



AGENDA

ASTORIA PLANNING COMMISSION

November 27, 2018
6:30 p.m.
2nd Floor Council Chambers
1095 Duane Street • Astoria OR 97103

1. CALL TO ORDER
2. ROLL CALL
3. MINUTES
 - a) October 23, 2018 (*pending receipt*)
4. PUBLIC HEARINGS
 - a) Conditional Use request (CU18-08) by Daric Moore to locate a theater space for plays (indoor family entertainment) in an existing building at 1015 Commercial Street (Map T8N R9W Section 8CB, Tax Lot 9300; lot 1, McClures) in the C-4 Central Commercial Zone.
 - b) Conditional Use request (CU18-09) by Kerry Dugan to add an additional unit to an existing duplex to create a triplex (multi-family housing) at 4360 Commercial Street (Map T8N R9W Section 10BC, Tax Lot 1800; lots 6 & 7 Block 7, Port of Upper Astoria) in the R-2 Medium Density Residential Zone.
 - c) Conditional Use request (CU18-10) by James Neikes to locate automotive sales in an existing parking lot at 609 Bond Street (Map T8N R9W Section 8CB, Tax Lot 4400 and 4480; lot 2, McClures) in the C-3 General Commercial Zone.
5. WORK SESSION
 - a) Riverfront Vision Urban Core
 - b) Subdivision Training
6. REPORT OF OFFICERS
7. STAFF/STATUS REPORTS
 - a) Save the dates:
 - i. Nov. 29 – DLCD Workshop @ 6:00pm
 - ii. Dec. 4 – APC Meeting cancelled
 - iii. Dec. 11 – APC Meeting @ 6:30pm
8. PUBLIC COMMENT (Non-Agenda Items)
9. ADJOURNMENT

STAFF REPORT AND FINDINGS OF FACT

November 21, 2018

TO: Astoria Planning Commission 

FROM: Robin Scholetsky, Contract Planner

SUBJECT: Conditional Use Request (CU18-08) by Daric Moore, to locate theatre and art exhibition space within an existing building at 1015 Commercial St.

I. SUMMARY

- A. Applicant: Daric Moore
2625 Irving Avenue
Astoria OR 97103
- B. Owner: Jessamyn West
Andrea Mazzaella
Odd Fellows LLC
PO Box 831
Astoria OR 97103
- C. Location: 1015 Commercial Street
Map T8N R9W Section 8CB, Tax Lot 6601; Lot 1,
Block 27, Astoria
- C. Classification: C-4, Central Commercial
- D. Proposal: Conditional use request: To locate black box theatre with limited seating (45) with accessory spaces. Space may also be used for temporary uses associated with the theater including art gallery.
Allowed outright: Classes associated with theatre as "Professional Service Establishment."
- E. Lot Size: Approximately 95 by 50 (4,750 square feet)
- F. Relevant Applications: Pending building permit number is 119-18-000340-STR.

II. BACKGROUND INFORMATION

A. Site:

The Odd Fellows Building is an historically designated building in downtown Astoria. It is listed on the National Register of Historic Places due to its architectural features and social history. The property is located along Commercial Street at the corner of 10th Street in a developed area of downtown Astoria.

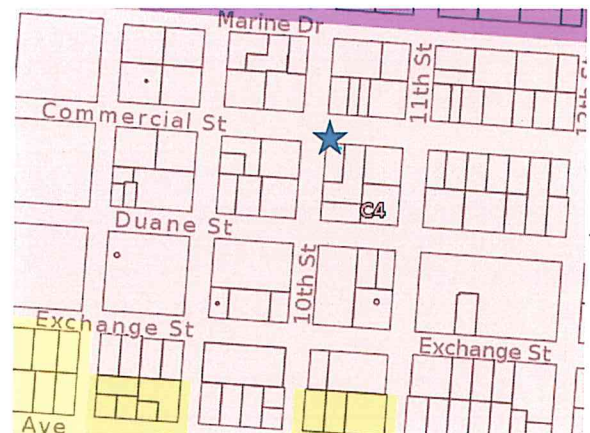


Odd Fellows Building viewed from Commercial Street

The building is divided into multiple tenants and includes the Arts and Movement Center on the upper floor.

B. Neighborhood:

The area is surrounded by lots with the same C-4 zone. The neighborhood is the City of Astoria's downtown. Buildings are a mix of two-story and single-story storefronts. The Odd Fellows Building has a storefront commercial ground floor and second story with prominent arched windows.



Nearby retail includes a gift store, home furnishings store, florist shop, corner market and two banking institutions as well as a restaurant and coffee shop.

In the immediate vicinity, there are also a number of storefronts in transition, providing open opportunities for additional retail or food service—continuing to enable a mix of 'by-right' uses in this portion of the City's downtown.

ODOT and City designated streets border the site on the north and west sides. Commercial Street is a two-lane, one-way street going east that runs parallel with the north property line of the site. Commercial Street is designated as US Route 30. Commercial Street contains a designated bicycle lane. 10th Street is a two-lane, one-way street going south that runs parallel with the west property line of the site. Commercial Street includes a bicycle lane on the south side of the street. On-street parking is allowed on the both sides of each of the abutting streets. A bus stop/no parking area for the Sunset Empire Transportation

District (The Bus) is located at the southwest corner of Commercial and 10th Street.

C. Proposal:

The applicant is proposing to locate a black box theatre (appx 1,600 square feet of total floor area) into a portion of the ground floor. The ground floor will include a lobby and ticket sales area, a loft area and the theatre stage and seating. They will also utilize basement space for storage and dressing rooms.

The black box theatre would hold plays all year and the applicant would also like to hold art gallery events during times when the theatre is in-between shows. The applicant has also mentioned holding occasional acting classes. The classes use would be allowed outright in the C-4 zone as a "Professional Service Establishment" as per Section 2.430.10.

Theatre Operations. The shows will be Friday and Saturday evenings and a possible Sunday matinee with on-site hours from 6:00 PM to 10:00 PM. Each show would have between 28-40 audience members and a number of actors. Day to day operations of the non-profit theatre will be managed by two part time volunteers/staff. During shows, they will utilize a few additional volunteers for ticket transactions and ushering who will then join the audience. Actors for the shows will participate in rehearsals on weeknights, likely from 6:00 PM to 9:00 PM. Acting classes would be on an ad-hoc basis and would be limited in nature.

Art Shows. For the art shows, the applicant expects to have short-term installations when the theatre is in-between shows with art gallery hours compatible with surrounding retail establishments and the City's Art Walks program.

The site is currently zoned C-4(Central Commercial) and as per Section 2.435.2, this use, "Indoor family entertainment" is classified as a Conditional Use.

III. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 100 feet pursuant to Section 9.020 on November 6, 2018 A notice of public hearing was published in the *Daily Astorian* on November 2, 2018. A notice of public hearing was posted onsite on site in the front window on November 7, 2018 in accordance with Article 9.



A public hearing will be held in accordance with Section 9.030 on November 27, 2018 with the Astoria Planning Commission. Any comments received will be made available at the Planning Commission meeting.

IV. APPLICABLE REVIEW CRITERIA AND FINDINGS OF FACT

- A. Section 2.435(3) concerning Conditional Uses permitted in the C-4 Zone allows "Indoor family entertainment" as a Conditional Use.

Finding: The applicant intends to locate a black box theatre and art exhibition space in the Odd Fellows Building.

- B. Section 2.445(6) for the C-4 Zone requires that all uses with access, parking, or loading areas will comply with standards in Article 7.

Section 7.062 (C), Downtown Area, states that "*Uses in the C-4 Zone and uses between 7th and 14th streets in the A-2 and S-2A zones are not required to provide off-street parking.*"

Section 7.090 (C) of the Development Code states, "*Uses in the C-4 Zone and uses between 7th and 14th streets in the A-2 and S-2A zones are not required to provide off-street loading*".

Finding: Off-street parking or loading is not required in the C-4 Zone. The parking impact of a theatre serving 28-40 patrons a show is minimal and similar to other approved outright uses, such as eating and drinking. For loading, staff understands that the needs are limited, due to smaller set sizes (4 by 8 feet) and only periodic set changes. Staff recommends that the applicant conduct load-in and load-out operations for sets and art exhibits during off-peak hours utilizing available on-street spaces. If longer loading periods than 2 hours are needed, staff requests that the applicant apply for parking space closures from the City of Astoria, as needed.

- C. Section 2.445(8) requires that signs will comply with requirements in Article 8, Sign Regulations.

Finding: No signs are proposed as part of this request. Any future sign installation shall comply with the requirements of Article 8, Sign Regulations, specifically regulations pertaining to C-4 Zone as appropriate. Additionally, of note for this use is Section 8.080.K, Temporary Signs which includes rotating signage, such as future theatre events. This uses' signage would need to be permitted appropriately as part of a signage plan for the use and staff recommends the development of a signage plan to be submitted in conjunction with the Building Permit.

- D. Section 11.020(B)(1) requires that the use comply with policies of the Comprehensive Plan.

1. CP.015(1) concerning General Land and Water Use Goals states that *“It is the primary goal of the Comprehensive Plan to maintain Astoria's existing character by encouraging a compact urban form, by strengthening the downtown core and waterfront areas, and by protecting the residential and historic character of the City's neighborhoods. It is the intent of the plan to promote Astoria as the commercial, industrial, tourist, and cultural center of the area.”*

Finding: Allowing the proposed entertainment use would provide an opportunity to utilize an existing downtown building within the existing downtown core. The use is compatible with surrounding land uses based on the hours of operation, number of participants and proposed audience served. The use of an existing historically designed building for a use that does not require major exterior modifications helps preserve the existing urban form. The site is also well served by City utilities. Furthermore, the development of a theatre and artspace helps continue the development of downtown into a destination for both residents and tourists. The evening and weekend uses will help to activate the area during quieter evening periods, also providing opportunities for nearby eating and drinking establishments and retail uses.

2. CP.205(1) concerning Economic Development Policies states that *“The downtown core of Astoria, generally extending from Sixth to Sixteenth Streets, and from the waterfront to Exchange Street is the retail, service and governmental center of the area. The City, through its zoning actions and support of the Astoria Downtown Development Association, will promote the Downtown.”*
3. CP.200(2) concerning Economic Development Goals states that *“The City of Astoria will assist in strengthening the City's Downtown core as the retail center of the area, with the support of the Downtown Association and the Downtown Manager.”*

Finding: The existing buildings and businesses in the area are active participants in the downtown core commercial area. They are visually and physically linked to the downtown, and help strengthen the downtown as a central business district.

The possible use of the ground floor building for a theatre would support economic health of the area by providing additional entertainment options in the downtown and provide new reasons for locals and tourists to use the downtown during evening hours. A theatre and arts space provides opportunities for nearby eating and drinking establishments to offer additional hours and respond to the theatre activity.

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

BASIC CONDITIONAL USE STANDARDS

- E. 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 site is easily accessible to all users by a variety of modes: pedestrians, bicyclists, those using public transit and vehicle traffic--The frontage on Commercial Street is adjacent to sidewalks, a bicycle lane, two auto lanes with parking and a bus stop/no parking area for the Sunset Empire Transportation District (The Bus).

The Applicant noted that other sites were considered for this use including locating in the Performing Arts Center (PAC) building which would mean sharing the space with a number of other arts organizations juggling their schedules and set requirements. Additionally, the Astor Street Opry has a theater space in Uniontown (west end of town near the Holiday Inn) but the space is limited to dinner theater style seating and similar schedule constraints as with the PAC.

Therefore, this location offers an alternative to those existing options in a building that is well-suited, with adequate ceiling height for the use without extensive construction.

- F. 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 site is accessible from two streets that abut the site: Commercial Street and 10th Street. On-street parking is available on both sides of all streets that surround the site. Sidewalks for pedestrians, bicycle facilities, public transit are adjacent to the site and vehicle access is readily available to the site to accommodate visitors using various modes of transportation. The duration and frequency of loading needs are similar or even less-frequent in nature to a retail or eating establishment and can be accommodated by existing on-street availability and will not negatively impact existing traffic flow, safety or emergency vehicle response.

- G. 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: Public facilities are available to the site. The use will not overburden water, sewer, or storm drainage. The applicant intends on an interior remodel which includes the addition of two new bathroom spaces. These facilities are no more taxing to the current system than a retail or restaurant use which would provide bathroom facilities. As with all new or increased business and development, there will be incremental impacts to police and fire protection, but the proposed use will not overburden these services. The applicant shall obtain a building permit and/or change of occupancy permit to be reviewed and approved by the Building Official to assure that the services are adequate to accommodate the proposed use.

- H. 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 exterior construction is proposed as part of this request. The site is not within 100' of a known geologic hazard area. Additional studies are not required.

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

Finding: The building is existing and encompasses nearly all of the 4,750 square foot parcel. The use proposed is not one that would typically require substantial separation from adjacent uses because of dust or other impacts. Additionally, the adjacent businesses of retail and eateries would benefit from the evening activity provided by the space. As noted previously, the hours of operation of evenings and weekends will not create excessive noise or traffic impacts that need to be mitigated by substantial separation.

SPECIAL/OPTIONAL CONDITIONS

- J. Section 11.040.A Non-Residential. In permitting a conditional use or the modification of an existing conditional use not involving a housing development (e.g. multi-family development, manufactured dwelling park), the Planning Commission may impose, in addition to those standards and requirements expressly specified in this Code, other conditions which it considers necessary to protect the best interest of the surrounding property or the City as a whole.

These conditions are:

1. Controlling the location or placement of buildings on land or over aquatic area;
2. Increasing the required lot size or yard dimensions;
3. Reducing the required height and size of buildings;

4. Controlling the location and number of vehicle access points;
5. Increasing the required off-street parking spaces;
6. Increasing the required street width;
7. Limiting the number, size, location, and lighting of signs;
8. Requiring diking, fencing, screening, landscaping, berms, or other items to protect adjacent or aquatic areas;
9. Designating sites for open space;
10. Specifying the types of materials to be used;
11. Specifying the hours of operation and/or time of year the activity may occur;
12. Completion of a monitoring program.

Findings: These 12 optional conditions are noted for reference as options for discussion by the Planning Commission. For the purposes of this review, staff recognizes that any recommendations associated with items 1-6, and items 8, 9 and 10 are not feasible on a built-up, downtown location.

Item 7, Signage. The site will continued to be controlled by Article 8, Signs. In speaking with the applicant, staff understands that the Applicant is prepared to provide a signage plan to include both permeant signage and temporary signage associated with rotating events at the theatre. No additional limitations on signage other than as required by Article 8 is suggested by staff at this time.

Item 11, Hours of Operation. As discussed previously, the shows will be Friday and Saturday evenings and a possible Sunday matinee with hours from 6:00 PM to 10:00 PM. Actors for the shows will participate in rehearsals on weeknights, likely from 6:00 PM to 9:00 PM. Art gallery hours will vary, but are expected to be similar to other galleries in the vicinity. No limitations on hours are recommended by staff.

Item 12, Monitoring program. Based on the review of the proposed use and the low possibility of impacts to adjacent uses, staff does not recommend any monitoring program at this time.

VI. STAFF CONCLUSIONS AND RECOMMENDATIONS

The request meets all applicable review criteria. Staff recommends approval of the request based on the Findings of Fact above. Staff has the following recommendations to Planning Commission:

1. Approval of a family oriented entertainment space, specifically, a black box theatre with a lobby, ticket sales, stage and seating for audience members and two staff. Additional uses include art gallery space and acting classes.

2. Staff recommends that as part of site operations, the theatre conduct load-in and load-out operations for sets and art exhibits during off-peak hours while utilizing available on-street spaces. If longer loading periods than 2 hours are needed, staff requests that the theatre apply for parking space closures from the City of Astoria as needed.
3. Staff recommends that in order to provide for continuous compliance of Article 8, Sign Regulations, that the applicant provide a signage plan illustrating compliance with regulations pertaining to C-4 Zone and Temporary Signs as appropriate in conjunction with the Building Permit.

V. STAFF RECOMMENDED CONDITIONS

Staff has the following recommendations and conditions to Planning Commission:

1. Prior to use of the building, the applicant shall obtain a building permit and/or change of occupancy permit to be reviewed and approved by the Building Official to assure that the services are adequate to accommodate the proposed use. Based on the site's historic status, any exterior alterations will require historic review in accordance with Article 6, Historic Properties.

NOTE: The applicant should be aware of the following requirements:

1. Significant changes or modifications to the proposed plans as described in this Staff Report shall be reviewed by the Astoria Planning Commission.
2. The applicant shall obtain all necessary City permits prior to the start of operations.



CITY OF ASTORIA

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COMMUNITY DEVELOPMENT

CITY OF ASTORIA

OCT 19 2018

BUILDING CODES

☒ Fee Paid Date 10/18/18 By VISA

No. CU 18-08

Fee: \$500.00

CONDITIONAL USE APPLICATION

Property Address: 1015 Commercial

Lot 1 Block 60 Subdivision McClures

Map 8CB Tax Lot 9300 Zone C-4

Applicant Name: Daric Moore

Mailing Address: 2625 Irving Ave. Astoria 97103

Phone: 503.468.8104 Business Phone: same Email: daricmoore@hotmail.com

Property Owner's Name: Entire building owned by Jessamyn West, Andrea Mazzarella

Mailing Address: ODD FELLOWS LLC, PO BOX 831 Astoria, OR 97103

Business Name (if applicable): ODD FELLOWS LLC (building owner)

Signature of Applicant: [Signature] Date: 10/18/18

Signature of Property Owner: [Signature] Date: 10/18/18

Existing Use: Empty Commercial space (was formerly old things and objects)

Proposed Use: Black box Theater for plays.

Square Footage of Building/Site: 1640 sq. ft. (2nd Street on 1st floor)

Proposed Off-Street Parking Spaces: This is a downtown space

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:	<u>11/5/18</u>	Permit Info Into D-Base:	
Labels Prepared:		Tentative APC Meeting Date:	<u>11/27/18</u>
120 Days:	<u>3/5/19</u>		

FILING INFORMATION: Planning Commission meets on the fourth Tuesday of each month. Completed applications must be received by the 20th 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.

Yes. Perfect size to fit a small theater with a lobby and backstage area. Will be 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.

This space is located in the ODD FELLOWS HALL which is already set up for these activities. There is a loading zone directly in front of the space.

