bridge Vista area. Regulations of these uses in the zones in the Bridge Vista area are also described below.

- Business service and professional service establishments – Business service and professional service establishments are permitted conditionally in the A-2, A-2A, and S-2 zones. In the A-2 zone, they must be part of a mixed-use development with tourist-oriented uses and comply with



floor area restrictions (percentage of gross floor area). These uses are permitted outright in the C-3 zone, and are permitted outright when tourist-oriented or permitted conditionally with requirements regarding mixed uses, location within a mixed-use building, and limited floor area in the C-2 zone.

- Personal service establishments – Personal service establishments are permitted conditionally in the A-2 and S-2 zones. In the A-2 zone, they are limited to beauty and barber services and garment alterations in mixed-use developments and are subject to floor area restrictions (percentage of gross floor area). These uses are permitted outright in the C-3 zone, and are permitted outright when tourist-oriented or permitted conditionally with requirements regarding mixed uses, location within a mixed-use building, and limited floor area in the C-2 zone.
- Eating and drinking establishments – Eating and drinking establishments are permitted conditionally in the A-1, A-2, A-2A, and S-2 zones. In the A-1, A-2, and A-2A zones, they must be open to the public and provide significant visual access to the waterfront. These uses are permitted outright in the C-2 and C-3 zones, with no requirements regarding visual access or drive-through facilities.
- Retail sales establishments – Retail sales establishments are permitted conditionally in the S-2 zone. Establishments that are related to a water-dependent use are permitted outright in the A-1, A-2 and A-2A zones, and those that are tourist-oriented and provide significant visual access to the waterfront are permitted conditionally in the A-2 and A-2A zones. Retail sales are permitted outright and without restrictions in the C-3 zone. In the C-2 zones, they are permitted outright when tourist-oriented and are permitted conditionally with requirements regarding mixed uses, location within a mixed-use building, and limited floor area.
- Multi-family residential units – Multi-family dwellings are permitted conditionally in the S-2 zone. Residential uses are permitted conditionally in the A-2 and A-2A zones when they are part of a mixed-use development with tourist-oriented uses and comply with floor area restrictions (percentage of gross floor area). Multi-family dwellings are permitted outright in the C-3 zone.

**Recommendation:** The following use regulations are recommended in the Bridge Vista area in the A-2, A-2A, S-2, and C-3 zones. Recommendations related to the C-2 zone are discussed further in the next section of this memorandum. Applicability and implementation of these regulations are discussed in the C-2 zone section and final section of this memorandum.

- Terminals – Do not permit fossil fuel and petroleum product terminals and facilities in the A-2 and A-2A zones in the Bridge Vista area.
- Manufactured dwellings – Do not permit manufactured dwellings and manufactured dwelling parks in the S-2 zone in the Bridge Vista area.
- Auto-dependent uses – Do not permit auto sales and gas stations in the S-2 zone in the Bridge Vista area. **The project team requests feedback from the Astoria Planning Commission on whether to permit auto sales and gas stations in the C-3 zone in the Bridge Vista area.**
- Warehouses and wood processing – **The project team requests feedback from the Astoria Planning Commission on whether to permit wholesale trade/warehouses and wood processing in the S-2 zone in the Bridge Vista area.**
- Eating and drinking establishments – Permit eating and drinking establishments outright in the C-3 zone in the Bridge Vista area, with provisions that they must provide significant visual access to the waterfront if on the river side of the River Trail.
- Drive-through facilities – Restrict drive-through facilities in the C-3 zone in the Bridge Vista area, **pursuant to comments and recommendations from the Astoria Planning Commission.**



### 3. Uses Permitted in a New Pedestrian-Oriented Zone

A new pedestrian-oriented zone is envisioned for the area adjacent to West Marine Drive in the core of the Bridge Vista Area. The zone is modeled after the City's existing General Commercial (C-3) zone, but with limits on auto-focused uses in order to create a stronger pedestrian orientation in this zone.

**Recommendation:** The following use regulations are recommended in a new pedestrian-oriented zone.

- Auto-dependent uses – Do not permit auto-dependent uses, such as commercial or public off-street parking lots, motels, automotive sales and services, and gas stations, which are currently permitted in the C-3 zone.
- Drive-through facilities – Do not permit drive-through facilities.
- Other uses – **The project team requests feedback from the Astoria Planning Commission on whether other uses currently permitted in the C-3 zone should not be permitted in a new pedestrian-oriented zone (e.g., light manufacturing).**

### 4. Development Standards

Development standards, such as floor area regulations, can assist in complementing uses in the downtown core. In particular, restricting very large buildings in the areas surrounding Downtown Astoria provides compatibility with the smaller standard building size in the downtown core and can strengthen the pedestrian orientation of these areas.

There are a number of existing development standards and guidelines that address floor area in the zones in the Bridge Vista area. Existing design review guidelines in the C-2 zone include the following:

*The height, mass, and scale of buildings shall be compatible with the site and adjoining buildings. . . The relationship between a building site and the historic buildings within the surrounding area shall be considered an integral part of planning for new construction.*

Existing regulations in the A-2 and A-2A zones address floor area specific to office, personal service, and residential uses. However, they do not directly address the overall mass or scale of buildings in these zones or provide broad limitations on the size (floor area) of other uses.

**Recommendation:** To complement the uses and scale of building in the downtown core and strengthen the pedestrian orientation, it is recommended that the building size of on-land commercial development in the Bridge Vista area (i.e., in the S-2, C-3, and new pedestrian-oriented zones) be limited to 25,000-35,000 square feet. **The project team requests that the Astoria Planning Commission provide feedback on a particular size limit within this range.**

## D. APPLICABILITY AND IMPLEMENTATION

The provisions recommended in this memorandum can be implemented through changes to base zones that are found in the Bridge Vista area. This could be done in a way that establishes the standards only for the Bridge Vista area so as not to apply to the zones citywide. However, as was determined in the Civic Greenway area, it can be easier to organize and administer new and targeted use and development

standards through an overlay zone. As part of this planning process, a new pedestrian-oriented zone may also be created, which could be applied in other areas of the city as needed or desired.

**Recommendation:** As was recommended in the Amendments #1a Memorandum, the project team recommends that the regulations proposed in this memorandum be made part of a new overlay zone for the Bridge Vista area, with the exception of a potential new pedestrian-oriented zone. The regulations in the overlay zone should be additive to regulations in existing underlying zones, and should override when they conflict with regulations in the underlying zone.

However, a final decision about how new proposed standards will be implemented in the Bridge Vista area can be suspended until all three sets of potential amendments for the area are developed and initially vetted.

DRAFT