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

We will add 2 bathrooms which will have adequate and up to code water and waste.

- 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.

Yes. This is a street level commercial space.

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

Yes.

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

Google Maps 1008 US-30



Astoria, Oregon



Google, Inc.

Street View - Jul 2018

Image capture: Jul 2018 © 2018 Google

**YOU ARE RECEIVING THIS NOTICE BECAUSE THERE IS A
PROPOSED LAND USE APPLICATION NEAR YOUR PROPERTY IN ASTORIA**

**CITY OF ASTORIA
NOTICE OF PUBLIC HEARING**

Mail 11-6-18
Email 11-7-18
Web 11-7-18
pub 11-20-18

The City of Astoria Planning Commission will hold a public hearing on Tuesday, November 27, 2018 at 6:30 p.m., at the Astoria City Hall, Council Chambers, 1095 Duane Street, Astoria. The purpose of the hearing is to consider the following request(s):

1. Conditional Use request (CU18-08) by Daric Moore to locate a theater space for plays (indoor family entertainment) in an existing building at 1015 Commercial Street (Map T8N R9W Section 8CB, Tax Lot 9300; lot 1, McClures) in the C-4 Central Commercial Zone. Development Code Sections 2.425 to 2.445, Articles 7, 9, 11, and Comprehensive Plan Sections CP.005 to CP.025, CP.050 to CP.057, CP.240 to CP.266, and CP.190 to CP.210 are applicable to the request
2. Conditional Use request (CU18-09) by Kerry Dugan to add an additional unit to an existing duplex to create a triplex (multi-family housing) at 4360 Commercial Street (Map T8N R9W Section 10BC, Tax Lot 1800; lots 6 & 7 Block 7, Port of Upper Astoria) in the R-2 Medium Density Residential Zone. Development Code Sections 2.060 to 2.095, Articles 7, 9, 11, and Comprehensive Plan Sections CP.005 to CP.025, CP.080 to CP.087, CP.215 to CP.230, and CP.190 to CP.210 are applicable to the request
3. Conditional Use request (CU18-10) by James Neikes to locate automotive sales in an existing parking lot at 609 Bond Street (Map T8N R9W Section 8CB, Tax Lot 4400 and 4480; lot 2, McClures) in the C-3 General Commercial Zone. Development Code Sections 2.385 to 2.415, Articles 7, 9, 11, and Comprehensive Plan Sections CP.005 to CP.025, CP.050 to CP.057, and CP.190 to CP.210 are applicable to the request.

The Planning Commission will also be holding a work session to discuss potential changes to the Code Amendments for the Urban Core Astoria Riverfront Vision Plan, and a training session on land use requirements for subdivisions.

A copy of the application, all documents and evidence relied upon by the applicant, the staff report, and applicable criteria are available for inspection at no cost and will be provided at reasonable cost. A copy of the staff report will be available at least seven days prior to the hearing and are available for inspection at no cost and will be provided at reasonable cost. All such documents and information are available at the Community Development Department at 1095 Duane Street, Astoria, OR 97103. If additional documents or evidence are provided in support of the application, any party shall be entitled to a continuance of the hearing. Contact the Planner at 503-338-5183 for additional information.

The location of the hearing is accessible to the handicapped. An interpreter for the hearing impaired may be requested under the terms of ORS 192.630 by contacting the Community Development Department at 503-338-5183 48 hours prior to the meeting.

All interested persons are invited to express their opinion for or against the request(s) at the hearing or by letter addressed to the Planning Commission, 1095 Duane St., Astoria OR 97103. Testimony and evidence must be directed toward the applicable criteria identified above or other criteria of the Comprehensive Plan or land use regulation which you believe apply to the decision. Failure to raise an issue with sufficient specificity to afford the Planning Commission and the parties an opportunity to respond to the issue precludes an appeal based on that issue.

November 19, 2018

TO: ASTORIA PLANNING COMMISSION

FROM: MIKE MORGAN, PLANNING CONSULTANT



SUBJECT: CONDITIONAL USE REQUEST (CU 18-09) BY KERRY DUGAN TO LOCATE A MULTI-FAMILY DWELLING (TRIPLEX) IN AN EXISTING DWELLING (DUPLEX) AT 4360 COMMERCIAL

I. Background

- A. Applicant: Kerry Dugan
PO Box 642
Arlington, WA 98223
- B. Owner: Same
- C. Location: 4360 Commercial ; Map T8N-R9W Section 10BC, Tax Lots 1800 and 1900, Lots 6&7, Block 7, Port of Upper Astoria
- D. Zone: R-2, Medium Density Residential
- E. Lot Size: 11,125 square feet
- F. Request: To locate a three-unit multi-family dwelling in an existing two-family dwelling

II. BACKGROUND

A. Subject Property

The property is located on the north side of Commercial Street which is the primary access. The lot is generally flat except for the northern edge. It is 11,250 square feet which is larger than standard sized lot (5,000 square feet for a single-family dwelling). The structure is currently a two-family dwelling. A triplex requires 10,000 square feet.



B. Adjacent Neighborhood

The neighborhood is developed with single-family dwellings on a variety of sizes of lots. Commercial Street is a dead end just west of the property, and 44th Street dead ends just to the east. Commercial Streets is a 60' wide right-of-way, but is improved to a width of approximately 20 feet with some parking possible in the right-of-way, although because the lots are large and have adequate parking the right of way is generally not used for parking.



III. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 250 feet pursuant to Section 9.020 on November 6, 2018. A notice of public hearing was published in the *Daily Astorian* on November 20, 2018. On site notice in accordance with Article 9 was posted on the property November 7, 2018. Any comments received will be made available at the Planning Commission meeting.

IV. APPLICABLE REVIEW CRITERIA AND FINDINGS OF FACT

- A. Section 2.070.6, Conditional Uses, allows "Multi-family dwelling" as a Conditional Use in the R-2 Zone, in accordance with Article 11 concerning Conditional Uses.

Section 1.400, Definitions, includes the following definition:

"DWELLING: One or more rooms designed for permanent occupancy by one family.

SINGLE-FAMILY: A free-standing building containing one dwelling unit.

TWO-FAMILY: A free-standing building containing two dwelling units. May include two-unit rowhouses or duplexes, either renter-occupied or owner-occupied.

MULTI-FAMILY: A building containing three or more dwelling units. May include rowhouses, apartment buildings, or residential condominiums, either renter-occupied or owner-occupied."

Finding: The proposed use is for three units which is classified as multi-family and is being reviewed as a Conditional Use. To create a third unit, the structure would need to comply with building code requirements as a living space for permanent occupancy (Condition 1). The proposal is to convert the basement into a small rental of approximately 400 square feet.

- B. Section 2.075.3, Lot Size, states *"Uses in an R-2 Zone which are part of a cluster development will comply with lot size requirements in Section 11.160. Other uses in an R-2 Zone will not violate the following requirements affecting lot size which are applicable to the particular use. . .*

3. *The minimum lot size for a multi-family dwelling will be 5,000 square feet for the first unit plus 2,500 square feet for each dwelling unit in excess of one."*

Finding: The lot is 11,250 square feet and of sufficient size for a three unit multi-family dwelling.

- C. Section 2.095.1 , Other Applicable Use Standards, states that *"All uses will comply with applicable access, parking, and loading standards in Article 7".*

Section 7.100, Minimum Parking Space Requirements, for multi-family dwellings requires "1.5 spaces per dwelling unit with more than one bedroom; 1.25 spaces per dwelling unit limited to one bedroom, or one-bedroom group housing units; Calculation is based on specific number of each type of units within the complex."



Finding: The proposed use will be a three-unit multi-family dwelling in an existing two-family dwelling. A total of 5 parking spaces is required for the proposed use, but there are six parking spaces on the property, as shown on the attached aerial photo.

- D. 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. Comprehensive Plan Section CP.220(6) concerning Housing Policies states that *“Neighborhoods should be protected from unnecessary intrusions of incompatible uses, including large scale commercial, industrial and public uses or activities.”*

Finding: This neighborhood is single-family residential with no other multi-family dwellings within a block of the site. Increased traffic as a result of addition of the 400 square foot unit would be minimal. However, the site has easy access and adequate street width. *Trip Generation, Institute of Transportation Engineers, 1991* indicates the following averages for vehicle trips associated with these two uses:

Day of Week	Single-Family Dwelling	Three-Unit Dwelling
Weekday	9.55	6.59
Saturday	10.19	
Sunday	8.78	

Therefore, the vehicle trips associated with one additional unit in a multi-family dwelling would be less than a new single-family dwelling in this neighborhood. The traffic impact associated with this use would be minimal with no loading and unloading on the street due to the available parking on the lot.

Additional review by Public Works will be required to address potential impacts of an additional dwelling unit and on-street maneuvering.

2. Comprehensive Plan Section CP.218, Housing Goals & Policies, states:
“1. Provide opportunities for development of a wide variety of housing types and price ranges within the Urban Growth Boundary”.
“5. Encourage low and moderate income housing throughout the City, not concentrated in one area.

Finding: The change from a two-family dwelling to a three-family dwelling will not change the residential character of the neighborhood, and will provide opportunities for an additional affordable housing unit.

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

- E. Section 11.030.A, Basic Conditional Use Standards, 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 residential structure. A multi-family dwelling is conditional use in the R-2 Zone to assure that the impact on the neighborhood is reviewed. The lot is of sufficient size for three units in this zone.

The site is located off Commercial Street which is easily accessible as access would be via 44th Street to Lief Erikson Drive. It is located within walking distance of the River Trail and is close to bus routes. The site is accessible by vehicle.

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 three-unit multi-family dwelling. Commercial Street is paved approximately 20' wide. On-street parking is available in the right of way but not needed. The property has an unusually large parking area capable of accommodating six vehicles. Commercial Street is not a primary traffic route at this dead-end portion.

Future development is not anticipated in this area in the near future, and the proposed use 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. The site is currently used as a two-family dwelling and the proposal is to change the use to a three-unit multi-family dwelling. The impact to utilities with one small additional unit would be minimal. As with all new or increased

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 to expand the footprint of the structure is proposed. The site is adequate for the multi-family residence.

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.”*

Section 3.105.A, Landscaping, Purpose, states *“The purpose and intent of this section is to enhance the appearance of the City by requiring landscaping as part of commercial developments, including parking areas. These developments shall include all uses except those associated with single-family and two-family dwelling.”*

Section 3.110, Landscaping Required, states *“At the time a building permit is requested for new construction, or for remodeling with a value of at least 33% of the assessed value of the structure, or in the event of a change of use or installation of new parking areas, the property shall come into compliance with the landscape requirements and a landscaping plan shall be submitted to the Community Development Director. Such landscaping plan may also be used as a site or plot plan for the development, provided all information necessary for the site or plot plan is provided. The plan shall be of sufficient scale to show existing and proposed features, proposed materials, contours (where appropriate) and other features.”*

Finding: There is adequate landscaping already on the site that buffers the building from both the dwellings on the east and west. No additional landscaping is required.

Section 2.085, Lot Coverage, for the R-2 Zone states *“Buildings will not cover more than 40 percent of the lot area.”*

Finding: Single-family and two-family residential use does not require landscaping, however, the proposed use as a multi-family dwelling is a change of use and would require the site to be landscaped. No new or expanded construction is proposed. The site is 11,250 square feet and the existing structures are approximately 3,500 square feet for a total lot coverage of approximately 32%. The R-2 Zone does not indicate a specific percentage of landscaping required for this conditional use. (Condition 2).

- F. Section 3.155, Multi-Family Dwelling, states
- “A. *Before a multi-family dwelling is approved as a conditional use, findings will be made that the use will comply with the following standards:*
1. *Vehicular entrances and exits will be routed onto an existing or planned improved public street.*
 2. *Parking lots will be designed in such a manner that they are buffered from surrounding residences with landscaping, berms or fencing.”*

Finding: The current use is a two-family dwelling with existing parking. The proposed increase of one unit to create a multi-family dwelling will utilize the existing access and off-street parking. No changes are proposed for the increased use.

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. The applicant shall obtain all necessary City and building permits prior to occupancy of the additional unit.
2. The site shall maintain sufficient landscaping to buffer the use from the adjacent properties.
3. Additional review by Public Works will be required to address potential impacts of an additional dwelling unit and on-street maneuvering.

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.



CITY OF ASTORIA
Founded 1811 • Incorporated 1856
COMMUNITY DEVELOPMENT

CITY OF ASTORIA
OCT 18 2018
BUILDING CODES

☒ Fee Paid Date 11/5/18 By Visa/via phone ☒
Fee: \$500.00

No. CU 18-09

CONDITIONAL USE APPLICATION

Property Address: 4360 COMMERCIAL ST ASTORIA OR 97103

Lot 6 & 7 Block 7 Subdivision Port of Upper Astoria
Map 809.10 BC 01800 Tax Lot 80910 BC 01800
" 01900 " 1900 Zone R2

has
11,124.94

needs
10,000 for
3 mts

Applicant Name: KERRY DUGAN

Mailing Address: PO BOX 642 ARLINGTON WA 98223

Phone: 206-423-3832 Business Phone: _____ Email: KERRYADUGANEY@YAHOO

Property Owner's Name: KERRY & HOLLY DUGAN

Mailing Address: PO BOX 642 ARLINGTON WA 98223

Business Name (if applicable): N/A

Signature of Applicant: [Signature] Date: 8/27/18

Signature of Property Owner: [Signature] Date: 8/27/18

Existing Use: DUPLEX

Proposed Use: TRIPLEX (BASEMENT CONVERSION)

Square Footage of Building/Site: 400 SQ FT

Proposed Off-Street Parking Spaces: 6

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:	<u>11/5/18</u>	Permit Info Into D-Base:	
Labels Prepared:		Tentative APC Meeting Date:	<u>11/27/18</u>
120 Days:	<u>3/5/19</u>		

City Hall • 1095 Duane Street • Astoria OR 97103 • Phone 503-338-5183 • Fax 503-338-6538
planning@astoria.or.us • www.astoria.or.us

pro m. ul.
info
pob 11-20
on 512 p. 18

FILING INFORMATION: Planning Commission meets on the fourth Tuesday of each month. Completed applications must be received by the 20th 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.

TWO SEPARATE ENTRANCES TO THE UNIT ARE IN PLACE.
AMPLE OFF STREET PARKING AND MEETS TRIPLEX ZONING REQ'TS.

- 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.

SEE ATTACHED SITE LAYOUT

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

THE BASEMENT CONVERSION WILL CONNECT TO EXISTING CITY
WATER & SEWER. STORM DRAIN IS N/A. POLICE & FIRE & UTILITIES
WILL BE SHARED. WATER/SEWER & GARBAGE UTILITIES WILL BE INDEPENDENT. ELECTRICITY
AND CABLE AND WILL BE ON TENANT.

- 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 CHANGES ARE REQUIRED TO THE ABOVE AS THE UNIT
IS A BASEMENT CONVERSION TO AN EXISTING STRUCTURE.

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

YES, SEE ATTACHED SITE MAP DEPICTING ACCESS POINTS.

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



12x500' Park Strip =
2 Parking Spots

24x24' Carport = 2
Parking Spots

12x100' Park Strip =
2 Parking Spots

12'

50'

48'

24'

24'

12'

100'

[illegible]

Nancy Ferber

From: Kerry.Dugan <Kerry.Dugan@kiewit.com>
Sent: Thursday, October 18, 2018 11:47 AM
To: Nancy Ferber
Subject: Conditional Use Permit Application Review - 4360 Commercial
Attachments: 4360 Commercial Parking Photo 002.pdf; 4360 Commercial Aerial View Layout.pdf; 4360 Commercial CUP App.pdf

Nancy,

Could you please review the attached permit application and let me know if I'm on the right track or not? I am planning to convert my unfinished basement into a studio apartment. I believe that I need to have it officially submitted by the 20th to get it on next month's agenda. Thank you for your time and help with this matter.

Kerry Dugan
4360 Commercial St
Astoria OR 97103

206-423-3832

Duplex 3.
2
2
1.25
Basement +1

Murti:
1.5
1.5
1.25
5.25 | 4.25

Kerry mtd
Could limit
cars/lease

**YOU ARE RECEIVING THIS NOTICE BECAUSE THERE IS A
PROPOSED LAND USE APPLICATION NEAR YOUR PROPERTY IN ASTORIA**

**CITY OF ASTORIA
NOTICE OF PUBLIC HEARING**

Mail	11-6-18
Email	11-7-18
Web	11-7-18

pub 11-20-18

The City of Astoria Planning Commission will hold a public hearing on Tuesday, November 27, 2018 at 6:30 p.m., at the Astoria City Hall, Council Chambers, 1095 Duane Street, Astoria. The purpose of the hearing is to consider the following request(s):

1. Conditional Use request (CU18-08) by Daric Moore to locate a theater space for plays (indoor family entertainment) in an existing building at 1015 Commercial Street (Map T8N R9W Section 8CB, Tax Lot 9300; lot 1, McClures) in the C-4 Central Commercial Zone. Development Code Sections 2.425 to 2.445, Articles 7, 9, 11, and Comprehensive Plan Sections CP.005 to CP.025, CP.050 to CP.057, CP.240 to CP.266, and CP.190 to CP.210 are applicable to the request
2. Conditional Use request (CU18-09) by Kerry Dugan to add an additional unit to an existing duplex to create a triplex (multi-family housing) at 4360 Commercial Street (Map T8N R9W Section 10BC, Tax Lot 1800; lots 6 & 7 Block 7, Port of Upper Astoria) in the R-2 Medium Density Residential Zone. Development Code Sections 2.060 to 2.095, Articles 7, 9, 11, and Comprehensive Plan Sections CP.005 to CP.025, CP.080 to CP.087, CP.215 to CP.230, and CP.190 to CP.210 are applicable to the request
3. Conditional Use request (CU18-10) by James Neikes to locate automotive sales in an existing parking lot at 609 Bond Street (Map T8N R9W Section 8CB, Tax Lot 4400 and 4480; lot 2, McClures) in the C-3 General Commercial Zone. Development Code Sections 2.385 to 2.415, Articles 7, 9, 11, and Comprehensive Plan Sections CP.005 to CP.025, CP.050 to CP.057, and CP.190 to CP.210 are applicable to the request.

The Planning Commission will also be holding a work session to discuss potential changes to the Code Amendments for the Urban Core Astoria Riverfront Vision Plan, and a training session on land use requirements for subdivisions.

A copy of the application, all documents and evidence relied upon by the applicant, the staff report, and applicable criteria are available for inspection at no cost and will be provided at reasonable cost. A copy of the staff report will be available at least seven days prior to the hearing and are available for inspection at no cost and will be provided at reasonable cost. All such documents and information are available at the Community Development Department at 1095 Duane Street, Astoria, OR 97103. If additional documents or evidence are provided in support of the application, any party shall be entitled to a continuance of the hearing. Contact the Planner at 503-338-5183 for additional information.

The location of the hearing is accessible to the handicapped. An interpreter for the hearing impaired may be requested under the terms of ORS 192.630 by contacting the Community Development Department at 503-338-5183 48 hours prior to the meeting.

All interested persons are invited to express their opinion for or against the request(s) at the hearing or by letter addressed to the Planning Commission, 1095 Duane St., Astoria OR 97103. Testimony and evidence must be directed toward the applicable criteria identified above or other criteria of the Comprehensive Plan or land use regulation which you believe apply to the decision. Failure to raise an issue with sufficient specificity to afford the Planning Commission and the parties an opportunity to respond to the issue precludes an appeal based on that issue.



CITY OF ASTORIA
Founded 1811 • Incorporated 1856

November 19, 2018

TO: ASTORIA PLANNING COMMISSION

FROM: ROSEMARY JOHNSON, PLANNING CONSULTANT

SUBJECT: RIVERFRONT VISION PLAN IMPLEMENTATION - URBAN CORE

On September 13, 2018, the City held a Town Hall meeting to introduce the process for implementation of the Riverfront Vision Plan for the Urban Core area. Previously, a work session was held before the City Council and one at the Planning Commission to review the Riverfront Vision Plan and provide a status update on the code implementations. A work session before the Planning Commission was held on October 23, 2018 to review the first section of draft codes prepared by the consultants for the Urban Core area concerning size and location of structures.

A work session before the Planning Commission is scheduled for the November 27, 2018 APC meeting which will be open to the public. Attached is the draft of the second section of draft codes prepared by the consultants for the Urban Core area which addresses proposed uses and zones. Staff and the consultants will conduct a PowerPoint presentation to review the proposed drafts and discuss various options for the codes based on the direction of the Riverfront Vision Plan, City Council, and the public input received to date. Additional work sessions will be held in January for additional draft code sections for the Urban Core prior to the public hearing tentatively scheduled for March 2019.



MEMORANDUM

Draft Urban Core Code Amendments #1B (Task 3)

Astoria Riverfront Vision Plan Code Amendments – Urban Core

DATE November 20, 2018
TO Brett Estes and Rosemary Johnson, City of Astoria Community Development Department
FROM Matt Hastie and Kate Rogers, Angelo Planning Group

A. INTRODUCTION / OVERVIEW

The Astoria Riverfront Vision Plan was adopted in 2009 and describes a future vision and specific recommended implementation measures related to land use, open space, and transportation plans along the Columbia River waterfront. For purposes of the Riverfront Vision Plan, the city's riverfront was divided into four sub-areas: Bridge Vista, Urban Core, Civic Greenway, and Neighborhood Greenway. Between 2014-2015, the City of Astoria adopted implementation measures for three of the four sub-areas. The current project focuses on the remaining sub-area—the Urban Core (shown in Figure 1). The intent of the project is to implement policies and recommendations identified in the Vision Plan—both general objectives and specific recommendations for the Urban Core—with updated development code text, comprehensive plan language, and map amendments.

In preparation for this memorandum, the project consultants reviewed Comprehensive Plan and Development Code implementation issues identified in the Riverfront Vision Plan for the Urban Core area with City staff. The Vision Plan's land use and urban design recommendations for the Urban Core area focus on retaining and enhancing the area's urban character while still promoting riverfront access. The Plan notes that "this area is and will continue to be characterized by a more dense level of development." It further states that "this area will allow for a mix of commercial, residential and water-dependent uses that support, but should not compete with downtown development." The Plan identifies the following land use policies:

- If development is to occur, promote the urban character of the area and allow for dense development.
- Allow for a mix of commercial, residential and water dependent uses that supports but does not compete with the downtown core.
- Encourage design of new or rehabilitated buildings that respects Astoria's character.
- Create intimate open spaces and gathering places within new developments.

- Use setbacks, setbacks 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.

This memorandum presents the first draft of the Set B (referred to as Amendments #1B) package of recommended policy and code amendments for the Urban Core area, the second of three sets of amendments described in the Draft Urban Core Area Amendments #1 Memorandum, dated October 16, 2018. The amendments in this memorandum are organized as follows:

- **Permitted uses**
 - **Overwater uses** – Support water-dependent uses within this area and allow for a mix of commercial and residential uses that complement the downtown core, while limiting uses that may not be compatible with objectives for the area.
 - **On-land uses** – Support a range of commercial and residential uses, with a focus on promoting development that supports a pedestrian environment and limiting auto-dependent uses.
 - **Development Standards** – Consider development standards that assist in complementing uses in the downtown core and strengthening pedestrian orientation.

In each section of the memorandum, the project team has made preliminary recommendations about proposed use and development regulations; in some instances, the recommendations include specific requests for the Astoria Planning Commission's (APC) feedback (indicated grey boxes). Once the APC 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 preliminary recommendations in this memorandum refer to and rely on existing code language.

To help provide context for the preliminary recommendations, the following figures and tables illustrate Riverfront Vision Plan land use recommendations, existing zoning designations, and allowed uses for the Urban Core.

Figure 2: Zoning in the Urban Core Area

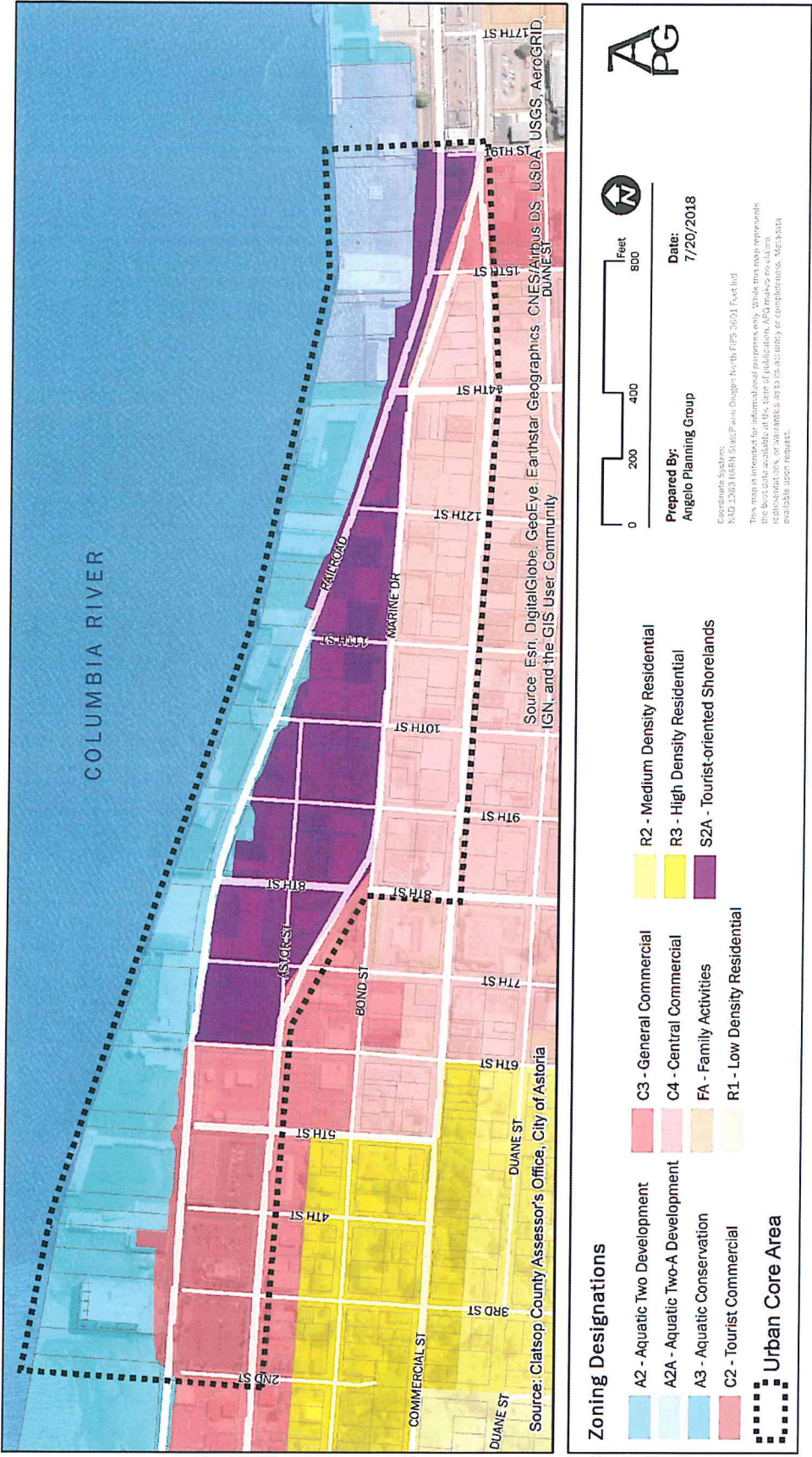


Table 1: Uses Permitted in Aquatic (A-2, A-2A) and Shoreland (S-2A) Zones

	A-2	A-2A	S-2A
Permitted Outright	<ol style="list-style-type: none"> 1. Water-dependent commercial and industrial use. 2. Small boat building and repair. 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. 4. Public pier. 5. Navigational structure. 6. Shoreline stabilization. 7. Pipeline, cable, and utility crossing. 8. Storm water and treated wastewater outfall. 9. Communication facility. 10. New dike construction. 11. Maintenance and repair of existing structure or facility. 12. Public use in conjunction with the Columbia River Maritime Museum. 13. Flowlane disposal of dredged material. 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 above. 15. The following water-related commercial uses: 	<ol style="list-style-type: none"> 1. Water-dependent commercial and industrial use. 2. Small boat building and repair. 3. Dock, moorage, pier, terminal, transfer facility and marina for commercial and recreational marine craft, for passengers, or for waterborne commerce. 4. Public pier. 5. Navigational structure. 6. Shoreline stabilization. 7. Pipeline, cable, and utility crossing. 8. Storm water and treated wastewater outfall. 9. Communication facility. 10. New dike construction. 11. Maintenance and repair of existing structure and facility. 12. Flowlane disposal of dredged material. 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. 14. The following water-related commercial uses: <ol style="list-style-type: none"> a. Boat and/or marine equipment sales; 	<ol style="list-style-type: none"> 1. Tourist oriented retail sales establishment. 2. Eating, drinking and entertainment establishment without drive-through facility. 3. Specialized food store, such as bakery, delicatessen and seafood market. 4. Hotel, motel, inn, bed and breakfast, and associate uses. 5. Personal service establishment, excluding funeral homes. 6. Indoor family-oriented amusement, entertainment and/or recreation establishment. 7. Theater. 8. Seafood receiving and processing. 9. Small boat building and repair. 10. Boat and/or marine equipment sales. 11. Park and museum. 12. Shoreline stabilization. 13. Navigation aide. 14. Conference Center.

	A-2	A-2A	S-2A
	<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>18. Transportation facilities.</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 aid.</p> <p>16. Piling as necessary for any of the permitted uses 1 through 15 listed above.</p> <p>17. Transportation facilities.</p>	
Permitted Conditionally	<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>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</p>	<p>1. Arts and crafts studio.</p> <p>2. Commercial or public parking lot.</p> <p>3. Multi-family dwelling.</p> <p>4. Non-tourist oriented retail sales establishment.</p> <p>5. Professional and business office.</p> <p>6. Public or semi-public use appropriate to and compatible with the district.</p> <p>7. Repair service establishment, not including automotive, heavy equipment, or other major repair service.</p>

A-2	A-2A	A-2A	S-2A
<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.</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</p>		<p>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 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>8. Temporary use meeting the requirements of Section 3.240.</p>

	A-2	A-2A	S-2A
	<p>significant visual access to the waterfront.</p> <p>15. Indoor amusement, entertainment, and/or 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 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>	<p>15. Residential use meeting the requirements of 2.565(8). *</p> <p><i>*2.565.8. Residences are permitted where they are part of a mixed-use development that also includes some of the tourist-oriented uses listed in Section 2.560 (10 through 14), under the following conditions:</i></p> <p><i>a. Single-Story Structure: The residence shall constitute no more than 25% of the total project's gross floor area.</i></p> <p><i>b. Multi-Story Structure, shall conform to one of the following options:</i></p> <p><i>1) The residence shall constitute no more than 50% of the total project's gross floor area.</i></p> <p><i>2) A multi-story structure which maintains at least 75% of the ground floor or street level space for tourist-oriented uses as listed above, may devote 100% of the upper floors to residences.</i></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>	

A-2	A-2A	S-2A
	18. Piling in conjunction with any of the conditional uses 1 through 16 listed above.	

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

	C-2	C-3	C-4
Permitted Outright	<ol style="list-style-type: none"> 1. Eating or drinking establishment. 2. Home occupation in existing dwelling. 3. Motel, hotel, bed and breakfast, inn or other tourist lodging facility and associated uses. 4. Tourist-oriented retail sales or service establishment. 5. Conference Center. 6. Transportation facilities. 	<ol style="list-style-type: none"> 1. Business service establishment. 2. Commercial laundry or dry cleaning establishment. 3. Commercial or public off-street parking lot. 4. Communication service establishment. 5. Construction service establishment. 6. Eating and drinking establishment. 7. Educational service establishment. 8. Family day care center in single-family, two-family, or multi-family dwelling. 9. Home occupation in existing dwelling. 10. Motel, hotel, bed and breakfast, inn, or other tourist lodging facility and associated uses. 11. Multi-family dwelling. 12. Personal service establishment. 13. Professional service establishment. 14. Public or semi-public use. 	<ol style="list-style-type: none"> 1. Business service establishment. 2. Commercial laundry or dry cleaning establishment. 3. Commercial or public off-street parking lot. 4. Communication service establishment. 5. Eating and drinking establishment without drive-thru facilities. 6. Education service establishment. 7. Family day care center in existing dwelling. 8. Home occupation in existing dwelling. 9. Personal service establishment. 10. Professional service establishment. 11. Public or semi-public use. 12. Repair service establishment, not including automotive, heavy equipment, or other major repair service.

	C-2	C-3	C-4
		<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> <ol style="list-style-type: none"> Located above or below the first floor with commercial facilities on the first floor of the structure. Located in the rear of the first floor with commercial facilities in the front portion of the structure. <p>19. Transportation service establishment.</p> <p>20. Conference Center.</p> <p>21. Indoor family entertainment or recreation establishment.</p> <p>22. Transportation facilities.</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> <p>17. Transportation facilities.</p>
Permitted Conditionally	<ol style="list-style-type: none"> Dwelling as an accessory use to a Use Permitted Outright or a Conditional Use. Family day care center in existing dwelling. Indoor family entertainment or recreation establishment. 	<ol style="list-style-type: none"> Animal hospital or kennel. Automotive sales or service establishment. Day care center. Gasoline service station. Hospital. (deleted by ordinance) 	<ol style="list-style-type: none"> Day care center. Indoor family entertainment or recreation establishment. Light manufacturing. Motel, hotel, bed and breakfast, inn or other tourist lodging facility, and associated uses.

	C-2	C-3	C-4
	<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 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.</p> <p>5. Public or semi-public use.</p> <p>6. Temporary use meeting the requirements in Section 3.240.</p>	<p>7. Light Manufacturing.</p> <p>8. Recycling establishment.</p> <p>9. Repair service establishment not allowed as an Outright Use.</p> <p>10. Temporary use meeting the requirements of Sections 3.240.</p> <p>11. Wholesale trade or warehouse establishment.</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 first floor, with commercial facilities on the first floor.</p> <p>8. Temporary use meeting the requirements of Sections 3.240.</p> <p>9. Transportation service establishment.</p> <p>10. Wholesale trade, warehouse, mini-storage, or distribution establishment (see Section 11.170).</p> <p>11. Conference Center.</p>

B. PERMITTED USES

The Riverfront Vision Plan calls for a mix of commercial, residential, and water-dependent uses in the Urban Core area that supports but does not compete with downtown Astoria. Addressing these elements of the Plan involves a discussion of uses that are currently permitted in the zones in the Urban Core 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.

Overwater Uses

Uses Currently Permitted

As shown in Figure 2, the Urban Core area includes six zoning designations:

- Overwater: Aquatic Development Zones (A-2 and A-2A).
- On-land: Tourist Commercial (C-2), General Commercial (C-3), Central Commercial (C-4), and Tourist-oriented Shorelands (S-2A).

The uses currently permitted in these zones are presented in Table 1 and Table 2 on the preceding pages.

Water-dependent and water-related uses that are currently permitted in the A-2 and A-2A (e.g., water-dependent commercial and industrial uses, docks and marinas, boat building and repair, navigational structures or aides) support Astoria's "working waterfront" character, which is one of the core principles of the Riverfront Vision Plan. However, there are several visitor-oriented uses that are permitted conditionally in the Aquatic Zones about which multiple community members have expressed concerns. These include:

- Eating and drinking establishments open to the general public which provides significant visual access to the waterfront.
- Hotel, motel, inn, bed and breakfast establishments which provides significant visual access to the waterfront.
- Tourist-oriented retail sales establishments which provide significant visual access to the waterfront.
- Indoor amusement, entertainment, and/or recreation establishment uses which provide significant visual access to the waterfront.

Some community members have expressed concerns that tourism-related development on Astoria's waterfront comes at the expense of local residents and workers. As summarized in the "Visioning Process" section of the Riverfront Vision Plan, residents want the riverfront to remain authentic and not become too 'touristy.'" However, the Vision Plan also indicates that "residents want to see the riverfront remain economically viable in terms of its ability to provide jobs and attract

visitors.” In establishing which uses are permitted in the Urban Core, it will be important to balance residents’ concerns about preserving Astoria’s character with the desire to support the city’s tourist economy which provides jobs for local workers and economic opportunities for local entrepreneurs and business owners.

Bridge Vista Approach

In the Bridge Vista Overlay (BVO) Zone, the approach to addressing concerns over visitor-related uses was to prohibit the following uses in the Aquatic Zones:

- Eating and drinking establishments.
- Retail uses.
- Indoor entertainment.
- Hotels/motels. (Facilities existing prior to 2013 may be repaired, replaced, and/or redeveloped with new hotels/motels.)
- Conference center.

However, the character of the Bridge Vista area is different from the Urban Core, where retail uses and eating and drinking establishments may be more appropriate, and where there are already multiple restaurants and retail shops both on land and over the water. These types of uses can be enjoyed by both visitors and residents, and as such, the APC could consider retaining these as conditional uses in the A-2 and A-2A Zones.

Some community members also have raised concerns about allowing new residential overwater development. Currently, residential uses are permitted conditionally in the A-2 Zone if they’re part of a mixed-use development that also includes tourist-oriented conditional uses (such as hotels and tourist-oriented retail sales). In the BVO Zone, residential uses are prohibited for overwater development. Again, the APC should consider whether a similar prohibition should apply in the Urban Core, or whether residential uses should continue to be permitted overwater as part of a mixed-use development.

In addition to the visitor-oriented and residential uses, the BVO Zone also prohibits the following uses, which were deemed incompatible with the vision for the Bridge Vista area:

- Fossil fuel and petroleum product terminals.
- Auto sales and gas stations.
- Wood processing.
- Professional, medical offices.

These are likely to be considered similarly incompatible with the vision for the Urban Core area.

Preliminary Recommendations:

The following preliminary recommendations are presented for consideration and possible modification by the APC:

- Prohibit the following uses and activities in the Aquatic Zones in the Urban Core:

- Indoor entertainment.
- Hotels/motels (but allow facilities existing prior to adoption of the code to be repaired, replaced, and/or redeveloped with new hotels/motels).
- Conference center.
- Fossil fuel and petroleum product terminals.
- Auto sales and gas stations.
- Wood processing.
- Professional, medical offices.
- Defer to the base zones for regulation of all other uses.

Question for the APC

The preliminary recommendation would continue to conditionally permit eating and drinking establishments and retail uses, if they provide significant visual access to the waterfront. It would also continue to conditionally permit residential uses as part of a mixed-use development. With the proposed maximum height limit of 28 feet, any future new residential development overwater will be limited to a very small number of units. Do you agree with these recommendations?

On-land Uses

Uses Currently Permitted

The uses currently permitted in the Tourist Commercial (C-2), General Commercial (C-3), Central Commercial (C-4), and Tourist-oriented Shorelands (S-2A) Zones are presented in Table 1 and Table 2.

These are some of the key differences between the four zones:

- The C-3 General Commercial Zone is the commercial zone that is applied most broadly in Astoria, and is the most permissive in terms of allowed uses. Hotels and multi-family dwellings are permitted outright. Single-family and two-family dwellings are permitted outright if they are located above or below, or in the rear with commercial facilities on the first floor of an existing structure.
- The C-4 Central Commercial Zone only applies within the downtown area. Eating and drinking establishments are permitted but may not have drive-through facilities. Hotels and multi-family dwellings are permitted conditionally; multi-family dwellings must be located above commercial facilities on the first floor.
- The only location where the C-2 Tourist Commercial Zone applies in Astoria is the three blocks within the Urban Core area. The C-2 Zone is the most limited, in terms of permitted uses. The only uses permitted outright are visitor-oriented uses such as hotels and tourist-oriented retail.

- The S-2A Tourist-oriented Shorelands Zone sits between the C-3/C-4 Zones to the south and the A-2/A-2A Zones to the north. Hotels, restaurants without drive-throughs, tourist-oriented retail, and hotels are permitted outright, along with a number of water-dependent uses. Multi-family dwellings are permitted conditionally, and are not required to be part of a mixed-use development.

Bridge Vista Approach

The BVO Zone limited the uses permitted in the Commercial Zones by prohibiting the following uses:

- Auto sales and services.
- Gasoline services stations.
- Manufacturing or light manufacturing without a retail component.
- Single-family dwelling.
- Two-family dwelling.

It also added to the uses permitted outright in the Commercial Zones:

- Manufacturing or light manufacturing with a retail component.
- Dwellings in a new or existing structure above the first floor that has commercial or mixed uses.

In addition, the BVO Zone established a new “Pedestrian-Oriented District” between Columbia Avenue and Basin Street, and roughly between the River Trail and West Marine Drive. The new sub-district modified the underlying C-3 zone by setting limits on auto-dependent uses and drive-through facilities in order to create a stronger pedestrian orientation in that area. The following uses are prohibited in the BVO Pedestrian-Oriented District:

- Animal hospital or kennel.
- Auto sales and services.
- Commercial or public off-street parking lot.
- Conference center.
- Construction service establishment.
- Drive-through facilities.
- Gasoline services stations.
- Hospital.
- Manufacturing or light manufacturing without a retail component.
- Repair service establishment not allowed as an Outright Use.
- Transportation service establishment.
- Wholesale trade or warehouse establishment.

The APC could consider establishing a similar pedestrian sub-district for the Urban Core. However, the intent of the BVO sub-district was to encourage pedestrian-oriented development in an area that is not currently very pedestrian-friendly. In the Urban Core, for the most part, land use patterns have a fairly strong pedestrian orientation. As such, it may not be necessary to establish a

special sub-district in this area. Still, there may be some use-related concepts from the BVO sub-district that could be adapted for the Urban Core more generally.

Recommended Rezoning

Figure 3 on the next page illustrates initial recommendations for changes to base zones within the Urban Core area. These recommendations are described below.

C-2 Tourist Commercial to C-3 General Commercial

The Riverfront Vision Plan recommends rezoning the three blocks designated as Tourist Commercial (C-2) to another commercial zone. As noted above, the uses allowed in the C-2 zone are more limited than those permitted in the other commercial (C-3 or C-4) zones. Rezoning these blocks to another commercial zone in the Urban Core may help implement the Vision Plan's policy of allowing a mix of commercial, residential and water-dependent uses. The Vision Plan made a similar recommendation for the adjacent block in the Bridge Vista area that was zoned C-2. As part of the Bridge Vista code amendment project, that block was rezoned to C-3. For the sake of consistency, the team recommends a similar approach for the Urban Core. The permitted uses for the C-3 zone would be limited in the Urban Core, as described below.

S-2A Tourist-oriented Shorelands to C-3 General Commercial and C-4 Central Commercial

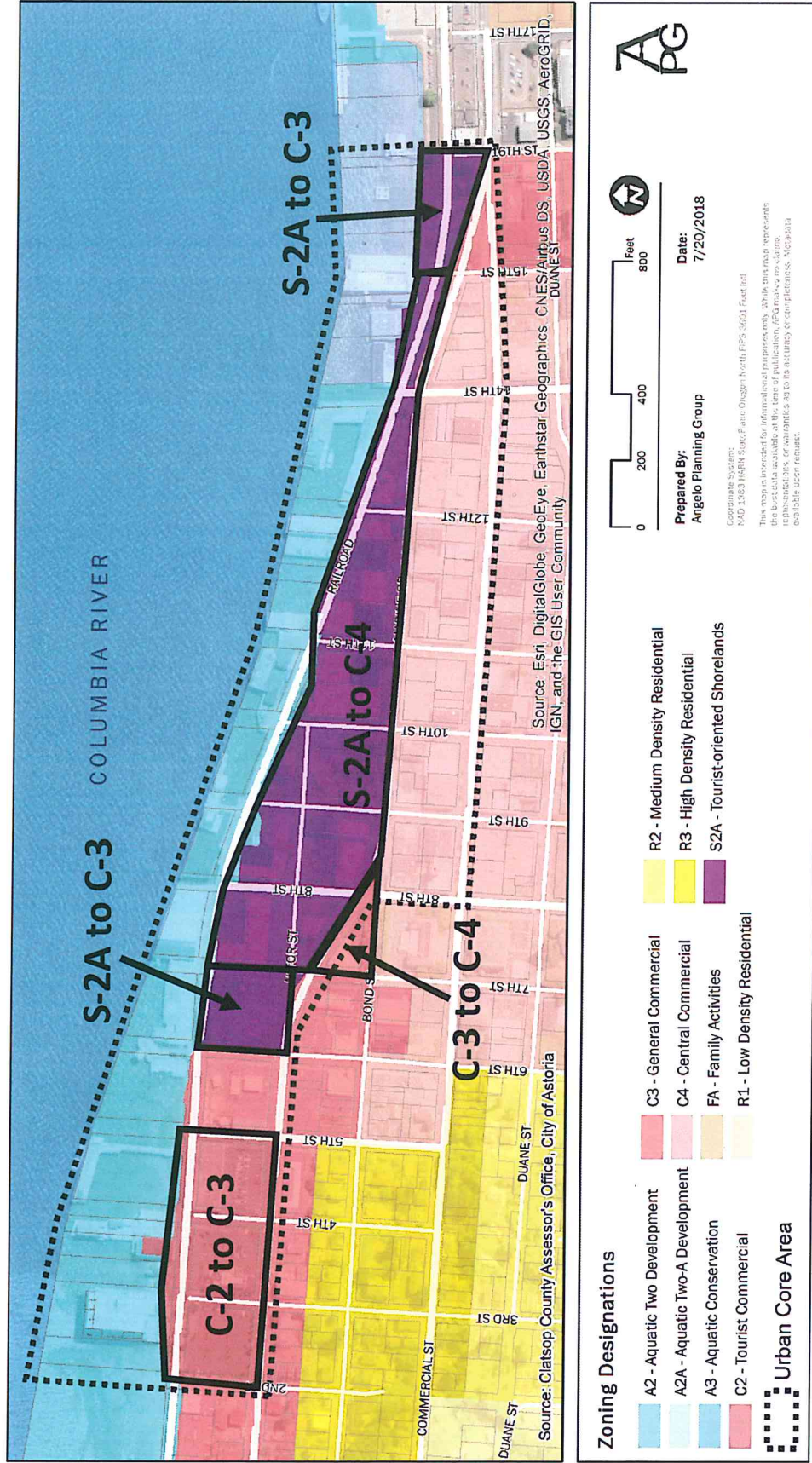
The Tourist-oriented Shorelands (S-2A) zone may no longer be a useful zoning designation in this area. As noted in Table 1, the permitted uses in the S-2A zone are largely limited to tourism-related uses, such as tourist-oriented retail sales and hotels, as well as some water-related uses such as boat repair. While the area zoned S-2A functions as an extension of the downtown area to the south (zoned C-4 Central Commercial), it does not permit the same full range of uses that are appropriate for a downtown area—such as regular retail stores and personal services such as hair salons. In addition, many of the water-related uses allowed in the zone are less relevant both because the zone does not extend over the water and because none of these types of uses currently exist in this area. As such, the team recommends rezoning the S-2A area as follows:

- Between 6th and 7th Streets: to C-3 (consistent with the area to the west).
- Between 7th and 15th Streets: to C-4 (consistent with the area to the south).
- Between 15th and 16th Streets: to C-3 (consistent with the area to the south).

C-3 General Commercial to C-4 Central Commercial (one block)

The team also recommends rezoning the triangular block between 7th and 8th Streets, and between Marine Drive and Bond Street, from C-3 to C-4. Again, this would maintain consistency between the C-4 block to the south and the proposed C-4 blocks to the north and be more representative of the kinds of uses found in or envisioned for this area.

Figure 3. Proposed Rezoning



Other Preliminary Recommendations:

The following preliminary recommendations are presented for consideration and possible modification by the APC:

- Permit the following uses and activities outright in the Commercial Zones in the Urban Core:
 - Manufacturing or light manufacturing with a retail component.
 - Multi-family dwellings in a new or existing structure above the first floor that has commercial or mixed uses.
 - Existing motels and their expansion and reconstruction if destroyed.
- Permit the following uses and activities as conditional uses in the Commercial Zones in the Urban Core:
 - Motel, hotel, bed and breakfast, inn or other tourist lodging facility and associated uses when parking is located at the rear or interior of the site, screened by the building.
- Prohibit the following uses and activities in the Commercial Zones in the Urban Core (*many of these are currently permitted conditionally in the C-3 zone*):
 - Auto sales and services.
 - Gasoline services stations.
 - Manufacturing or light manufacturing without a retail component.
 - Single-family or two-family dwelling, except above, below or in the rear of first-floor commercial.
 - Animal hospital or kennel.
 - Conference center.
 - Construction service establishment.
 - Drive-through facilities.
 - Hospital.
 - Repair service establishment not allowed as an Outright Use.
 - Transportation service establishment.
 - Wholesale trade or warehouse establishment.
- Defer to the base zones for regulation of all other uses.

Questions for the APC

1. Do you support the suggestions to rezone the C-2, S-2A, and C-4 areas described above?
2. Multi-family dwellings not part of a mixed-use development will continue to be permitted outright in the C-3 Zone, and conditionally in the S-2A Zone, unless the Urban Core prohibits this. Do you agree with this recommendation?
3. Should motel, hotel and bed and breakfast uses be allowed as conditional uses (as recommended) or prohibited?

4. Are any other uses listed here inappropriate in this area based on direction in the Astoria Riverfront Vision Plan or other considerations?

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 and around downtown Astoria provides compatibility with the area's existing character and smaller standard building size by prohibiting uses such as "big box" stores. It can also help limit building mass and promote human-scaled development, and can strengthen the pedestrian orientation of these areas.

Bridge Vista Approach

In the BVO Zone, the gross floor area of on-land commercial uses is limited to 30,000 square feet. This number was chosen because 30,000 square feet is the approximate size of a small grocery store.

Preliminary Recommendation:

Similar to the BVO Zone, the project team recommends a maximum gross floor area of 30,000 square feet for on-land commercial uses in the Urban Core area. The code also should be clear about whether this restriction applies to a single building and to multiple buildings which are part of a single development.

Other Ideas?

Are there other ways that development in the Urban Core area can complement the uses in the downtown core that are not addressed here?

Tiffany Taylor

From: alohash@aol.com
Sent: Monday, November 19, 2018 9:15 PM
To: Tiffany Taylor
Subject: Urban Core Plan



Just a few thoughts from someone who has visited Astoria numerous times over the years and who now owns a place on the Riverwalk..... please take notice of other coastal towns who have buried the freshness of their charm with the over-development of the unique, but limited highlighted viewpoints. Please don't move in the direction of morphing the Riverwalk into a Buildingwalk or a Businesswalk. Building after building will decrease the appeal of a walk along the trolley tracks. And, with every addition of a building the riders of the trolley car will find less and less enjoyment from their view to the north and will find their sense of claustrophobia increasing with advancing construction on the town-side of the tracks. How many times will they need to exit the trolley in order to find an access alley between buildings to see the river and the life and traffic that make it so fascinating. Will they keep doing that? Will guests and residents soon tire of driving around block after block to find parking? Will traffic snarls and delays on and off of the main traffic pattern become a sad reality that becomes our "normal"? I urge balance and continued caution by decision-makers as they consider changes which could open the doors to development which creates a trickle-down pattern that lessens the quality that resides within this very special town.

Thank you for considering my comments.
Sandy Huston

Sent from my iPhone

Tiffany Taylor

From: Lori May <lorimay97103@gmail.com>
Sent: Sunday, November 18, 2018 11:40 AM
To: Tiffany Taylor
Subject: Astoria Waterfront



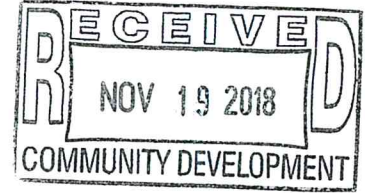
I am not opposed to a hotel per se. What I object to is having the river view blocked for the residents of Astoria. The horrible idea of having corridors we can peak through to see the river is not a solution. If old buildings can be repurposed then great! Otherwise we don't need old buildings that can't be restored.

I realize that developers are in it to make money but we can't just let them do what they want without regard for those of us who live here.

Lori May
Tony Estrada

Tiffany Taylor

From: Curtis Roegner <curtis.roegner@gmail.com>
Sent: Sunday, November 18, 2018 9:29 AM
To: Tiffany Taylor
Subject: water front visioning.



1. A big NO! to view-blocking chain hotels
2. YES to expanded waterfront utilization for the public - bars & restaurants, shops and housing. Pedestrian dominated. Public space for festivals/gatherings.

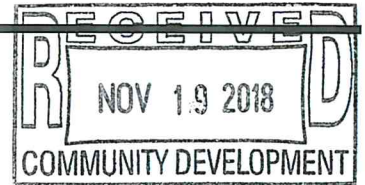
Many other cities have reclaimed waterfront space for people and the cities' cultural, civic, and business sectors have all thrived. We can too.

DO NOT GIVE THE FUTURE OF ASTORIA TO THE INTERESTS OF CORPORATIONS!
Corporations are not people and do not care for people

c roegner

Tiffany Taylor

From: Terrie Bay Powers <trrbaypowers@gmail.com>
Sent: Sunday, November 18, 2018 7:42 AM
To: Tiffany Taylor



Just a few ideas that I would like to see implemented in the Urban Core Plan (and in the other river view areas as well!)
Parking! Not just for patrons but also for staff. We can really use parking lots – the new proposed hotel (I know it isn't in this area) doesn't have parking spaces for staff – so where will they park?

NO buildings over 28 feet including roof structures.

NO new hotels or short term rentals – especially no chain hotels.

Set backs AND setbacks.

Green space and building only taking up a percentage of the lot. 60/40 maybe.

I don't want teensy tiny little wedges that we can use to crane our necks if we want to see the river.

I am more in favor of a working waterfront that offers living wage jobs, not more server and maid jobs when people working those jobs already have nowhere to live.

NOT promoting and working to pull in more tourists. We already have a very big traffic problem, especially in the summer.

Preserving the view and the livability of our town for the residents who are already here and who are paying very large taxes.

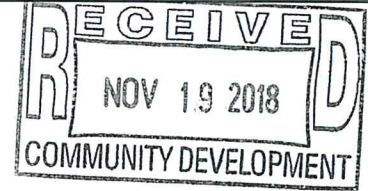
Please don't let Astoria go the way of Seaside and Cannon Beach and now Manzanita as well – where residents have to move because they can no longer afford their homes and taxes and the towns are taken over by tourists and out of town owners.

Thank you. Terrie Powers

Sent from Mail for Windows 10

Tiffany Taylor

From: Dick Darby <choiboy1953@gmail.com>
Sent: Friday, November 16, 2018 4:53 PM
To: Tiffany Taylor
Subject: Fwd: Hollander's redo#2



Dear Ms. Taylor; I fully agree with mr. Hague's comments, as below. Astoria parking SUCKS!!! To put 20 MORE folks looking for a spot to park is ridiculous !! Maybe we can use old Safeway sunken site to install a parking garage?? Dick Darby

From: George Hague <gbhague@gmail.com>
Subject: Re: Hollander's redo#2
Date: November 16, 2018 at 1:20:15 PM PST
To: Dick Darby <choiboy1953@gmail.com>

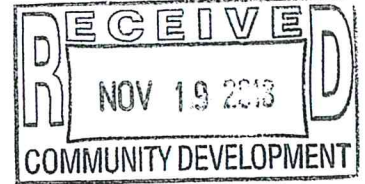
Good afternoon,

The Urban Core Plan starts on the east side of 2nd Street. The Fairfield Hotel is on the west side of 2nd Street and is part of the already completed Bridge Vista Plan that allows 45 feet with step backs. The project is still too massive for the their lot and that is what the Design Review Committee (DRC) has said.

The project uses every piece of asphalt for parking for its guests and has none for its 20 plus employees. The Fairfield Hotel developer has appealed the DRC's vote to the City Council, but no date has been set.

Tiffany Taylor

From: Dick Darby <choiboy1953@gmail.com>
Sent: Sunday, November 18, 2018 11:05 AM
To: Tiffany Taylor
Subject: - Riverfront Vision Plan
Attachments: Town Hall_9-13-18_Comments.pdf



Dear Ms. Taylor; Just a not to let you know my wife and I totally agree with the following list, Dick Darby

The attachment has the comments submitted at the September 12 Community meeting on the plan. Please scroll through all the pages to read all the ideas and concerns expressed by some of your fellow Astorians. You can use them to send the Commissioners a quick email by Monday afternoon. It will have been about 2 1/2 months since these ideas were expressed and we need to repeat many of them again and again so they make an impression on them for this meeting.

The attachment includes this following partial list of ideas/concerns:

No new development over the water

Height of buildings on land shall not exceed 28 feet — including roof mounted equipment.

Require adequate parking per new development

Setbacks and stepbacks are completely inadequate as a strategy to preserve views

No canyons of buildings

No corridors

No more buildings

Those we have over the river required parking for all uses allowed

Rood mounted equipment required as part of the building height.

No balconies:either side

System development fee needed

Maintain existing view from the river walk

No further building without addressing parking first.

No balconies should be built over or next to the river walk

Current building should be worked on before building any new ones

With so little buildable land, over-water development may become necessary

Get rid of step back design....it doesn't fit Astoria's chapter where is the historic criteria and the Historic Landmarks Commission (HLC) input?

No building taller than 28 feet

NO new motels, condos, especially chair hotels and hotel and short term apartment rentals

At least 35 — 40 % left without buildings

I am in favor of not encouraging more tourist growth. Residents first

Bring living wage jobs and making our waterfront a place that is friendly to the people who live here and pay property taxes.

Too many beach communities limit Locals access to the water. The cost of living and buying a place to live becomes unaffordable.

We have something very special to keep control of

Save and protect our town from developers who want to take advantage of our town

The slides/pictures used during the presentation are very misleading by showing wide river vistas next to over the water building. The slides need to show what will be allowed which is over the water 45 foot buildings side by side by side by side by side by side by side with the only vistas being managed corridors you walk through to have a viewpoint of the river. Do NOT continue using these misleading slides/pictures.

Sufficient parking needs to be required/located for all new and repurposed building uses allowed under the Urban Core Plan and not deferred to another time/study.

Roof mounted equipment needs to be part of the height limit within this special Urban Core Plan

NO Balconies on either side of the Riverwalk

Please try to email Ms Taylor some thoughts by this Monday afternoon to be include in the Commissioners agenda packet, but If you cannot make it, then send her something for the Planning Commission before their meeting on Tuesday November 27th.

If you can attend the meeting to speak and/or support those who do, it would be excellent.

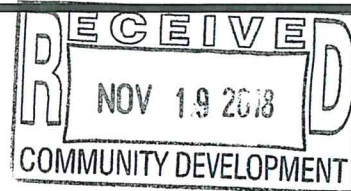
Please share with others and I hope you enjoy Thanksgiving,

George (Mick) Hague

P.S. The City has recently proposed a few “Limitation Area” which will restrict building over the water, but are proposing many more “Non-Limitation Areas” over the water which would block river views from the Riverwalk. It is good to support the Limitation Areas, but please repeat the points made above to encourage them to eliminate the Non-Limitation Areas.

Tiffany Taylor

From: Rachel <raculr@gmail.com>
Sent: Monday, November 19, 2018 10:31 AM
To: Tiffany Taylor
Subject: Urban core plan

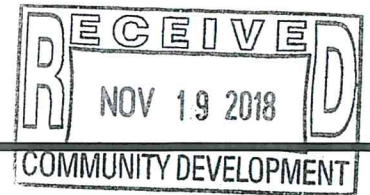


I agree with many other writers and speakers that the emphasis should be on utilizing existing buildings, and that traffic and parking issues must be addressed before new businesses are considered.

Thank you for this opportunity to contribute.

Rachel Ulrich

Tiffany Taylor



From: George Hague <gbhague@gmail.com>
Sent: Monday, November 19, 2018 10:33 AM
To: Tiffany Taylor
Subject: Thoughts on Astoria's Urban Core Plan for the Planning Commission -- Riverfront Vision Plan
Attachments: Town Hall_9-13-18_Comments.pdf

Good morning/afternoon Planning Commissioners,

Please take a few minutes to read through the ideas and concerns listed below which come from the public comments given at the September 13th Community meeting on the Urban Core Plan found in the attachment. As someone who attended the meeting — as did some of you — I can tell you almost all of these comments were supported by the majority of those in attendance. The opening words in the Daily Astorian article about the meeting read *"Concern about development over the Columbia River and a lack of parking dominate the discussion Thursday night..."*

The attachment includes this following partial list of ideas/concerns by your fellow Astorians:

No new development over the water

Height of buildings on land shall not exceed 28 feet — including roof mounted equipment.

Require adequate parking per new development

Setbacks and setbacks are completely inadequate as a strategy to preserve views

No canyons of buildings

No corridors

No more buildings

Those we have over the river required parking for all uses allowed

Roof mounted equipment required as part of the building height.

No balconies: either side

System development fee needed

Maintain existing view from the river walk

No further building without addressing parking first.

No balconies should be built over or next to the river walk

Current building should be worked on before building any new ones

With so little buildable land, over-water development may become necessary

Get rid of step back design.....it doesn't fit Astoria's character where is the historic criteria and the Historic Landmarks Commission (HLC) input?

No building taller than 28 feet

NO new motels, condos, especially chain hotels and hotel and short term apartment rentals

At least 35 — 40 % left without buildings

I am in favor of not encouraging more tourist growth. Residents first

Bring living wage jobs and making our waterfront a place that is friendly to the people who live here and pay property taxes.

Too many beach communities limit Locals access to the water. The cost of living and buying a place to live becomes unaffordable.

We have something very special to keep control of

Save and protect our town from developers who want to take advantage of our town

The slides/pictures used during the presentation are very misleading by showing wide river vistas next to over the water building. The slides need to show what will be allowed which is over the water 45 foot buildings side by side by side by side by side by side by side with the only vistas being managed corridors you walk through to have a viewpoint of the river. Do NOT continue using these misleading slides/pictures.

Sufficient parking needs to be required/located for all new and repurposed building uses allowed under the Urban Core Plan and not deferred to another time/study.

Roof mounted equipment needs to be part of the height limit within this special Urban Core Plan

NO Balconies on either side of the Riverwalk — eliminate them as a possible feature on the sides of buildings facing the Riverwalk.

It would **be wrong** for you to accept the consultants and staff's position that a solution to providing enough parking for all the development allowed under the Urban Core Plan must happen only after you agree to all the possible 45 foot tall building on both sides of the trolley tracks — between 2nd and 16th Street. We already know many people have trouble finding parking now and that will increase with the building of the dialysis center which is in part of the Urban Core Plan and starting at 8th Street it goes over to Commercial Street.

Large urban areas with significant public transit and bike lanes are beginning to decrease parking standards, but we have neither and that is very unlikely to change. The State has already told our City that we are not permitted to allow parking adjacent to our downtown intersections. If the state enforces this standard requirement, we will lose over 200 parking spaces that we currently use and need. **How can you approve zoning for multi-story buildings on both sides of the trolley tracks without first knowing where parking will happen** — even valet parking as one recent hotel proposal is suggesting as a solution needs a

location? Our current City standards for hotel parking doesn't require any space for their employees which exacerbates the problems we face with each new hotel.

Please do not accept the argument that current zoning could be even worse. Astorians deserves better and please represent them with your vote as a Planning Commissioner.

I hope you enjoy Thanksgiving,

George (Mick) Hague

Astoria Riverfront Vision Plan – Urban Core Area

COMMENTS

Received prior to the Town Hall Meeting

Do not allow misleading slides on Sept. 12 or future presentations on the Urban Core.

(Staff note: see attached comments Mr. Hague made on the work session agenda packet from the APC 8/7/18 meeting and submitted to staff)

- George "Mick" Hague, 1 2nd Street #201, Astoria / gbhague@gmail.com
Rec'd via hand-delivery / August 23, 2018

COMMENTS

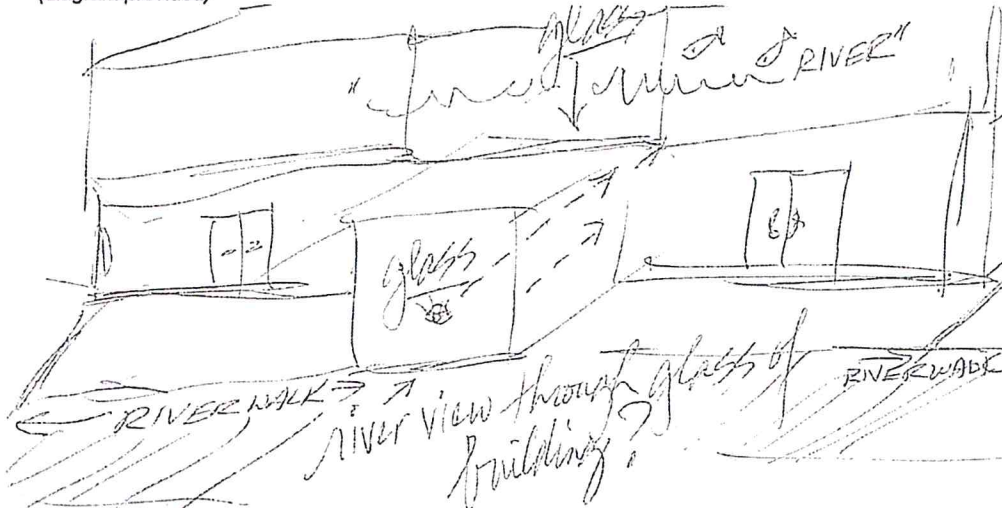
Received at the Town Hall Meeting / September 13, 2018

There should be NO new development over the water and any new development over land should have a height limit of 28' or lower. Any new development should be residential. We do not need more restaurants or hotels downtown, nor do we need a tourist commercial zone. Consider requiring adequate parking per new development. Setbacks and stepbacks are completely inadequate as a strategy to preserve views. Additionally, they should not be considered an adequate trade for additional height. Lastly, will staffing be taken into consideration so that developers have adequate staff (City) to work with (Development Director)?

- Andrea Mazzarella, 875 Franklin Ave, Astoria / andreamazz83@gmail.com

I have read all of the City Council minutes from 2005-2012. During this time the riverfront visioning committee was formed, including Elizabeth Menetry, Ernie Barrows and McLaren Innes, citizens of standing within our City. For over 13 years the City has gone back and forth about what is good for our town. Emphatically, the citizens have been vocal about the number of stories of buildings along the river—3! No more, no canyons of buildings, no corridors, sweeping views and generous portals. This town was built on water industries. The river is our blood. Consider underwater stories. One below, two above. I can connect you to companies who specialize in this. It does not have to be expensive. Underground parking in "old Safeway pit" with plaza above.

(diagram provided)



- P. Mattson McDonald, 22 Nimitz #2, Astoria / matmcd2002@gmail.com

No more buildings. Those we have over the river required parking for all uses allowed. Roof mounted equipment required as part of building height limit. No balconies: either side. System development fee needed. Maintain exiting views from river walk.

- Anonymous

There should not be any further building without addressing parking first. No balconies should be built over or next to the river walk. Current buildings should be worked on before building anything new. NO NEW BUILDINGS should be built higher than the same layer of the water.

- Carissa Conklin, 1533 3rd Street, Astoria / carissaconklin@gmail.com

Building over water is expensive so excessive width and height restriction is tantamount to barring any development there. With so little buildable land, over-water development may become necessary for our economy in the future. Parking is far less a problem than is being suggested (by comparison to larger cities) and will be mitigated in the next 20+ years in automotive technology (smaller, self-parking + ride-shares).

- David Reid / reid4924@gmail.com

Get rid of the step back design. It almost guarantees the building will not fit in with Astoria's character. Where is the historic criteria and the HLC involvement?

- Anonymous

COMMENTS

Received after the Town Hall Meeting

Thoughts on Town Hall meeting and some Urban Core Riverfront Vision Plan Slides should not be used at September 13th Town Hall (see 3-page email attached).

- George "Mick" Hague, 1 2nd Street #201, Astoria / gbhague@gmail.com
Rec'd via email / Sept. 13, 2018 @ 11:26pm

Here are my comments on the Riverfront Vision Plan. NO buildings taller than 28 feet. NO new motels, hotels or condos, especially chain motels and hotels and no short term apartment rentals. I liked the percentage plan where a percentage of the property had to be without buildings. I like a high number here too—like 35-40%. I'm in favor of step backs and setbacks. I'm in favor of the corridor concept but only if the first 3 thoughts I've shared are met so the corridors are wide and open. Suggest that any new building provides and maintains a green space that can be shared with residents of the City. I'm in favor of NOT encouraging more tourist growth. Residents first—including developers that are local, businesses that bring living wage jobs and making our riverfront a place that is friendly to the people who live here and pay property taxes. We've seen it happen in too many beach communities. Locals without access to the water and the cost of living and buying a place to live and taxes on already owned properties becoming unaffordable.

- Terrie Bay Powers / trrbaypowers@gmail.com
Rec'd via email / Sept. 29, 2018 @ 7:33am

To whom it may concern: Thank you for the opportunity to provide input on this important matter. I believe the vision plan (for all four areas) be kept under tight reins to control the growth of our town/city of Astoria. There's a lot of work to do to keep it working for our people who live and work here. We all come first!! You live here, I live here. We have something very special to keep control of. We love our view of the river and sky. I am a boat captain and love to see Astoria from the water. More people who live here should see it from the river as well. Save and protect our town from developers who want to take advantage of our town. Keep it clean, fix what we need fixing, help our town keep its special charm that we love. Find a way to get a bypass road built. There has to be a way. Don't push the easy button and ignore what we need and not just get what we want. Thank you.

- Will Johnson, 509 Kensington Ave., Astoria / ocml1326@gmail.com
Rec'd via USPS / October 1, 2018



Urban Core

8/23/18 Submitted by George Hauge

AGENDA

ASTORIA PLANNING COMMISSION

August 7, 2018
6:30 p.m.
2nd Floor Council Chambers
1095 Duane Street • Astoria OR 97103

1. CALL TO ORDER
2. ROLL CALL
3. MINUTES
Do Not allow misleading slides on Sept 17 or future presentations
 - a. There are no new minutes to approve
4. Work Session
on the Urban Core
 - a. Riverfront Vision Urban Core
5. REPORT OF OFFICERS
6. STAFF/STATUS REPORTS
7. PUBLIC COMMENT (Non-Agenda Items)
8. ADJOURNMENT

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



MEMORANDUM

Project Summary and Code Evaluation
Astoria Riverfront Vision Plan Code Amendments – Urban Core

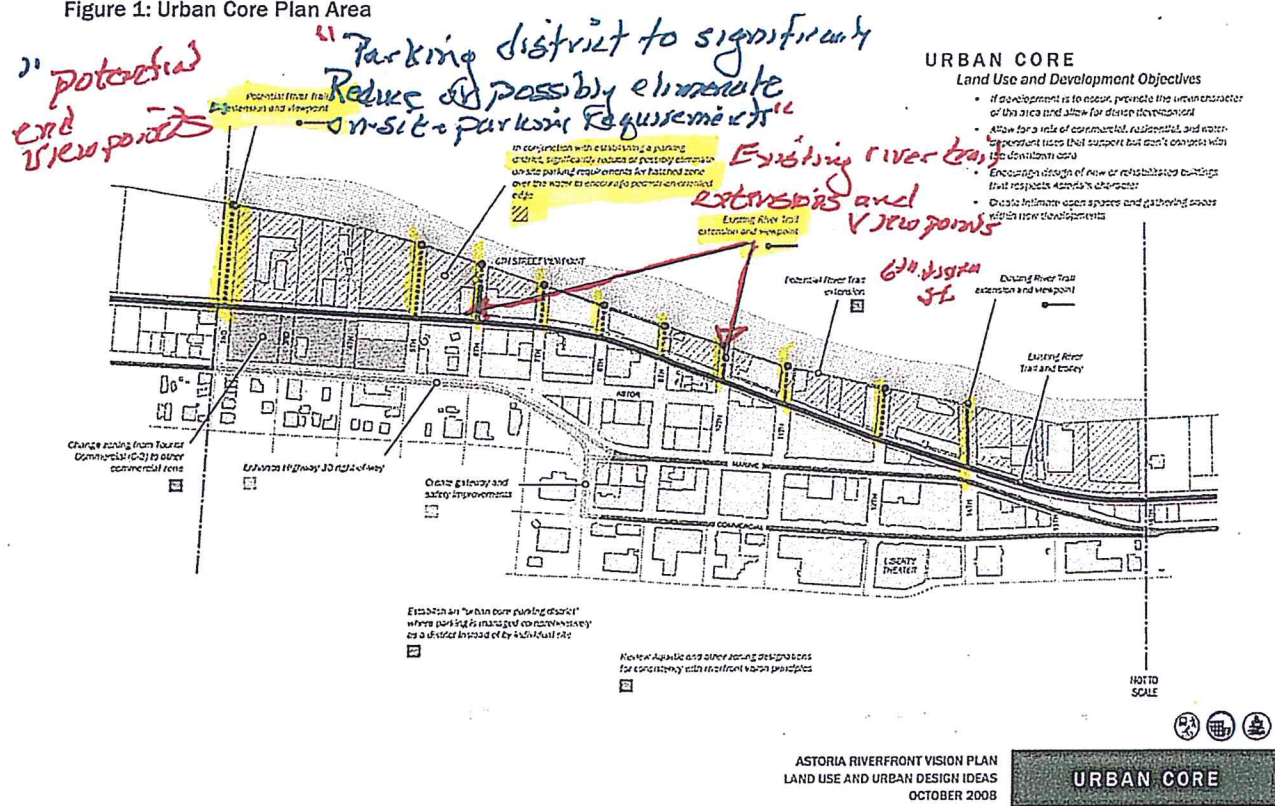
DATE July 25, 2018
TO Brett Estes and Rosemary Johnson, City of Astoria Community Development Department
FROM Matt Hastie and Kate Rogers

A. PROJECT OVERVIEW, OBJECTIVES & OUTCOMES

The Astoria Riverfront Vision Plan was adopted in 2009 and 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, the city's riverfront was divided into four sub-areas: Bridge Vista, Urban Core, Civic Greenway, and Neighborhood Greenway. The City of Astoria has already adopted implementation measures for three of the four sub-areas of the larger Riverfront area. The Civic Greenway and Bridge Vista Plan Area implementation projects were completed in August 2014 and June 2015, respectively, and Neighborhood Greenway Plan Area was completed in November 2015. The current project focuses on the remaining plan area—the Urban Core (shown in Figure 1). The intent of the project is to implement policies and recommendations identified in the Vision Plan—both general objectives and specific recommendations for the Urban Core—with updated development code text, comprehensive plan language, and map amendments.

This report is intended to provide a summary of issues related to potential Urban Core code amendments. It reviews the Riverfront Vision Plan's policies and recommendations, summarizes the approach used for code amendments in other riverfront sub-areas, and considers land use, development, and other issues specific to the Urban Core area. The report also describes types of code provisions expected to be drafted for the Urban Core area, along with examples of draft standards to illustrate potential planning tools or concepts. Lastly, it outlines the project schedule and identifies next steps.

Figure 1: Urban Core Plan Area



B. RIVERFRONT VISION PLAN POLICIES AND RECOMMENDATIONS

Guiding Principles

The Riverfront Vision Plan is built around five core principles, which serve as a framework for the Plan's policies and recommendations. These guiding principles should provide the overall policy direction for any code amendments within the Urban Core.

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

Urban Core Policies & Recommendations

The Urban Core area extends from 2nd Street to approximately 16th Street, from the pierhead line to Marine Drive, and to Commercial Street between 8th and 16th Streets. The Vision Plan calls for this area to retain its urban character with the highest levels of development density among the four riverfront sub-areas. The Plan also identifies opportunities for gathering places with various amenities that engage visitors, and for maintaining visual and physical access to the Columbia River. Policies and recommendations specific to the Urban Core are organized into three categories: Natural Features, Land Use and Urban Design, and Transportation and Other Public Improvements.

Natural Features

Policies and recommendations around natural features in the Urban Core focus on creating gathering places and maintaining access to the river.

- Provide opportunities for "people places" which accommodate human scale activities while allowing managed views of the river through building corridors.
- Create an urban edge to the riverfront as an extension of the River Trail around new development.
- Complement working urban core with benches, lighting and railing within the character of the existing riverfront.

Land Use and Urban Design

Land use and urban design recommendations for the Urban Core area focus on retaining and enhancing the area's urban character, while still promoting riverfront access. The Plan notes that "this area is and will continue to be characterized by a more dense level of development." It further states that "this area will allow for a mix of commercial, residential and water-dependent uses that support, but should not compete with downtown development." The Plan identifies the following land use policies:

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

Transportation and Other Public Improvements

The plan proposes a number of transportation and other public improvements for the Urban Core area:

- Improved bicycle and pedestrian facilities and streetscaping along Marine Drive.
- Improved pedestrian connection across Marine Drive at 6th Street
- Safety and gateway treatments to the 8th Street and Marine Drive intersection
- Streetscaping along Commercial Street between 8th and 16th Streets
- Wayfinding and other pedestrian amenities along 12th Street between Duane Street and the river
- Safety and gateway treatments to the 15th Street and Marine Drive intersection
- Create and manage a new parking district in the riverfront area

Allow only if they plan for the ultimate buildout of the urban core.

C. CURRENT ZONING

Figure 3 provides a map of the current zoning within the vicinity of the Urban Core. The Urban Core itself includes six zoning designations:

- Overwater: Aquatic Development zones (A-2 and A-2A).
- On-land: Tourist Commercial Zone (C-2), General Commercial (C-3), Central Commercial (C-4), and Tourist-oriented Shorelands (S-2A).

The allowed uses for each of these zones are summarized below. The key development standards are summarized in Table 1 at the end of this section.

A-2 – Aquatic Two Development Zone

The Aquatic Two Development (A-2) zone occupies much of the over-water area within the Urban Core. Per the Astoria Development Code, the purpose of the A-2 zone is to enhance the unique character of the Downtown Waterfront and Maritime Museum subareas by providing for their redevelopment as mixed-use areas. Any redevelopment should be compatible with, and give priority to, water-dependent uses.

Some of the permitted uses within the A-2 zone include water-dependent commercial and industrial uses, boat building and repair, water-dependent facilities, public piers, and water-related commercial uses such as boat sales and fish or shellfish sales. Conditional uses include various uses that provide significant visual access to the waterfront, include eating and drinking establishments, hotels, and tourist-oriented retail sales. Office, personal service, and residential uses are permitted conditionally when they are part of a mixed-use development that also includes tourist-oriented uses.

A-2A – Aquatic Two-A Development Zone

The Aquatic Two-A Development (A-2A) zone occupies a portion the over-water area on the east end of the Urban Core. The purpose of the A-2A zone is to provide for its redevelopment as a mixed-use area while permitting exclusive office use on piling supported structures.

Permitted and Conditional uses in the A-2A zone are very similar to the A-2 zone. However, the A-2A zone also conditionally allows office uses without the same restrictions that apply to the A-2 zone. Residential uses are permitted conditionally when they are part of a mixed-use development that also includes tourist-oriented uses.

C-2 – Tourist Commercial Zone

The Tourist Commercial (C-2) zone occupies roughly three blocks of the Urban Core, between 2nd and 5th Streets and between Marine Drive and the railroad. The purpose of the C-2 zone is primarily to provide suitable locations for tourist commercial facilities and certain tourist related establishments. The uses allowed in the C-2 zone are more limited than those permitted in the other commercial (C-3 or C-4) zones.

Some of the permitted uses include eating and drinking establishments, hotels, and tourist-oriented retail. Conditional uses include residential dwellings as accessory uses to another use, indoor family entertainment. Non-tourist retail and office uses are permitted conditionally when they are a part of a mixed-use development.

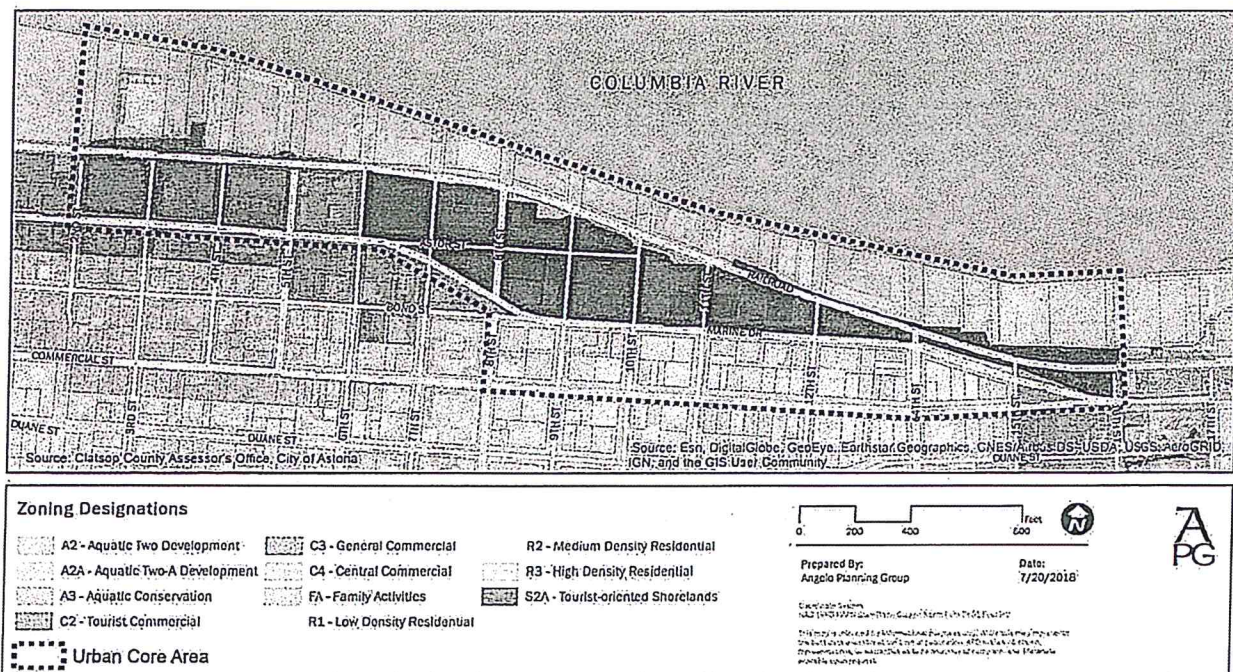
C-3 – General Commercial Zone

The General Commercial (C-3) zone occupies just one block of the Urban Core, to the east of the C-2 zone between 5th and 6th Streets and between Marine Drive and the railroad. The C-3 zone is primarily intended to accommodate a wide range of commercial businesses, particularly those requiring a high degree of accessibility to vehicular traffic.

A variety of commercial uses are permitted in the C-3 zone, including eating and drinking establishments, hotels, personal and business services, repair services, retail sales, and indoor family recreation. In addition, the C-3 zone permits multi-family dwellings, and single- or two-family dwellings that are above, below, or behind commercial facilities. Conditional uses include gas stations, hospitals, light manufacturing, and wholesale trade.

*Astoria's standards for hotel and eating drinking establishments
I really DO NOT require enough parking.*

Figure 2. Zoning Map



C-4 – Central Commercial Zone

The Central Commercial (C-4) zone covers roughly six blocks of the Urban Core, between 8th and 15th Streets and between Commercial Street and Marine Drive. This zone is intended to be the commercial center of the Astoria urban area. It is designed to serve as the focal point for retail trade, services, professional, financial, and governmental activities. The uses permitted are intended to be compatible with the locale's pedestrian orientation and, as a result, off-street parking is not required.

The list of permitted and conditional uses in the C-4 zone is fairly similar to the C-3 zone. A few key differences are that hotels and indoor recreation are conditional uses in the C-4 zone. Also, multi-family dwellings are permitted conditionally, but must be located above commercial uses on the first floor. In addition, the C-4 zone does not allow the more intense construction offices and auto related uses such as automotive sales and service and gas stations.

S-2A – Tourist-oriented Shorelands Zone

The Tourist-oriented Shorelands (S-2A) zone accounts for a good portion of the on-land area of the Urban Core and sits between the C-3/C-4 zones to the south and the A-2 zone to the north. The purpose of the S-2A zone is to provide for mixed-use tourist-oriented development that retains and takes advantage of the working waterfront character of the area. The uses permitted are intended to be compatible with pedestrian orientation. The emphasis is on the rehabilitation and reuse of existing structures.

Some key permitted uses in the S-2A zone include tourist-oriented retail, eating and drinking establishments, specialized food stores (such as seafood markets), hotels, boat repair and sales, and indoor family recreation. Conditional uses include non-tourist oriented retail, multi-family dwellings, offices, and repair services.

Table 1: Development Standards in Zones within the Urban Core Area

Zone	Maximum Height	Setbacks	Maximum Lot Coverage	Notes
A-2	28' Except 45' above grade of adjacent shoreland between extended 15th-21st St. right-of-way, and between 6th Street and the Astoria-Megler Bridge	Buildings sited no closer than 25' to a line extending from intersection of City right-of-way and shoreline to the pierhead line Buildings sited as close to bankline as practical	None listed	[See Note 1] Buildings should relate to or connect with adjacent street ends or public access points
A-2A	28'	None listed	None listed	[See Note 1]

Zone	Maximum Height	Setbacks	Maximum Lot Coverage	Notes
C-2	45'	None listed Except 5-foot "buffer" when adjacent to a lot in a residential zone	90% (Minimum 10% landscaped open area)	Commercial and recreational facilities subject to Design Review Standards (Section 2.375.10) [See Note 3]
C-3	45'	None listed Except 5-foot "buffer" when adjacent to a lot in a residential zone	90% (Minimum 10% landscaped open area)	[See Note 2] [See Note 3]
C-4	45'	None listed Except 5-foot "buffer" when adjacent to a lot in a residential zone	None listed	No minimum off-street parking required
S-2A	28' Except 45' above grade of adjacent shoreland between extended 15th-21st St. right-of-way	None listed	None listed	No off-street parking required between 8 th and 14 th Streets Certain uses subject additional design/development standards in Section 2.715 [See Note 1] [See Note 3]

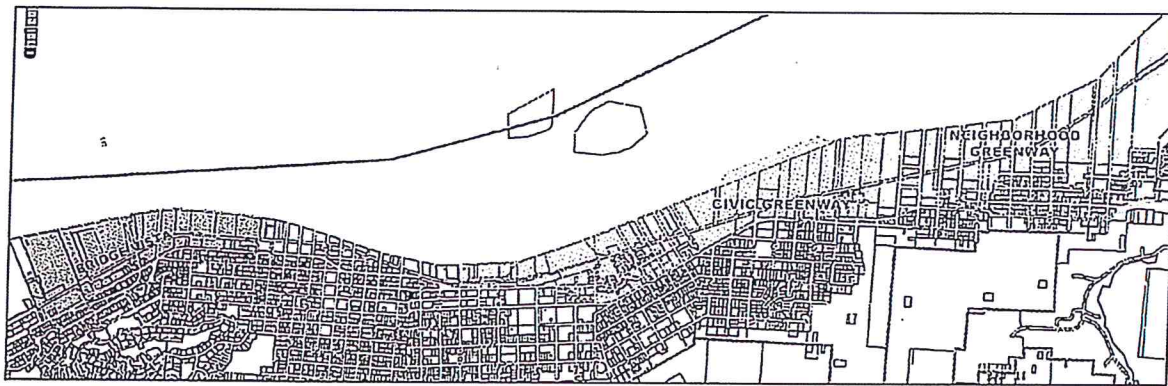
Notes

1. Columbia River Estuary Shoreland and Aquatic Area Use and Activity Standards in Article 4 do not provide additional height, setback, and lot coverage standards for zones and uses in the study area. The standards address issues like access, vegetation, and parking.
2. The Astor-East Urban Renewal District Plan suggests general site and building design guidelines but these have not been developed or adopted into code language.
3. Columbia River Estuary Shoreland Overlay (CRESO) zoning applies to S-1, S-2, S-2A, S-3, and S-4 zones, and areas with 50' of the shoreline, and refers to Columbia River Estuary Shoreland and Aquatic Area Use and Activity Standards (Article 4) for development standards; it does not include any additional development standards.

D. APPROACH USED IN OTHER SUB-AREAS

The City of Astoria has already adopted implementation measures for the other three sub-areas of the Riverfront Vision Plan. These measures included updated comprehensive plan language, map amendments, and the creation of three new overlay zones, depicted in Figure 4: the Civic Greenway Overlay Zone (CGO), the Bridge Vista Overlay Zone (BVO), and the Neighborhood Greenway Overlay Zone (NGO). These overlays are regulated by Article 14 of the Development Code; specifically, Sections 14.035-14.075 (CGO), Sections 14.085-14.125 (BVO), and Sections 14.130-138 (NGO).

Figure 3: Existing Overlay Zones



It is likely that a similar approach will be taken with the Urban Core, and that the City will adopt a new overlay zone that includes many similarities to the other overlays. Some of the key aspects of those overlay zones are summarized below.

Use Standards

Each of the overlay zoning districts modifies the allowed uses applicable to the base zones—but the way in which they are modified varies for each overlay. Generally speaking, the overlays apply additional use limitations for overwater development. The overlays also modify, to some extent, the list of permitted or conditional uses within the base zones. In some areas, additional uses are permitted on-land that would not be permitted (or would be conditional uses) in the base zones. In addition, the Bridge Vista Overlay Zone includes a subdistrict—the Pedestrian-Oriented District—to which additional use and development standards apply.

Development Standards

Each of the overlay zones apply additional development standards beyond what the base zones require. Generally, these standards are intended to preserve views and access to the river and to promote pedestrian-oriented development where applicable. Each of the overlays apply separate standards to overwater and on-land development, respecting the different urban form, uses, and level of regulation necessary to achieve the desired outcomes in these areas. The key overwater standards include:

Additional standards are found in the following categories:

- **Building Dimensions**
 - Maximum building height is reduced in both overwater and on-land areas, though the amount varies by zone and by specific area. The most restrictive standards require overwater buildings to be no higher than the top of the adjacent riverbank in a number of specific areas, with the intent of maintaining unobstructed views of the river within a large portion of the Riverfront Vision planning area.
 - Maximum floor area is limited in some places, in order to limit the overall size of buildings.
 - Maximum width of overwater structures is limited, based on the percentage of the parcel width.
- **View Corridors** – Minimum separation between overwater buildings applies in the BVO zone.
- **Setbacks & Stepbacks**
 - Minimum setbacks are required for on-land development along north-south rights-of-way in the BVO and CGO zones, to provide a minimum view corridor width.
 - Setbacks and Stepbacks are also required in the BVO zone adjacent to the River Trail.
- **River Access** – River access is required in the form of piers or walkways for overwater development within the BVO and CGO zones.

Design Standards

The Riverfront Vision Plan identifies the need for architectural design requirements or a design review process to help ensure compatibility with historical or existing architectural character, to encourage or require use of certain materials, to ensure variation in building facades (articulation), and to govern other aspects of building and site design.

Each of the three overlay zones incorporates design standards and/or guidelines that are not applicable to development in the base zoning districts. Each overlay takes a different approach to these design requirements, as outlined below. Generally speaking, development within these areas is subject to requirements related to building forms, windows, doors, wall treatments, roof forms or elements, signs, doors. Development in certain areas may also be subject to requirements for lighting, landscaping, and awnings.

Civic Greenway Overlay Zone

Residential development applications within the CGO have two options for design review: they may pursue administrative review, subject to the Design Review *Standards* outlined in Section 14.065 of the CGO chapter; or they may go through the public design review process, subject to the Design Review *Guidelines* outlined in Section 14.025. Those guidelines were originally adopted for the Gateway Overlay Zone in 1998. The boundaries for the more recently-adopted CGO and the Gateway Overlay are very similar.

Non-residential and mixed-use development in the CGO must be reviewed through the public design review process, using the Design Review Guidelines.

Bridge Vista Overlay Zone

All development applications within the BVO must be reviewed through the public design review process and are subject to a combination of both design standards and design guidelines specific to the BVO (Section 14.115). Standards and guidelines in this section fall into the broad categories of building style and form, roof form and materials, doors, windows, siding and wall treatment, awnings, lighting, signs, and landscaping.

Neighborhood Greenway Overlay Zone

As in the CGO, residential development applications in the NGO have two options for design review: administrative review, using Design Review Standards specific to the NGO (found in Section 14.134), or public design review, using NGO-specific Design Review Guidelines (found in Section 14.135). Non-residential and mixed-use development applications must be reviewed through the public design review process and must follow the design guidelines.

OTHER ISSUES TO CONSIDER

Nine years have passed since the Riverfront Vision Plan was adopted in 2009, and some conditions in Astoria have changed and issues have arisen that could shape implementation measures within the Urban Core. The City can also evaluate the preliminary success of the overlay zones already adopted for the three other sub-areas and may wish to make adjustments in the Urban Core based on lessons learned. City staff has identified a few key issues that should be considered in developing code amendments for the Urban Core:

1. Intensity of Development

Staff conveyed that some community members believe the Riverfront Vision Plan calls for too much development in the Urban Core, particularly along the riverfront. There is a particular concern about the riverfront area competing with Astoria's Downtown. It should be noted that the Riverfront Vision calls for development in the Urban Core area to support, but not compete with, Downtown development. Staff also pointed out that the uses and intensity of development that the Plan calls for in the Urban Core are more restrictive than what the code currently allows. However, these community concerns should be considered when crafting land use regulations and development standards for the Urban Core.

2. Design Review

Staff also identified the need for additional clarity with any design guidelines or standards that are adopted in the Urban Core. In administering the design guidelines for a development in the Bridge Vista Overlay area, users found that the guidelines allowed too much discretion. Staff suggested that guidelines and/or standards for the Urban Core should be crafted with more

specific language that provides less room for interpretation. Staff also suggested that guidelines should be stricter in its requirements around building modulation and massing to avoid a monotonous design and to ensure desired design outcomes for this area.

E. TYPES OF CODE PROVISIONS EXPECTED TO BE APPLICABLE IN THE URBAN CORE

This section provides a summary of standards from earlier code update efforts that are likely to be considered for application in the Urban Core. Since the Neighborhood Greenway Overlay zone is less applicable to conditions in the Urban Core, the summary will focus primarily on the Bridge Vista Overlay and Civic Greenway Overlay zones.

1. Land Uses

The Riverfront Vision Plan recommends reviewing the Aquatic and other zoning designations for consistency with Riverfront Vision principles.

Overwater Land Uses

The two aquatic base zones (A-2 and A-2A) found in the Urban Core area specify permitted and conditional uses or use categories within each zone. The Civic Greenway Overlay zone modifies these lists by specifying which uses are permitted outright or conditionally within the overlay zone. Notably, the list of conditional uses in the CGO does not include eating and drinking establishments, retail uses, or hotels, each of which is allowed conditionally in the A-2 and A-2A zones if they provide significant visual access to the waterfront.

Alternatively, the Bridge Vista Overlay zone modifies the list of permitted over-water uses by *prohibiting* certain uses otherwise allowable in the base zones. Similar to the CGO, the BVO prohibits eating and drinking establishments, retail uses, and hotels. The Neighborhood Greenway Overlay zone makes few modifications to permitted overwater uses in the applicable base zone.

The City will need to consider whether the Urban Core should follow the BVO and CGO in restricting overwater development of restaurants, retail, and hotels (along with other uses). It will also need to determine which mechanism is used to limit uses in a potential Urban Core overlay—either listing permitted/conditional uses or specifying prohibited uses.

On-land Uses

The BVO establishes a Pedestrian-Oriented sub-district in which the list of on-land permitted uses is modified to encourage uses that would enhance—and prohibit uses that would detract from—the pedestrian realm. Modifications to the base zones include allowing light manufacturing uses with a retail component (such as breweries with a taproom), and residential dwellings above commercial uses on the ground floor. Prohibited uses in the Pedestrian-Oriented District include auto-related businesses and drive-through facilities.

The City should consider whether a similar pedestrian-oriented subdistrict should be established in the Urban Core. This subdistrict could not only have special use regulations, but could also have special development standards (as is the case in the BVO) to enhance the pedestrian environment. Given the intention of continuing to allow a relatively intensive mix of urban uses in this area, it may be appropriate to be less restrictive about the range of commercial uses in this area. However, this will need to be balanced with the policy of minimizing competition with the Downtown.

Recommended Zone Change

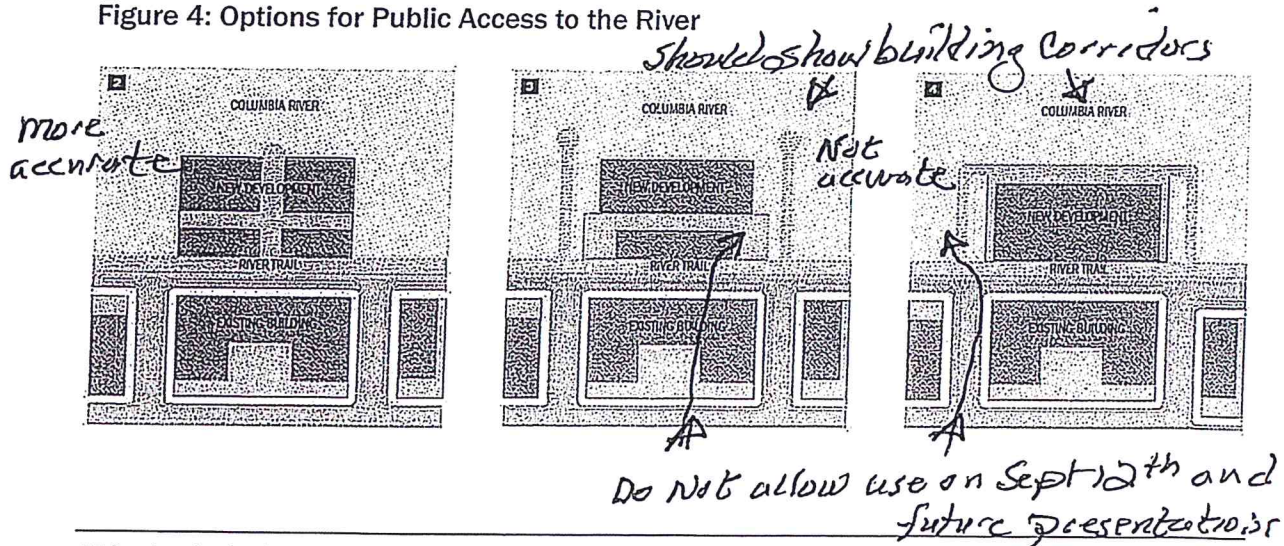
The Riverfront Vision Plan recommends a change in zoning for three blocks at the west end of the Urban Core from Tourist Commercial (C-2) to another commercial zone (see Figure 3). As noted above, the uses allowed in the C-2 zone are more limited than those permitted in the other commercial (C-3 or C-4) zones. Rezoning to C-3 or C-4 in the Urban Core may help implement the Vision Plan's policy of allowing a mix of commercial, residential and water dependent uses. However, the Vision Plan also states that the Urban Core should not compete with Downtown. It may be that the C-3 and C-4 zones allow development intensities or uses that could compete with Downtown, thereby not meeting the community's vision for the Urban Core. Further discussion is needed to determine appropriate zoning for these three blocks.

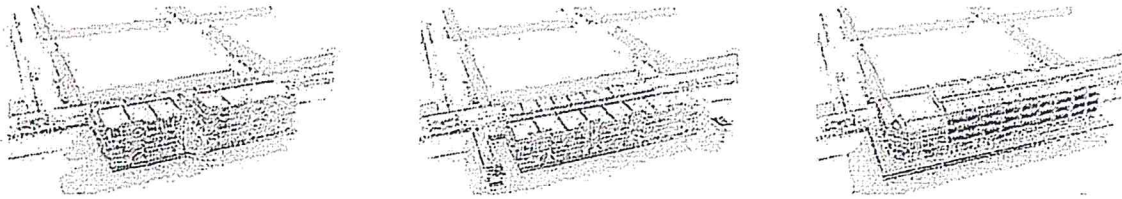
2. Access to Water and Open Space

The Riverfront Vision Plan identifies the need to incorporate site design and development provisions within the Urban Core that require or provide incentives for setbacks, stepbacks, or provision of public open space (either over water or on land) that improve visual or physical access to the water. This section addresses physical access to the water and open space; visual access to the water is addressed in Section 3.

The Riverfront Vision Plan identifies four options to ensure the public continues to have direct visual and physical access to the river in areas where overwater development may be approved in the future. These options include: mid-site access, viewpoints, and trail extension and are shown below in Figure 5 (from the Riverfront Vision Plan).

Figure 4: Options for Public Access to the River





The options are described as follows in the Vision Plan, relying on mechanisms such as dedications, easements, and improvements in public right-of-way:

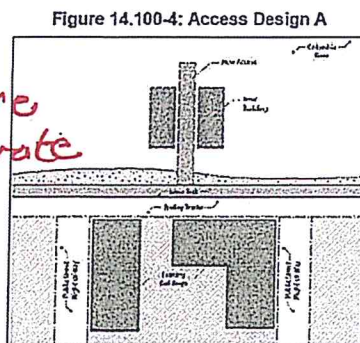
- Access through the middle of the site – A public easement and pier through the middle of the site would be dedicated to help break up the massing of the development and provide access to the water.
- Viewpoints – A pier improvement is constructed within the public right-of-way on both sides of the development. Where there is not public right-of-way, right-of-way would need to be dedicated or an easement would need to be created.
- River Trail extension – A River Trail pier improvement is constructed along the waterfront side of the development. The extension would connect to the existing River Trail with pedestrian connections on both sides of the development.

These options for waterfront access were implemented directly in the Bridge Vista and Civic Greenway overlay zones, with code language and graphics adapted from the Vision Plan. The code graphics for the three access options from the BVO zone (Section 14.100) are provided in Figure 6. The overlays also include standards for pier and walkway width and length.

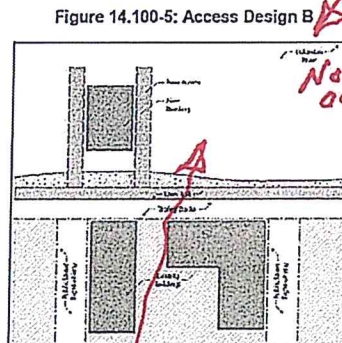
Similar riverfront access standards are likely to be considered for the Urban Core overlay as well, given similar goals of ensuring direct access to the river in this area.

Figure 5: Riverfront Access Options from BVO Zone

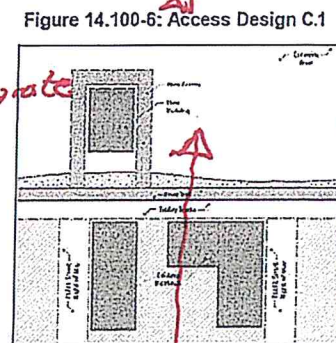
Where are the building corridors?



more accurate



Not accurate



Should not be used Sept. 6th or any future presentations

3. Preservation of Views

The Riverfront Vision Plan calls for the preservation of views to the Columbia River through the use of setbacks, stepbacks, maximum building height, and other measures in the Urban Core. The Plan

suggests that building height trade-offs—reducing height in some areas while allowing taller buildings in other areas—may be desirable as long as a maximum height is enforced.

Building Height

Building height standards within each of the three existing overlay zones area summarized in Table 2 below. The approach to maximum height is different within each zone, and for overwater versus on-land development.

Table 2: Building Height Standards in Overlay Zones

	Overwater	On-land
CGO	Top of riverbank 35 th to 41 st Street exception: Buildings >500' from shoreline allowed up to 28'; must have min. 75' wide view corridor separation between buildings	28' Up to 35' permitted if stories above 28' stepped back 10'
BVO	Limitation areas: top of riverbank Others: 35'	35' Up to 45' permitted if stories above 24' stepped back 10'
NGO	Top of riverbank	

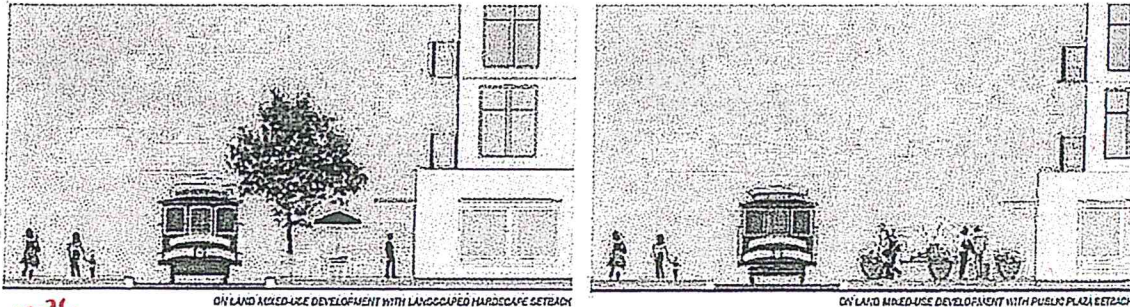
As outlined in Table 1, the maximum height in the base zones within the Urban Core area generally ranges from 28 feet for the aquatic zones to 45 feet for the on-land zones. The approach for overwater development within the Bridge Vista area is to strictly limit height within certain “limitation areas” while allowing taller buildings in other areas. The City may decide to take a similar approach within the Urban Core. The City may also choose to keep the 45-foot height limit in on-land areas, but to require setbacks for stories above a certain height—similar to the setback provisions in the CGO and BVO zones (discussed below).

Setbacks, Stepbacks and View Corridors

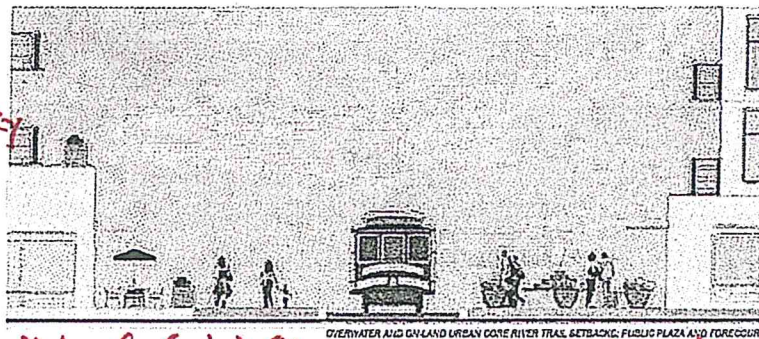
The Riverfront Vision Plan calls for setbacks, stepbacks, and view corridors in the Urban Core to protect views toward the river and along the River Trail, as well as to create a sense of openness and to preserve sunlight. Figure 7 is a graphic from the Vision Plan that illustrates potential setbacks along the River Trail.

Figure 6: Riverfront Trail Development Setbacks

where is the building corridor on both sides of the trolley tracks



*ON Sept 17th
None of these
should be used, they
do not reflect
the text.*



why the balconies?

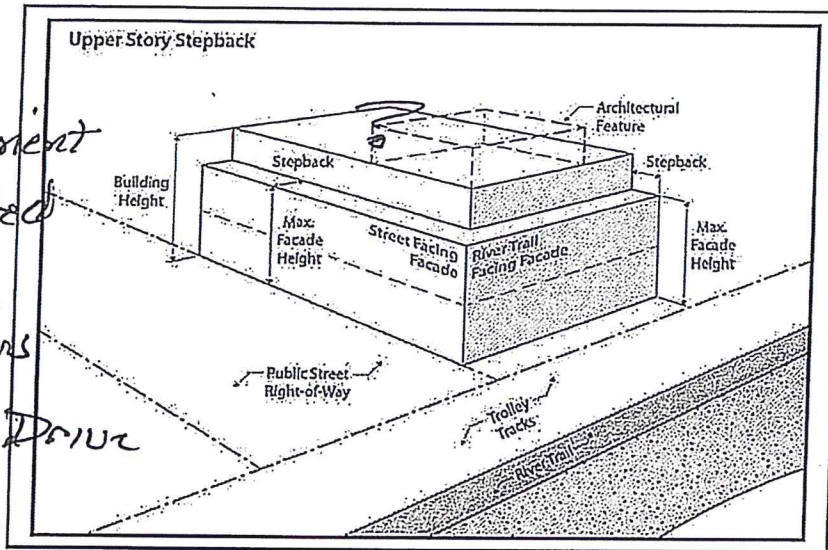
Inaccurate = height of first floor significantly less than distance to trolley

In the CGO and BVO zones, setbacks are required for on-land development along north-south rights-of-way to preserve a minimum view corridor width of 70 feet. Overwater development in the BVO zone must provide a minimum 40 foot wide view corridor separation between buildings. Adjacent to the River Trail, the minimum setback is 10 feet on the south side and 20 feet on the north side. Conversely, a maximum setback of 5 feet is established in the BVO zone for development fronting Marine Drive and all parallel rights-of-way. This may be extended to 20 feet for up to 50% of the building facade if the setback is used for a walkway, plaza, courtyard, or other pedestrian-oriented amenity or public gathering space. Similar setback standards may be considered for the Urban Core. Establishing similar maximum setbacks along certain streets would help promote the urban character and pedestrian orientation called for by the Vision Plan, while also encouraging the creation of plazas and gathering spaces.

Stepbacks are required in the CGO and BVO zones adjacent to the River Trail when buildings exceed a certain height. In the BVO zone, portions of the building above 24 feet must be stepped back by at least 10 feet; in the CGO zone, the specified height is 28 feet. Accordingly, building stories above the second floor will be stepped back. This is illustrated in Figure 8. A similar requirement is likely for Urban Core development along the River Trail. It should be noted that Figure 7, above (from the Vision Plan), illustrates building stepbacks above the ground floor, rather than above the second floor. Some discussion is needed to determine whether stepbacks in the Urban Core should follow the precedents established by the other overlay zones, or if they should more closely follow the Vision Plan's guidance.

Figure 7: Building Stepbacks in the BVO Zone

Roof
mounted equipment
must be included
in all building
height limitations
south of Marine Drive



Other standards identified for preserving views in the BVO and CGO zones include maximum width for overwater structures, based on the percentage of the parcel width, and maximum floor area to limit the overall size of buildings. For overwater development in the BVO zone, building widths are limited to 60% of the parcel width (or 150 feet, whichever is greater), and within Limitation Areas, building floor area is limited to 4,000 square feet.

4. Design Standards or Review

The Riverfront Vision Plan indicates that a design review process and/or new design review standards should be used to ensure that new development in the Urban Core respects Astoria's historic character. The Plan states that standards should be flexible to allow for diversity in building design. Although as noted above, there should be a balance between flexibility and clarity, so that standards and/or guidelines can be easily and consistently administered. It should be noted that most of the Urban Core is within a National Register Historic District which also requires historic design review.

As mentioned above, the Civic Greenway Overlay zone provides two possible review tracks for development applications: an administrative track using design standards specific to the CGO, and a discretionary track using design guidelines originally developed for the Gateway Overlay district. Residential development may choose either the administrative or discretionary track, while non-residential and mixed-use development must go through the discretionary public design review process. The Bridge Vista Overlay zone provides only one review process: public design review using a combination of design standards and guidelines specific to the BVO.

For the Urban Core, the City may wish to consider establishing a customized set of design standards and/or guidelines that are specific to urban design patterns seen in this part of the city. Because the City is required to provide clear and objective standards for development of "needed housing,"

design standards would need to be established for residential development. These standards could be adapted from those created for the CGO and/or BVO zones. As in the other overlays, design standards and guidelines in the Urban Core are likely to address some or all of the following: building style and form, roof form and materials, doors, windows, siding and wall treatment, awnings, lighting, signs, and landscaping.

NEXT STEPS AND SCHEDULE

Over the next 10 to 12 months, the consultant team will work with City staff to develop amendments to the City's zoning code, zoning maps, and comprehensive plan policies associated with the Urban Core Area. The process will involve one public Town Hall meeting; four Planning Commission work sessions and one public hearing; and one City Council work session and one public hearing; as well as several meetings with the staff Project Management Team.

Project Timeline (tentative)

	2018						2019				
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
Prepare Code Evaluation Summary											
APC Work Session #1		8/7									
Town Hall Meeting			9/12	<i>Do Not allow misleading slides</i>							
Prepare Draft #1 of Amendments											
APC Work Session #2				10/23							
APC Work Session #3					11/27						
Prepare Draft #2 of Amendments											
APC Work Session #4							1/8				
City Council Work Session								2/4			
Prepare Draft #3 of Amendments											
APC Public Hearing									3/26		
Prepare Draft #4 of Amendments											
City Council Public Hearing 1st reading										4/22	
Prepare Final Amendments											
City Council Public Hearing 2nd reading and adoption											5/6

Detailed Project Summary

Task 1. Project Startup (Jul-Aug 2018)

- Project Management Team (PMT) Meeting #1 – Review Code Evaluation Memo
- Planning Commission Work Session #1 – Receive confirmation of the overall approach to code provisions to implement the Riverfront Vision Plan, as well as specific comments on issues to be addressed in the Urban Core area.

Task 2. Public Review & Outreach (Aug-Sep 2018)

- Town Hall Meeting – Discuss the approach to the project, the types of code amendments envisioned, and comments, concerns or code issues identified by community residents, business and property owners, and workers.

Task 3. Draft Code Amendments #1 (Sep-Nov 2018)

- Prepare Draft Urban Core Amendments #1 to City development and zoning code, zoning maps, comprehensive plan policies, and other relevant urban land use regulations for the Urban Core Area.
- PMT Meeting #2 – Discuss draft Urban Core amendments
- Planning Commission work sessions #2 and #3 – to review and discuss the draft code amendments

Task 4. Planning Commission Work Session, Public Meeting and City Council Work Session (Dec 2018-Feb 2019)

- PMT Meeting #3 – Review updated draft code amendments
- Prepare Draft Urban Core Amendments #2 to reflect direction from PMT
- Planning Commission work session #4 – Review and discuss the revised draft code amendments
- City Council work session – Brief City Council on the draft code amendments, key issues and comments from Planning Commission, and community feedback from the Town Hall meeting

Task 5. Planning Commission and City Council Public Hearings (Feb-May 2019)

- PMT Meeting #4
- Draft Urban Core Amendments #3 to reflect direction from the PMT, Planning Commission and City Council
- Planning Commission public hearing – Review and discuss the revised draft code amendments proposed for adoption
- Draft Urban Core Amendments #4
- City Council public hearing – Review and discuss the revised draft code amendments proposed for adoption

Task 6. Final Products (May 2019)

- Final Urban Core Amendments



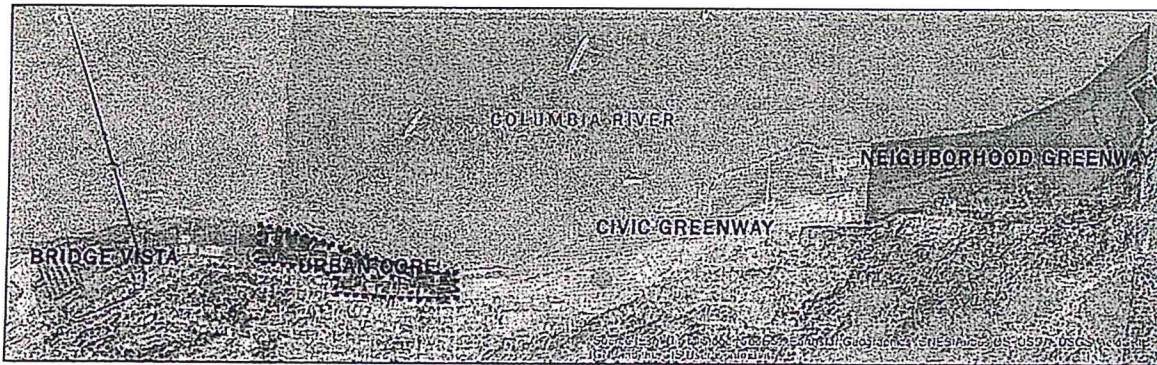
ASTORIA RIVERFRONT VISION PLAN

CODE AMENDMENTS FOR THE URBAN CORE

Project Overview

The City of Astoria is considering potential changes to the City's Development Code aimed at implementing recommendations in the *Astoria Riverfront Vision Plan*. This planning effort will focus on recommendations for the "Urban Core" area located approximately between 2nd Street and 16th Street, from the pierhead line to Marine Drive, and to Commercial Street between 8th and 16th Streets.

The *Riverfront Vision Plan*, adopted in 2009, includes a variety of recommendations related to land use and development, transportation improvements, and parks and open space facilities along the Columbia riverfront. The Plan identifies four different sub-areas along the riverfront (depicted below) and identifies both customized policies for each area and general recommendations for the entire riverfront.



Riverfront Vision Plan Sub-areas

The City adopted implementing Comprehensive Plan policies and Zoning Ordinance provisions for the Civic Greenway, Bridge Vista, and Neighborhood Greenway Plan Areas between 2014 to 2015. The City is now focusing on the remaining plan area—the Urban Core. The intent of the project is to implement policies and recommendations identified in the *Vision Plan* with updated development code text, comprehensive plan language, and map amendments.

Riverfront Vision Plan Principles

Code amendments within the Urban Core will be guided by five core principles identified in the Riverfront Vision Plan:

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



Urban Core Area

Urban Core Policies and Recommendations

In addition to the guiding principles, the *Vision Plan* also identifies specific policies and recommendations for the Urban Core around land use and urban design, natural features, and transportation. Policies relevant to the development code update project focus on retaining and enhancing the area's urban character, promoting riverfront access, designing buildings that respect Astoria's character, creating intimate gathering places, and ensure continued visual access to the river. Development code updates may address requirements associated with types of land uses allowed in different areas, building heights, building siting and design, landscaping, and requirements for access to the river, as well as retaining views of the river and surrounding areas.

Project Process and Timeline

Between now and spring/summer 2019, City of Astoria staff will work with the community and a team of consultants to develop amendments to the City's development code, zoning maps, and comprehensive plan policies associated with the Urban Core Area. The community will have the opportunity to learn more about the project and weigh in at a Town Hall meeting planned for September 13, 2018, and at several Planning Commission and City Council meetings. A tentative schedule is provided below.

	2018						2019				
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
Background Research											
Town Hall Meeting			◆								
Prepare, Review & Revise Draft Amendments											
Planning Commission Hearing									◆		
City Council Public Hearing										◆	
Adopt Final Amendments											◆

For more information about the project, please contact Brett Estes, City of Astoria Community Development Director, at (503) 338-5183 or bestes@astoria.or.us, or Project Manager Rosemary Johnson at rosemaryjcurt@gmail.com.

Tiffany Taylor

From: Tiffany Taylor
Sent: Friday, September 14, 2018 11:33 AM
To: Blair Henningsgaard; 'Brookley Henri'; 'Daryl Moore'; 'Jan Mitchell'; 'Jennifer Cameron-Lattek'; 'Joan Herman'; 'Kent Easom'; 'Sean Fitzpatrick'
Subject: FW: Thoughts on Town Hall meeting & Some Urban Core Riverfront Vision Plan Slides should Not be used at September 13th's Town Hall (not ex parte)
Attachments: Urban Core Plan thoughts II.pdf

Planning Commissioners –

As per Brett/Rosemary, I am forwarding to you a letter and attachment from George “Mick” Hague.



TIFFANY TAYLOR
ADMINISTRATIVE ASSISTANT
COMMUNITY DEVELOPMENT DEPARTMENT
1095 Duane Street Astoria OR 97103
ttaylor@astoria.or.us
503-338-5183 (phone)
503-338-6538 (fax)

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

From: George Hague <gbhague@gmail.com>
Date: Thu, Sep 13, 2018 at 11:26 PM
Subject: Thoughts on Town Hall meeting & Some Urban Core Riverfront Vision Plan Slides should Not be used at September 13th's Town Hall (not ex parte)
To: Brett Estes <bestes@astoria.or.us>
Cc: Tiffany Taylor <ttaylor@astoria.or.us>, Rosemary Johnson <rosemaryjcurt@gmail.com>

Good morning/afternoon Planning Commissioner,

I am sorry changes to the slides were not made for the Town Hall meeting as suggested below. This caused me to interrupt way too many times during the Town Hall to point out things that were still misleading.

There are events beyond my control that may cause this to be my last meeting I can attend. I hope you will still accept my email comments as if I was there in person.

Some points which I feel were expressed by many at the Town Hall meeting.

Full Parking needs to be required for any and all development allowed — for anything put on paper as part of the plan.

No more new buildings over the water.

Current River views from the Riverwalk need to remain and not managed views between buildings

Building height is a problem.

A couple of people including myself have concerns with

do not want any balconies facing the Riverwalk

roof mounted equipment needs to be included as part of any height restrictions.

Pictures/slides that truly represent the height of buildings— not only from afar, but as a series of pictures/slides showing as you continue to walk closer to it until you are at its base.

Sincerely,

George (Mick) Hague

http://astoria.or.us/assets/dept_3/agendas/8718_APC_Agenda_Packet.pdf

Good morning/afternoon Planning Commissioner,

Re: Urban Core Plan's misleading slides and the destruction of the Riverwalk's views.

The color version of the Planning Commission handout in the link found above is better than what I used on Thursday to point out problems with the misleading slides used to explain about the Urban Core section of the Riverfront Vision plan.

Please click on the link found above and scroll down to Figure 1: Urban Core Plan Area (page 2 of 19). This page should be studied. You can see the Riverwalk or as written the "River Trail" as a long red line. To be able to see the river between 2nd and 16th Street under this plan you can see that you would need to take one of the Red Dotted Lines to a viewing area through "managed views" and between "building corridors". As you look at this page you must realize the hash lines are where future buildings will be allowed over the river and therefore the need for managed views through building corridors. They will not be like the corridors at the end of 6th or 14th street, because those do not have buildings blocking your view on both sides as you walk to a viewing area.

This page also encourages you to consider establishing a parking district which would allow you to "significantly reduce or possibly eliminate on-site parking requirements". This sounds good, but where south of Marine Drive will they be established and who owns them? **You must require that these parking districts are capable of handling the entire ultimate buildout of the Urban Core during our peak tourist season if you allow this concept.** We already know that when the Fairfield Hotel and eventually Stephanie's Cabin are in full operation, that they will need to use much of what is left of the parking lot space between 2nd and 3rd Street — the Oregon Department of Human Resources will be expanding their current required needs at that lot when they include their future data processing center. As you know the Hotel is not being required to provide any parking for its 20-35 employees, but they will still need a place. The parking lot between 6th and 7th street is already more than 50% full on weekends.

Some larger cities with significant public transportation and bike lanes are cutting back on parking requirements, but since we do not have those in Astoria, please do not accept that thinking. At some point the state will probably tell us that allowing small cars at our downtown intersections will no longer be permitted and when that happens we will lose over 200 currently designated parking spaces. This means any parking district in the downtown area will only maintain the current status quo.

Page 3 of 19 also has a couple of points to question how they will be implemented. "1. Promote physical and visual access to the river" and "5. Enhance the River Trail" My vision of these is much different than the text that will implement it as you can read in the first bullet point on the same page = "allowing managed views of the river through building corridors." This is Not

my vision of promoting physical and visual access to the river or enhancing the River Trail with corridors between buildings as shown with red dotted lines on the previous page.

Figure 4 on page 13 of 19 is not accurate and **should Not be used at the Town Hall meeting on September 12th or any other time**. As Figure 1 shows there will be an almost solid row of 28 - 45 foot tall buildings over the river at buildout if you approve the Urban Plan — page 57 of the Riverfront Vision Plan Part 4 (http://astoria.or.us/Riverfront_Vision_Plan.aspx?deptid=3) also shows all the ultimate buildout building locations over the water. Figure 4 correctly shows building on the south side of the trolley tracks, but fails to do the same on the north side over the water. These misleading depictions would have you believe that buildings are not going to be side-by-side when over the water and that you will have views from these red dotted lines like we currently have for 6th and 14th Street. Page 55 of the Riverfront Vision Plan explains that "If new development occurs on both sides of the public right-of-way, the pier would include a wider 24-foot wide pier improvement," but this would only be about 10 feet on either side of the red dotted lines and would not allow vistas of the River without having to leave the Riverwalk.

On the next page both the drawings at the top and Figure 5 at the bottom continue to provide misleading information and also **should Never be used to obtain public input** about the Urban Core Plan. They give the viewers the false impression that at ultimate buildout that there will not be buildings side-by-side over the river. That when you walk out on one of those red dotted lines to the places labeled "view access" the slides give the public the false impression that on one side you will have a wide panorama of the river and not the reality of the side of another building. **The people need to know the truth and the slides must show the truth or do not use them.**

These two pages of slides also do not show what will become of the Riverwalk with almost solid buildings on both sides. At buildout people walking the Riverwalk will have a tunnel view with buildings on both sides. None of these slides show this. They will be allowed "managed views" every once in awhile to look straight over to Washington, but sadly they will not have the pleasure of seeing a ship come from afar unless they leave the riverwalk to use one of the dotted red lines to what is labeled "view access".

Figure 6 on page 16 of 19 continues this total misrepresentation of the Riverwalk or do we use the plan's words of River trail? Two of the three drawings would have you believe that buildings will be on only one side and you will have panorama views on the other. **This is totally false and these should not be allowed to obtain public input or explain the Urban Core Plan.** The third drawing shows balconies on both sides. I do not know anyone who lives in Astoria that wants to walk the riverwalk with tourists on their balconies on both sides. You should not allow balconies along the riverwalk and that should start with the the proposed Fairfield Hotel. Once you allow one then it will be almost impossible to deny others.

The paragraph below Figure 6 reads that the plan will only require a multi-story building setback of 10 feet on the south side and 20 feet on the north side of the "River Trail". You need to visualize this with 28 to 45 foot tall buildings on both sides with balconies. In fact you need to add roof mounted equipment to the building height — based on Astoria's very permissive guidelines. There is an example of roof mounted equipment added to a building during the past couple of years within this Urban Core that must be about ten feet in height. **You should make sure any maximum height allowed north of the Marine Drive includes roof mounted equipment.** Another reason these drawings should not be used on September 13th is they are not to scale. The distance between the River Trail and building appear to be easily more than 10 feet based on the height of the first floor of the building as well as the activity shown. It gives the impression that the distance will be much more than what developers will be required to provide. This is another reason to not allow these misleading slides on September 13th to obtain public input on the Urban Core Plan.

Please encourage Astoria's staff and our paid consultant to replace these ten year old slides with ones which truly represent what will be allowed to be built if the Urban Core Plan is approved as currently written. Only then will the input you receive on September 13th and other public meetings be valid.

Thank you for taking the time to read this. I hope it helps you in your comments and deliberations on what many consider a very important part of Astoria's future.